Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Blower Motor Speed Return Circuit High	B2B02	This DTC will detect when the blower motor feedback hardwire circuit signal is too out of range high. This includes some non-OBD failures in the blower system, open, and short to 12 V. Blower Motor Speed Return Circuit High Diagnostic will consume the Climate Control Front Blower Fan Speed Feedback Wire Duty Cycle High Fault Status from the OBD Smart Device "BCM" and increment the failure counter when a fail occurs. X of Y will determine fault maturation and when to set the DTC.	Duty Cycle	Climate Control Front Blower Fan Speed Feedback Out of Range High Fault Status = "FAIL"	No active DTC's:	High Speed CAN enabled U0140 Loss of Comm BCM FA Not Set B2B38 Message Counter Incorrect FA not Set	8 failures out of 10 samples 1 sample per second	Type C, No SVS "Emissions Neutral Diagnostics – Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Blower Motor Speed Return Circuit Low	B2B03	This DTC will detect when the blower motor feedback hardwire circuit signal is out of range low. This includes some internal blower failures and short to ground conditions. Blower Motor Speed Return Circuit Low Diagnostic will consume the Climate Control Front Blower Fan Speed Feedback Wire Duty Cycle Low Fault Status from OBD Smart Device "BCM" and increment the failure counter when a fail occurs. X of Y will determine fault maturation and when to set the DTC.	Duty Cycle	Climate Control Front Blower Fan Speed Feedback Out of Range Low Fault Status = "FAIL"	No active DTC's:	High Speed CAN enabled U0140 Loss of Comm BCM FA Not Set B2B38 Message Counter Incorrect FA not Set	8 failures out of 10 samples 1 sample per second	Type C, No SVS "Emissions Neutral Diagnostics – Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Blower Motor Speed Return Feedback Circuit Out of Range High	B2B0B	This DTC will detect when the blower motor feedback sensor is reporting a value above the maximum allowed. Blower Motor Speed Feedback Circuit Out of Range High Diagnostic will consume the Climate Control Front Blower Fan Speed Feedback Frequency from the OBD Smart Device "BCM" and increment the failure counter when a fail occurs. X of Y will determine fault maturation and when to set the DTC.	DC frequency	> 206 Hertz	No active DTC's:	High Speed CAN enabled U0140 Loss of Comm BCM FA Not Set B2B38 Message Counter Incorrect FA not Set B2B02 FA Not Set B2B03 FA Not Set	8 failures out of 10 samples 1 Sec / Sample	Type C, No SVS "Emissions Neutral Diagnostics – Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Blower Motor Speed Return Feedback Circuit Out of Range Low	B2B0C	This DTC will detect when the blower motor feedback sensor is reporting a value less then the minimum allowed. Blower Motor Speed Feedback Circuit Out of Range Low Diagnostic will consume the Climate Control Front Blower Fan Speed Feedback Frequency from the OBD Smart Device "BCM" and increment the failure counter when a fail occurs. X of Y will determine fault maturation and when to set the DTC.	DC frequency	< 45 Hertz	No active DTC's:	High Speed CAN enabled U0140 Loss of Comm BCM FA Not Set B2B38 Message Counter Incorrect FA not Set B2B02 FA Not Set B2B03 FA Not Set	8 failures out of 10 samples 1 Sec / Sample	Type C, No SVS "Emissions Neutral Diagnostics – Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
CGM Ignition Switch Run/ Start Position Circuit Low	B2B0D	This DTC monitors for a CGM Ignition Switch Run/Start Position Circuit Low error as determined by the CGM	The CGM Diagnostic Status Message signal in GMLAN frame $3CF indicates that the CGM Ignition Switch Run/Start Position Circuit Low DTC has set in the CGM.		General Enable Criteria: Message $3CF Central Gateway Module	 is being received is present on the bus	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
CGM Ignition Switch Run/ Start Position Circuit High	B2B0E	This DTC monitors for a CGM Ignition Switch Run/Start Position Circuit High error as determined by the CGM	The CGM Diagnostic Status Message signal in GMLAN frame $3CF indicates that the CGM Ignition Switch Run/Start Position Circuit High DTC has set in the CGM.		General Enable Criteria: Message $3CF Central Gateway Module	 is being received is present on the bus	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
CGM Control Module Memory Failure	B2B12	This DTC monitors for a CGM Control Module Memory Failure error as determined by the CGM	The CGM Diagnostic Status Message signal in GMLAN frame $3CF indicates that the CGM Control Module Memory Failure DTC has set in the CGM.		General Enable Criteria: Message $3CF Central Gateway Module	 is being received is present on the bus	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
CGM Control Module Internal Performance Failure	B2B13	This DTC monitors for a CGM Control Module Internal Performance Failure error as determined by the CGM	The CGM Diagnostic Status Message signal in GMLAN frame $3CF indicates that the CGM Control Module Internal Performance Failure DTC has set in the CGM.		General Enable Criteria: Message $3CF Central Gateway Module	 is being received is present on the bus	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Blower Motor Return Circuit Signal Check Fault	B2B38	The DTC will detect the freshness of the signals being sent by the OBD Smart Device to the DECECU.	Freshness counter does not increment on receipt of new message.		No active DTC's:	High Speed CAN enabled U0140 Loss of Comm BCM FA Not Set	8 failures out of 10 samples 1 Sec / Sample	Type C, No SVS "Emissions Neutral Diagnostics – Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Steering Wheel Angle Sensor Signal Message Counter Incorrect	C1211	This DTC monitors for an error in the Steering Wheel Angle Sensor Signal Message Counter	Communication of the Alive Rolling Count or Protection Value from the Steering Wheel Angle Sensor over CAN bus is incorrect for out of total samples	 >= 15.00 counts >= 16.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type C, No SVS "Safety Emissions Neutral Diagnostic"

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.	≥ 200 K Ω impedance between signal and controller ground.	System supply voltage Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	20 failures out of 25 samples 250 ms /sample, continuous	Type A, 1 Trips

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Exhaust Camshaft Actuator Solenoid Circuit Open – Bank 1	P0013	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.	≥ 200 K Ω impedance between signal and controller ground.	System supply voltage Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	20 failures out of 25 samples 250 ms /sample, continuous	Type A, 1 Trips

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position (CKP)- Camshaft Position (CMP) Correlation Bank 1 Sensor A	P0016	Detects cam to crank misalignment by monitoring if the cam sensor pulse for bank 1 sensor A occurs during the incorrect crank position, diagnostic passes when the cam sensor pulse is in the expected range	Out of range cam edge measurements in one engine cycle Out of range values are: cam edge measurement OR cam edge measurement from the expeced nominal cam position	>= 4 cam edges < -8.0 Crank Degrees > 12.4 Crank Degrees	Crankshaft and camshaft position signals are synchronized Engine is Spinning Cam phaser control indcates the phaser is 'parked' No Active DTCs: Time since last execution of a test IntCamECC_OilPresLow	Test is Enabled CrankSensor_FA P0340, P0341 > 1.0 sec = FALSE	4 cam edge measurements and 1 test sample per engine cycle Test failure is 4 fails in 5 samples Diagnostic failure is 2 failed tests out of 3 If the first test fails, the next test is delayed to confirm the phaser 'parked' This delay time is defined by **P0016, P0017, P0018, P0019: Cam Correlation Oil Temperature Threshold** For mid-park phasers, an additional delay **P0016-0019 Mid-Park Phaser Delay** is applied	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position (CKP)- Camshaft Position (CMP) Correlation Bank 1 Sensor B	P0017	Detects cam to crank misalignment by monitoring if the cam sensor pulse for bank 1 sensor B occurs during the incorrect crank position, diagnostic passes when the cam sensor pulse is in the expected range	Out of range cam edge measurements in one engine cycle Out of range values are: cam edge measurement OR cam edge measurement from the expeced nominal cam position	>= 4 cam edges < -8.0 Crank Degrees > 12.4 Crank Degrees	Crankshaft and camshaft position signals are synchronized Engine is Spinning Cam phaser control indcates the phaser is 'parked' No Active DTCs: Time since last execution of a test ExhCamECC_OilPresLow	Test is Enabled CrankSensor_FA P0365, P0366 > 1.0 sec = FALSE	4 cam edge measurements and 1 test sample per engine cycle Test failure is 4 fails in 5 samples Diagnostic failure is 2 failed tests out of 3 If the first test fails, the next test is delayed to confirm the phaser 'parked' This delay time is defined by **P0016, P0017, P0018, P0019: Cam Correlation Oil Temperature Threshold** For mid-park phasers, an additional delay **P0016-0019 Mid-Park Phaser Delay** is applied	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
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.	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.	≥ 200 K Ω impedance between output and controller ground.	Diagnostic is Enabled Ignition Voltage Engine Speed	 = Crank or Run > 11.0 volts > 400 RPM	20 failures out of 25 samples 250 ms / sample Continuous	Type B, 2 Trips Note: In certain controllers P0031 may also set

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
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.	≤ 0.5 Ω impedance between output and controller ground.	Diagnostic is Enabled 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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
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.	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.	≤ 0.5 Ω impedance between output and controller power.	Diagnostic is Enabled Ignition Voltage Engine Speed	 = Crank or Run > 11.0 volts > 400 RPM	20 failures out of 25 samples 250 ms / sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Bypass Valve A Control Circuit	P0033	Controller specific output driver circuit diagnostic, diagnosing the 'compressor recirculation valve 'A' actuator' low sided driver for an open circuit failure, when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds. In series applications, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In parallel applications, turbocharger 'A' is associated with engine bank 1.	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.	≥ 200 K Ω impedance between output and controller ground	Diagnostic enabled ***************************** Powertrain relay voltage ***************************** Engine does not crank Diagnostic system not disabled	True ***************************** >= 11.0 Volts *****************************	10 failures out of 12 samples PWM CRV: 100ms / sample eCRV: 12.5ms / sample	Type A, 1 Trips Note: In certain controllers P0034 may also set turbo/ super charger bypass valve control circuit low

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Bypass Valve A Control Circuit Low	P0034	Controller specific output driver circuit diagnostic, diagnosing the 'compressor recirculation valve 'A' actuator' 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. In series application, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In parallel applications, turbocharger 'A' is associated with engine bank 1.	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. In certain controllers this diagnosis runs only when the HWIO-output is driven by the application S/W.	≤ 0.5 Ω impedance between output and controller ground	Diagnostic Enabled ***************************** Powertrain relay voltage ***************************** Engine does not crank Diagnostic system not disabled	True ***************************** >= 11.0 Volts *****************************	10 failures out of 12 samples PWM CRV: 100ms / sample eCRV: 12.5ms / sample	Type A, 1 Trips Note: In certain controllers P0033 may also set turbo/ super charger bypass balve control circuit

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Bypass Valve A Control Circuit High	P0035	Controller specific output driver circuit diagnostic, diagnosing the 'compressor recirculation valve 'A' actuator' 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. In series application, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In parallel applications, turbocharger 'A' is associated with engine bank 1.	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. In certain controllers this diagnosis runs only when the HWIO-output is driven by the application S/W.	≤ 0.5 Ω impedance between output and controller power.	Diagnostic enabled ***************************** Powertrain relay voltage ***************************** Engine does not crank Diagnostic system not disabled	True ***************************** >= 11.0 Volts *****************************	10 failures out of 12 samples PWM CRV: 100ms / sample eCRV: 12.5ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
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.	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.	≥ 200 K Ω impedance between output and controller ground.	Diagnostic is Enabled Ignition Voltage Engine Speed	 = Crank or Run > 11.0 volts > 400 RPM	20 failures out of 25 samples 250 ms / sample Continuous	Type B, 2 Trips Note: In certain controllers P0037 may also set

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
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.	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.	≤ 0.5 Ω impedance between output and controller ground.	Diagnostic is Enabled 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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
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.	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.	≤ 0.5 Ω impedance between output and controller power.	Diagnostic is Enabled Ignition Voltage Engine Speed	 = Crank or Run > 11.0 volts > 400 RPM	20 failures out of 25 samples 250 ms / sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
HO2S Heater Resistance Bank 1 Sensor 2) (For Single Bank Exhaust Only	P0054	Detects an oxygen sensor heater having an incorrect or out of range resistance value. 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. This fault is set if the heater resistance is outside the expected range.	Heater Resistance outside of the expected range of	3.7 < ohms < 8.8	Diagnostic is Enabled No Active DTC's Coolant – IAT Engine Soak Time Coolant Temp Ignition Voltage Engine Run time	 ECT_Sensor_FA P262B IAT_SensorFA < 8.0 ºC > 28,800 seconds ≥ -30.0 ºC < 32.0 volts < 0.15 seconds	Once per valid cold start	Type B, 2 Trips

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Outside Air Temperature (OAT) Sensor Circuit Performance (OAT wired to ECM)	P0071	Detects an Outside Air Temperature (OAT) sensor that is stuck in range. There are two components to the test: an engine off component, and an engine running component. If the engine has been off for a long enough period of time, and the coolant temperature and Intake Air Temperature (IAT) values are similar, then the air temperature values in the engine compartment of the vehicle are considered to have equalized. In this case, the engine off component of the diagnostic can be enabled. If the IAT and the OAT values are similar, then the OAT Performance Diagnostic passes. If the IAT and OAT values are not similar, the diagnostic will continue to monitor the IAT and the OAT as the vehicle starts to move. For applications that have ability to move without engaging the internal combustion	**Engine Off:** If IAT >= OAT: IAT - OAT If IAT < OAT: OAT - IAT If either of the following conditions are met, this diagnostic will pass: If IAT >= OAT: IAT - OAT If IAT < OAT: OAT - IAT	> 15.0 deg C > 15.0 deg C <= 15.0 deg C <= 15.0 deg C	Time between current ignition cycle and the last time the engine was running Engine is not running Vehicle Speed Coolant Temperature - IAT IAT - Coolant Temperature OAT-to-IAT engine off equilibrium counter The "OAT-to-IAT engine off equilibrium counter" is a counter that is incremented or decremented based on vehicle speed when the engine is off. When this counter is high enough, the vehicle has reached an equilibrium where IAT and OAT can be compared. The value that is added or subtracted to the counter every 100 msec is contained in table **P0071: OAT Performance Drive Equilibrium Engine Off** No Active DTCs:	>= 28,800.0 seconds >= 12.4 MPH < 15.0 deg C < 15.0 deg C >= 300.0 counts VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_Ckt_FA MAF_SensorFA EngineModeNotRunTimer Error	Executed every 100 msec until a pass or fail decision is made	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		engine, the engine off test will continue. If the vehicle has been moving quickly enough for a long enough period of time, the IAT and OAT values should have reached an equilibrium. This period of time is defined by the "OAT-to-IAT engine off equilibrium counter". The "OAT-to-IAT engine off equilibrium counter" is a counter that is incremented or decremented based on vehicle speed when the engine is off. When this counter is high enough, the vehicle has reached an equilibrium where IAT and OAT can be compared. While the "OAT-to-IAT engine off equilibrium counter" is counting, IAT and OAT are monitored for similarity. If they are similar, the OAT Performance Diagnostic passes. If the counter reaches an equilibrium and the IAT and OAT values are not similar, the OAT Performance Diagnostic will fail.	**<u>Engine Running:</u>** If IAT >= OAT: IAT - OAT If IAT < OAT: OAT - IAT If either of the following conditions are met, this diagnostic will pass: If IAT >= OAT: IAT - OAT If IAT < OAT: OAT - IAT	> 15.0 deg C > 15.0 deg C <= 15.0 deg C <= 15.0 deg C	Time between current ignition cycle and the last time the engine was running Engine is running Vehicle Speed Engine air flow OAT-to-IAT engine running equilibrium counter The "OAT-to-IAT engine running equilibrium counter" is a counter that is incremented or decremented based on vehicle speed and engine air flow when the engine is running. When this counter is high enough, the vehicle has reached an equilibrium where IAT and OAT can be compared. The value that is added or subtracted to the counter every 100 msec is contained in table **P0071: OAT Performance Drive Equilibrium Engine Running** No Active DTCs:	>= 28,800.0 seconds >= 12.4 MPH >= 10.0 grams/second >= 300.0 counts VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_Ckt_FA MAF_SensorFA EngineModeNotRunTimer Error	Executed every 100 msec until a pass or fail decision is made	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		If the engine off component of the diagnostic was enabled, but did not make a pass or fail decision, the engine running component will begin executing when the internal combustion engine starts to run. If the vehicle has been moving quickly enough for a long enough period of time, the IAT and OAT values should have reached an equilibrium. This period of time is defined by the "OAT-to-IAT engine running equilibrium counter". The "OAT-to-IAT engine running equilibrium counter" is a counter that is incremented or decremented based on vehicle speed when the engine is running. When this counter is high enough, the vehicle has reached an equilibrium where IAT and OAT can be compared. While the "OAT-to-IAT engine running equilibrium counter" is counting, IAT and OAT are monitored for						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		similarity. If they are similar, the OAT Performance Diagnostic passes. If the counter reaches an equilibrium and the IAT and OAT values are not similar, the OAT Performance Diagnostic will fail.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Outside Air Temperature (OAT) Sensor Circuit Low	P0072	Detects a continuous short to ground in the Outside Air Temperature (OAT) signal circuit by monitoring the OAT sensor output resistance and failing the diagnostic when the OAT resistance is too low. The OAT 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 OAT Input	<= 46 Ohms (~150 deg C)	None		40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Outside Air Temperature (OAT) Sensor Circuit High	P0073	Detects a continuous open circuit in the Outside Air Temperature (OAT) signal circuit by monitoring the OAT sensor output resistance and failing the diagnostic when the OAT resistance is too high. The OAT 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 OAT Input	>= 427,757 Ohms (~-60 deg C)	None		40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Outside Air Temperature (OAT) Sensor Intermittent In-Range	P0074	Detects a noisy or erratic signal in the OAT circuit by monitoring the OAT sensor and failing the diagnostic when the OAT signal has a noisier output than is expected. When the value of the OAT 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 OAT readings. The result of this summation is called a “string length”. Since the OAT signal is anticipated to be relatively smooth, a string length of a particular magnitude indicates a noisy or erratic OAT signal. The diagnostic will fail if the string length is too high.	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current OAT reading - OAT reading from 100 milliseconds previous)	> 100 deg C 10 consecutive OAT readings	None		4 failures out of 5 samples Each sample takes 1.0 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module SIDI High Pressure Pump min/ max authority	P0089	This DTC determines when the high pressure pump control has reached to its max or min authority	High Pressure Fuel Pump Delivery Angle OR High Pressure Fuel Pump Delivery Angle	>= 128 ° <= 0 °	High Pressure Pump Performance Diagnostic Enable Battery Voltage Low Side Fuel Pressure Barometric Pressure Inlet Air Temp Fuel Temp Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) andCam or Crank Sensor Not FA and IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In	True >= 11 Volts > 0.275 MPa Enabled when a code clear is not active or not exiting device control Engine is not cranking >= 70.0 KPA >= -12.0 degC -12 <= Temp degC <= 126	Windup High/ Low 10.00 seconds failures out of 12.50 Seconds samples	Type B, 2 Trips

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Pressure Pump Control Solenoid Enable Low Side Open Circuit	P0090	Controller specific output driver circuit diagnoses High Pressure pump Control 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.	>= 200 KOhms impedance between signal and controller ground	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Pressure Pump Control Solenoid Enable Low Side Short to Ground	P0091	Controller specific output driver circuit diagnoses High Pressure pump Control 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.	<= 0.1 Amps between signal and controller ground	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Pressure Pump Cntrl Solenoid Enable Low Side Short to Power	P0092	Controller specific output driver circuit diagnoses diagnoses High Pressure pump Control Solenoid 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.	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.	<= 1.1 or 15 Amps selectable thershold based on High pressure Pump .	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 2 Circuit Performance (applications with humidity sensor and manifold temperature sensor)	P0096	Detects an Intake Air Temperature 2 (IAT2) sensor value that is stuck in range by comparing the IAT2 sensor value against the IAT and IAT3 sensor values and failing the diagnostic if the IAT2 value is more different than the IAT and IAT3 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. The diagnostic will fail if the IAT and IAT3 values are similar, and the IAT2 value is not similar to the IAT and IAT3 values. The diagnostic will also fail if none of the three sensor values are similar to each other, and the IAT2 value is furthest from the sensor value that is in the middle of the three sensor values. This diagnostic is executed once per	**<u>Good Correlation Between IAT and IAT3:</u>** ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up IAT - Power Up IAT3) AND ABS(Power Up IAT2 - Power Up IAT3)	> 30 deg C <= 25 deg C > 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time If application has LIN MAF: LIN Communications established with MAF No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA EngineModeNotRunTimer Error	Executes once at the beginning of each ignition cycle if enable conditions are met	Type B, 2 Trips
			<u>Not Good Correlation, IAT in middle:</u> Power Up IAT is between Power Up IAT2 and Power Up IAT3 AND ABS(Power Up IAT2 - Power Up IAT3) AND ABS(Power Up IAT - Power Up IAT2) > ABS(Power Up IAT - Power Up IAT3)	> 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time If application has a LIN MAF: LIN Communications established with MAF No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA EngineModeNotRunTimer Error	Executes once at the beginning of each ignition cycle if enable conditions are met	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		ignition cycle if the enable conditions are met.	**Not Good Correlation, IAT3 in middle:** Power Up IAT3 is between Power Up IAT and Power Up IAT2 AND ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up IAT3 - Power Up IAT2) > ABS(Power Up IAT3 - Power Up IAT)	> 30 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time If application has a LIN MAF: LIN Communications established with MAF No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA EngineModeNotRunTimer Error	Executes once at the beginning of each ignition cycle if enable conditions are met	

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 LIN MAF)	P0097	Detects an erroneously low value being reported over the LIN serial connection from the Intake Air Temperature 2 (IAT2) sensor. The diagnostic monitors the IAT2 sensor output temperature and fails the diagnostic when the IAT2 temperature is too low. The IAT2 sensor is a thermistor in which the resistance across the sensor can be equated to a temperature. The temperature value is transmitted to the ECM by the MAF sensor using the LIN serial communication protocol.	IAT 2 Temperature	< -60 degrees C	Powertrain Relay Voltage for a time LIN Communications established with MAF No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit 2 High (applications with LIN MAF)	P0098	Detects an erroneously high value being reported over the LIN serial connection from the Intake Air Temperature 2 (IAT2) sensor. The diagnostic monitors the IAT2 sensor output temperature and fails the diagnostic when the IAT2 temperature is too high. The IAT2 sensor is a thermistor in which the resistance across the sensor can be equated to a temperature. The temperature value is transmitted to the ECM by the MAF sensor using the LIN serial communication protocol.	IAT 2 Temperature	> 150 degrees C	Powertrain Relay Voltage for a time LIN Communications established with MAF No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor 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	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. 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.	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current IAT 2 reading - IAT 2 reading from 100 milliseconds previous)	> 100.00 deg C 10 consecutive IAT 2 readings	Powertrain Relay Voltage for a time If application has a LIN MAF: LIN Communications established with MAF No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	4 failures out of 5 samples Each sample takes 1.0 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Radiator Coolant Temp Sensor Circuit Low Voltage	P00B3	Circuit Continuity This DTC detects a short to ground in the RCT (Radiator Coolant temperature) signal circuit or the RCT sensor. This is accomplished by monitoring the resitance of the circuit. If the resistance goes out of the expected range the DTC is set.	RCT Resistance (@ 150ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: RadCoolantTempSnsr Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	< X Ohms X is equal to: Temp Sensor 1: 55 Ohms Temp Sensor 2: 55.0 Ohms Temp Sensor 3: 41.1 Ohms Temp Sensor 4: 55.0 Ohms Temp Sensor 5: 41.1 Ohms Temp Sensor 6: 55.0 Ohms Temp Sensor 7: 55.0 Ohms			5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Radiator Coolant Temp Sensor Circuit High Voltage	P00B4	Circuit Continuity This DTC detects a short to high or open in the RCT (Radiator Coolant temperature) signal circuit or the RCT 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 (@ -60ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: RadCoolantTempSnsr Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	> X Ohms X is equal to: Temp Sensor 1: 174,069 Ohms Temp Sensor 2: 174,069 Ohms Temp Sensor 3: 354,667 Ohms Temp Sensor 4: 174,069 Ohms Temp Sensor 5: 354,667 Ohms Temp Sensor 6: 174,069 Ohms Temp Sensor 7: 174,069 Ohms	Engine run time OR IAT min	> 10.0 seconds ≥ -20.0 °C	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Radiator Coolant Temperature Sensor Circuit Intermittent/ Erratic	P00B5	Circuit Erratic This DTC detects large step changes in the RCT (Radiator Coolant temperature) signal circuit or the RCT 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.	Temperature step change: 1) postive step change is greater than calculated high limit OR 2) negitive step change is lower than calculated low limit. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: RadCoolantTempSnsr Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4		No Active DTC's	EECR_RCT_Erratic_TFTKO EECR_RCT_CktHiLo_FA	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6 The calculated high and low limits for the next reading use the following calibrations: Temperature Sensor 1: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 2: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 3: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 4: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 5: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 6: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit	 5.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.3 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 7: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit *****Generic Example***** If the last temp reading was 90 °C, the Time constant was calibrated at 10 seconds, the low limit was calibrated to -80 °C and the high limit was calibrated to 200 °C the caluculated limits are 101 °C and 73 °C. The next reading (after the 90 °C reading) must be between 73 °C and 101 °C to be valid. ******************************	 5.3 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Pressure Start Diagnostic	P00C6	The DTC Diagnoses the high side fuel pressure during engine cranking.	The ECM detects that the fuel pressure is not rising or has fallen beyond acceptable limits during engine cranking Pressure Rise Test: Sensed High Pressure Fuel Rail Pressure value Pressure Fall Test: Sensed High Pressure Fuel Rail Pressure value	 < **P00C6 - Minimum pressure in MPa that will exit High Pressure Start mode and allow fuel delivery** (see Supporting Table) <= **P00C6 - Minimum acceptable value of fuel rail pressure after High Pressure Start** (see Supporting Table)	High Pressure Rise Diagnostic During Start High Pressure Fall Diagnostic During Start Low side feed fuel pressure Engine Run Time Run/Crank Voltage Engine Coolant For each engine start, only 1 diagnostic is performed. The pressure rise test will run if HIgh side fuel pressure is less than KtFHPC_p_HighPressStart, otherwise, the pressure fall diagnostic will run The pressure fall runs when the engine is cranking.	Enabled Disabled >= 0 KPA < = 0 sec > 8 Volts -100 <= °C <= 132 All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) and Cam or Crank Sensor Not FA and IAT, IAT2 and ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not active and Device control	Pressure Rise Test: Crank Time >= **P00C6 - High Pressure Pump Control Mode timeout** (see Supporting Table) 6.25 ms per sample Pressure Fall Test: Injected cylinder events >= **P00C6 - maximum acceptable counts of fuel rail pressure below KtFHPD_p_HPS_PressFallLoThrsh after High Pressure Start** (see Supporting Table) 3 samples per engine rotation	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						commanded pressure is false and Device control pump ckt enabled on is false and Engine movement detected is true and Manufacturers enable counter is 0) Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active		
					Barometric Pressure	>= 70.0 KPA		
					Inlet Air Temp	>= -12.0 DegC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Pressure Measurement System - Multiple Sensor Correlation (single turbo)	P00C7	Detects an inconsistency between pressure sensors in the induction system in which a particular sensor cannot be identified as the failed sensor. 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), Turbocharger Boost Pressure and Barometric Pressure (BARO) sensors values are checked to see if they are within the normal expected atmospheric pressure range. If one of the sensors is outside the normal expected atmospheric pressure range, this monitor will fail. Otherwise, MAP, Turbocharger Boost Pressure and BARO are compared to see if their values are similar. If two of these three sensors have similar values, but the third does not, then this monitor will fail. This monitor will also fail if there is no combination	ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure) OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure) OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure) OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure)	> 10.0 kPa <= 10.0 kPa <= 10.0 kPa <= 10.0 kPa > 10.0 kPa <= 10.0 kPa <= 10.0 kPa <= 10.0 kPa > 10.0 kPa > 10.0 kPa > 10.0 kPa	Time between current ignition cycle and the last time the engine was running Engine is not rotating Manifold Pressure Manifold Pressure Baro Pressure Baro Pressure Turbocharger Boost Pressure Turbocharger Boost Pressure If application has a LIN MAF: LIN Communications established with MAF No Active DTCs: No Pending DTCs:	> 10.0 seconds >= 50.0 kPa <= 115.0 kPa >= 50.0 kPa <= 115.0 kPa >= 50.0 kPa <= 115.0 kPa EngineModeNotRunTimer Error MAP_SensorFA AAP_SnsrFA AAP2_SnsrFA AAP_LIN1_SnsrCktFA MAP_SensorCircuitFP AAP_SnsrCktFP AAP2_SnsrCktFP AAP_LIN1_SnsrCktFP	4 failures out of 5 samples 1 sample every 12.5 msec for applications without LIN MAF 1 sample every 25 msec for applications with LIN MAF	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		of two of these three sensors reporting similar values and the failed sensor cannot be uniquely identified.	AND ABS(Turbocharger Boost Pressure - Baro Pressure)	> 10.0 kPa				
			Manifold Pressure OR Manifold Pressure OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure)	< 50.0 kPa > 115.0 kPa > 10.0 kPa > 10.0 kPa <= 10.0 kPa	Time between current ignition cycle and the last time the engine was running Engine is not rotating If application has a LIN MAF: LIN Communications established with MAF No Active DTCs: No Pending DTCs:	> 10.0 seconds EngineModeNotRunTimer Error MAP_SensorCircuitFA AAP_SnsrCktFA AAP2_SnsrCktFA AAP_LIN1_SnsrCktFA MAP_SensorCircuitFP AAP_SnsrCktFP AAP2_SnsrCktFP AAP_LIN1_SnsrCktFP	4 failures out of 5 samples 1 sample every 12.5 msec for applications without LIN MAF 1 sample every 25 msec for applications with LIN MAF	
			Turbocharger Boost Pressure OR Turbocharger Boost Pressure OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND	< 50.0 kPa > 115.0 kPa <= 10.0 kPa > 10.0 kPa	Time between current ignition cycle and the last time the engine was running Engine is not rotating If application has a LIN MAF: LIN Communications established with MAF No Active DTCs:	> 10.0 seconds EngineModeNotRunTimer Error MAP_SensorCircuitFA	4 failures out of 5 samples 1 sample every 12.5 msec for applications without LIN MAF 1 sample every 25 msec for applications with LIN MAF	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			ABS(Turbocharger Boost Pressure - Baro Pressure)	> 10.0 kPa	No Pending DTCs:	AAP_SnsrCktFA AAP2_SnsrCktFA AAP_LIN1_SnsrCktFA MAP_SensorCircuitFP AAP_SnsrCktFP AAP2_SnsrCktFP AAP_LIN1_SnsrCktFP		
			Barometric Pressure OR Barometric Pressure OR ABS(Manifold Pressure - Baro Pressure) AND ABS(Turbocharger Boost Pressure - Manifold Pressure) AND ABS(Turbocharger Boost Pressure - Baro Pressure)	< 50.0 kPa > 115.0 kPa > 10.0 kPa <= 10.0 kPa > 10.0 kPa	Time between current ignition cycle and the last time the engine was running Engine is not rotating If application has a LIN MAF: LIN Communications established with MAF No Active DTCs: No Pending DTCs:	> 10.0 seconds EngineModeNotRunTimer Error MAP_SensorCircuitFA AAP_SnsrCktFA AAP2_SnsrCktFA AAP_LIN1_SnsrCktFA MAP_SensorCircuitFP AAP_SnsrCktFP AAP2_SnsrCktFP AAP_LIN1_SnsrCktFP	4 failures out of 5 samples 1 sample every 12.5 msec for applications without LIN MAF 1 sample every 25 msec for applications with LIN MAF	

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Press Regulator Solenoid Supply Voltage Control High Side Circuit Short to power	P00CA	Controller specific output driver circuit diagnoses High Pressure pump Control 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.	<= 0.1 Amps between signal and controller power	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 3 Circuit Performance (applications with humidity sensor and manifold temperature sensor)	P00E9	Detects an Intake Air Temperature 3 (IAT3) sensor value that is stuck in range by comparing the IAT3 sensor value against the IAT and IAT2 sensor values and failing the diagnostic if the IAT3 value is more different than the IAT and IAT2 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. The diagnostic will fail if the IAT and IAT2 values are similar, and the IAT3 value is not similar to the IAT and IAT2 values. The diagnostic will also fail if none of the three sensor values are similar to each other, and the IAT3 value is furthest from the sensor value that is in the middle of the three sensor values. This diagnostic is executed once per	**<u>Good Correlation Between IAT and IAT2:</u>** ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up IAT - Power Up IAT3) AND ABS(Power Up IAT2 - Power Up IAT3)	<= 30 deg C > 25 deg C > 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time If application has a LIN MAF: LIN Communications established with MAF No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA EngineModeNotRunTimer Error	Executes once at the beginning of each ignition cycle if enable conditions are met	Type B, 2 Trips
			<u>Not Good Correlation, IAT in Middle:</u> Power Up IAT is between Power Up IAT2 and Power Up IAT3 AND ABS(Power Up IAT2 - Power Up IAT3) AND ABS(Power Up IAT - Power Up IAT3) > ABS(Power Up IAT - Power Up IAT2)	> 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time If application has a LIN MAF: LIN Communications established with MAF No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA EngineModeNotRunTimer Error	Executes once at the beginning of each ignition cycle if enable conditions are met	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		ignition cycle if the enable conditions are met.	**<u>Not Good Correlation, IAT2 in Middle:</u>** Power Up IAT2 is between Power Up IAT and Power Up IAT3 AND ABS(Power Up IAT - Power Up IAT3) AND ABS(Power Up IAT2 - Power Up IAT3) > ABS(Power Up IAT2 - Power Up IAT)	> 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time If application has a LIN MAF: LIN Communications established with MAF No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA EngineModeNotRunTimer Error	Executes once at the beginning of each ignition cycle if enable conditions are met	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit 3 Low (applications with manifold temperature and humidity)	P00EA	Detects a continuous short to ground in the Intake Air Temperature 3 (IAT3) signal circuit by monitoring the IAT3 sensor output resistance and failing the diagnostic when the IAT3 resistance is too low. The IAT3 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 3 Input	< 57.94 Ohms (~150 deg C)	None		40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor Circuit 3 High (applications with manifold temperature and humidity)	P00EB	Detects a continuous open circuit in the Intake Air Temperature 3 (IAT3) signal circuit by monitoring the IAT3 sensor output resistance and failing the diagnostic when the IAT3 resistance is too high. The IAT3 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 3 Input	> 153,665 Ohms (~-60 deg C)	None		40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Air Temperature Sensor 3 Intermittent In-Range	P00EC	Detects a noisy or erratic signal in the Intake Air Temperature 3 (IAT3) circuit by monitoring the IAT3 sensor and failing the diagnostic when the IAT3 signal has a noisier output than is expected. When the value of the IAT3 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 IAT3 readings. The result of this summation is called a “string length”. Since the IAT3 signal is anticipated to be relatively smooth, a string length of a particular magnitude indicates a noisy or erratic IAT3 signal. The diagnostic will fail if the string length is too high.	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current IAT 3 reading - IAT 3 reading from 100 milliseconds previous)	> 80.00 deg C 10 consecutive IAT 3 readings	None		4 failures out of 5 samples Each sample takes 1.0 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Humidity Sensor Circuit Low (applications with LIN MAF)	P00F4	Detects an eroneously low value being reported over the LIN serial connection from the humidity sensor. The diagnostic monitors the humidity sensor relative humidity output and fails the diagnostic when the humidity percentage is too low. The humidity sensor converts the capacitance across the sensor to a relative humidity. The relative humidity percentage value is transmitted to the ECM by the MAF sensor using the LIN serial communication protocol.	Relative Humidity	<= -6.25 %	Powertrain Relay Voltage for a time LIN Communications established with MAF No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Humidity Sensor Circuit High (applications with LIN MAF)	P00F5	Detects an eroneously high value being reported over the LIN serial connection from the humidity sensor. The diagnostic monitors the humidity sensor relative humidity output and fails the diagnostic when the humidity percentage is too high. The humidity sensor converts the capacitance across the sensor to a relative humidity. The relative humidity percentage value is transmitted to the ECM by the MAF sensor using the LIN serial communication protocol.	Relative Humidity	>= 106.25 %	Powertrain Relay Voltage for a time LIN Communications established with MAF No Active DTCs:	>= 11.0 Volts >= 0.9 seconds PowertrainRelayFault	40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow System Performance (single turbo)	P0101	Detects a performance failure in the Mass Air Flow (MAF) sensor, such as when a MAF value is stuck in range. 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, Turbocharger Boost Pressure sensor and Throttle Position sensor (TPS). 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	See table **P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix** for combinations of model failures that can set this DTC. MAF model fails when ABS(Measured Flow – Modeled Air Flow) Filtered MAP1 model fails when ABS(Measured MAP – MAP Model 1) Filtered MAP2 model fails when ABS(Measured MAP – MAP Model 2) Filtered MAP3 model fails when ABS(Measured MAP – MAP Model 3) Filtered TIAP1 model fails when ABS(Measured TIAP – TIAP Model 1) Filtered TPS model fails when Filtered Throttle Model Error TIAP Correlation model fails when High Engine Air Flow is TRUE AND	> 15.0 grams/sec > 15.0 kPa > 25.0 kPa > 27.0 kPa > 30.0 kPa > 200 kPa*(g/s)	Engine Speed Engine Speed (Coolant Temp OR OBD Coolant Enable Criteria (Coolant Temp OR OBD Max Coolant Achieved Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 7,000 RPM >= -9 Deg C = TRUE) <= 130 Deg C = FALSE) >= -20 Deg C <= 125 Deg C >= 0.50 Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM**	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		will fail.	Measured TIAP - measured MAP - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset** OR Low Engine Air Flow is TRUE AND Measured TIAP - measured Baro - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset** TIAP Correlation is valid when High Engine Air Flow has been TRUE for a period of time OR Low Engine Air Flow has been TRUE for a period of time High Engine Air Flow is TRUE when Mass Air Flow -	> 30.0 kPa > 30.0 kPa > 0.5 seconds > 0.5 seconds > a threshold in gm/sec as a function of engine speed. See table	No Active DTCs: No Pending DTCs:	MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP Model 3 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM** TIAP Model 1 Error multiplied by **P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM** Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA MnfdTempSensorFA TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			AND Manifold Pressure AND Filtered Mass Air Flow - Mass Air Flow Low Engine Air Flow is TRUE when Mass Air Flow AND Manifold Pressure AND Mass Air Flow - Filtered Mass Air Flow	**P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow** > a threshold in kPa as a function of engine speed. See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP** < 3.0 gm/sec < a threshold in gm/sec as a function of engine speed. See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow** < a threshold in kPa as a function of engine speed. See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP** < 5.0 gm/sec		MnfdTempSensorCktFP		

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 (all MAF suppliers except for Continental)	P0102	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. A low MAF frequency is associated with a low engine air flow. 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 mass air flow across the sensor. 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.	MAF Output	<= 750 Hertz (<= 0.00 gm/sec)	Engine Run Time Engine Speed Powertrain Relay Voltage Above criteria present for a period of time	> 1.0 seconds >= 300 RPM >= 9.1 Volts >= 1.0 seconds	150 failures out of 187 samples 1 sample every cylinder firing event	Type B, 2 Trips

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 (all MAF suppliers except for Continental)	P0103	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. A high MAF frequency is associated with a high engine air flow. 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 mass air flow across the sensor. 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.	MAF Output	>= 13,350 Hertz (>= 151.6 gm/sec)	Engine Run Time Engine Speed Powertrain Relay Voltage Above criteria present for a period of time	> 1.0 seconds >= 300 RPM >= 9.1 Volts >= 1.0 seconds	150 failures out of 188 samples 1 sample every cylinder firing event	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Manifold Absolute Pressure Sensor Performance (single turbo)	P0106	Detects a performance failure in the Manifold Pressure (MAP) sensor, such as when a MAP value is stuck in range. 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, Turbocharger Boost Pressure sensor and Throttle Position sensor (TPS). 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 MAP sensor. In this case, the MAP Performance diagnostic	<u>**Engine Running:**</u> See table **P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix** for combinations of model failures that can set this DTC. MAF model fails when ABS(Measured Flow – Modeled Air Flow) Filtered MAP1 model fails when ABS(Measured MAP – MAP Model 1) Filtered MAP2 model fails when ABS(Measured MAP – MAP Model 2) Filtered MAP3 model fails when ABS(Measured MAP – MAP Model 3) Filtered TIAP1 model fails when ABS(Measured TIAP – TIAP Model 1) Filtered TPS model fails when Filtered Throttle Model Error TIAP Correlation model fails when High Engine Air Flow is	> 15.0 grams/sec > 15.0 kPa > 25.0 kPa > 27.0 kPa > 30.0 kPa > 200 kPa*(g/s)	Engine Speed Engine Speed (Coolant Temp OR OBD Coolant Enable Criteria (Coolant Temp OR OBD Max Coolant Achieved Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 7,000 RPM >= -9 Deg C = TRUE) <= 130 Deg C = FALSE) >= -20 Deg C <= 125 Deg C >= 0.50 Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM**	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		will fail.	TRUE AND Measured TIAP - measured MAP - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset** OR Low Engine Air Flow is TRUE AND Measured TIAP - measured Baro - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset** TIAP Correlation is valid when High Engine Air Flow has been TRUE for a period of time OR Low Engine Air Flow has been TRUE for a period of time High Engine Air Flow is TRUE when Mass Air Flow	> 30.0 kPa > 30.0 kPa > 0.5 seconds > 0.5 seconds > a threshold in gm/sec as a function of engine speed See table	No Active DTCs: No Pending DTCs:	MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP Model 3 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM** TIAP Model 1 Error multiplied by **P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM** Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA MnfdTempSensorFA TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			- AND Manifold Pressure AND Filtered Mass Air Flow - Mass Air Flow Low Engine Air Flow is TRUE when Mass Air Flow AND Manifold Pressure AND Mass Air Flow - Filtered Mass Air Flow	**P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow** > a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP** < 3.0 gm/sec < a threshold in gm/sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow** < a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP** < 5.0 gm/sec		IAT_SensorCircuitFP MnfdTempSensorCktFP		

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	P0107	Detects a continuous short to ground 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	< 3.3 % of 5 Volt Range (This is equal to 7.5 kPa)	None		320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

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	P0108	Detects a continuous short to power 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 high. The MAP sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure.	MAP Voltage	> 78.0 % of 5 Volt Range (This is equal to 336.0 kPa)	None		320 failures out of 400 samples 1 sample every 12.5 msec	Type B, 2 Trips

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 and manifold temperature sensor)	P0111	Detects an Intake Air Temperature (IAT) sensor value that is stuck in range by comparing the IAT sensor value against the IAT2 and IAT3 sensor values and failing the diagnostic if the IAT value is more different than the IAT2 and IAT3 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. The diagnostic will fail if the IAT2 and IAT3 values are similar, and the IAT value is not similar to the IAT2 and IAT3 values. The diagnostic will also fail if none of the three sensor values are similar to each other, and the IAT value is furthest from the sensor value that is in the middle of the three sensor values. This diagnostic is executed once per	**<u>Good Correlation Between IAT2 and IAT3</u>** ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up IAT - Power Up IAT3) AND ABS(Power Up IAT2 - Power Up IAT3)	> 30 deg C > 25 deg C <= 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time If application has a LIN MAF: LIN Communications established with MAF No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA EngineModeNotRunTimer Error	Executes once at the beginning of each ignition cycle if enable conditions are met	Type B, 2 Trips
			<u>Not Good Correlation, IAT2 in Middle:</u> Power Up IAT2 is between Power Up IAT and Power Up IAT3 AND ABS(Power Up IAT - Power Up IAT3) AND ABS(Power Up IAT2 - Power Up IAT) > ABS(Power Up IAT2 - Power Up IAT3)	> 25 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time If application has a LIN MAF: LIN Communications established with MAF No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA EngineModeNotRunTimer Error	Executes once at the beginning of each ignition cycle if enable conditions are met	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		ignition cycle if the enable conditions are met.	**Not Good Correlation, IAT3 in Middle:** Power Up IAT3 is between Power Up IAT and Power Up IAT2 AND ABS(Power Up IAT - Power Up IAT2) AND ABS(Power Up IAT3 - Power Up IAT) > ABS(Power Up IAT3 - Power Up IAT2)	> 30 deg C	Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time If application has a LIN MAF: LIN Communications established with MAF No Active DTCs:	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds PowertrainRelayFault ECT_Sensor_Ckt_FA IAT_SensorCircuitFA MnfdTempSensorCktFA HumTempSnsrCktFA EngineModeNotRunTimer Error	Executes once at the beginning of each ignition cycle if enable conditions are met	

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 (applications with LIN MAF)	P0112	Detects an erroneously low value being reported over the LIN serial connection from the Intake Air Temperature (IAT) sensor. The diagnostic monitors the IAT sensor output temperature and fails the diagnostic when the IAT temperature is too low. The IAT sensor is a thermistor in which the resistance across the sensor can be equated to a temperature. The temperature value is transmitted to the ECM by the MAF sensor using the LIN serial communication protocol.	IAT Temperature	< -60 degrees C	LIN Communications established with MAF		40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

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 (applications with LIN MAF)	P0113	Detects an erroneously high value being reported over the LIN serial connection from the Intake Air Temperature (IAT) sensor. The diagnostic monitors the IAT sensor output temperature and fails the diagnostic when the IAT temperature is too high. The IAT sensor is a thermistor in which the resistance across the sensor can be equated to a temperature. The temperature value is transmitted to the ECM by the MAF sensor using the LIN serial communication protocol.	IAT Temperature	> 150 degrees C	LIN Communications established with MAF		40 failures out of 50 samples 1 sample every 100 msec	Type B, 2 Trips

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	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. 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”. 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.	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current IAT reading - IAT reading from 100 milliseconds previous)	> 80.00 deg C 10 consecutive IAT readings	If application has a LIN MAF: LIN Communications established with MAF		4 failures out of 5 samples Each sample takes 1.0 seconds	Type B, 2 Trips

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 (@ 150ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr1 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	< X Ohms X is equal to: Temp Sensor 1: 55 Ohms Temp Sensor 2: 55.0 Ohms Temp Sensor 3: 41.1 Ohms Temp Sensor 4: 55.0 Ohms Temp Sensor 5: 41.1 Ohms Temp Sensor 6: 55.0 Ohms Temp Sensor 7: 55.0 Ohms			5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

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 (@ -60ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr1 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	> X Ohms X is equal to: Temp Sensor 1: 174,069 Ohms Temp Sensor 2: 174,069 Ohms Temp Sensor 3: 354,667 Ohms Temp Sensor 4: 174,069 Ohms Temp Sensor 5: 354,667 Ohms Temp Sensor 6: 174,069 Ohms Temp Sensor 7: 174,069 Ohms	Engine run time OR IAT min	> 10.0 seconds ≥ -20.0 °C	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

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.	Temperature step change: 1) postive step change is greater than calculated high limit OR 2) negitive step change is lower than calculated low limit. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr1 Temperature Sensor 1: CeEECR_e_EngCoolantTempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolantTempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolantTempSnsr Temperature Sensor 4: CeEECR_e_EngCoolantTempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolantTempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolantTempSnsr5 Temperature Sensor 7:		No Active DTC's	ECT_Sensor_Ckt_FA EECR_EngineOut_Erratic_TFTKO	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			CeEECR_e_EngCoolantTempSnsr6 The calculated high and low limits for the next reading use the following calibrations: Temperature Sensor 1: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 2: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 3: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 4: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 5: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 6: 1) Sensor time constant	 5.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.3 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			2) Sensor low limit 3) Sensor high limit Temperature Sensor 7: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit *****Generic Example***** If the last temp reading was 90 °C, the Time constant was calibrated at 10 seconds, the low limit was calibrated to -80 °C and the high limit was calibrated to 200 °C the caluculated limits are 101 °C and 73 °C. The next reading (after the 90 °C reading) must be between 73 °C and 101 °C to be valid. *****************************	150.0 °C 5.3 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Throttle Position Sensor Performance (single turbo)	P0121	Detects a performance failure in the Throttle Position sensor (TPS) sensor, such as when a TPS value is stuck in range. 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, Turbocharger Boost Pressure sensor and Mass Air Flow (MAF) sensor. 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	See table **P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix** for combinations of model failures that can set this DTC. MAF model fails when ABS(Measured Flow – Modeled Air Flow) Filtered MAP1 model fails when ABS(Measured MAP – MAP Model 1) Filtered MAP2 model fails when ABS(Measured MAP – MAP Model 2) Filtered MAP3 model fails when ABS(Measured MAP – MAP Model 3) Filtered TIAP1 model fails when ABS(Measured TIAP – TIAP Model 1) Filtered TPS model fails when Filtered Throttle Model Error TIAP Correlation model fails when High Engine Air Flow is TRUE AND Measured TIAP -	> 15.0 grams/sec > 15.0 kPa > 25.0 kPa > 27.0 kPa > 30.0 kPa > 200 kPa*(g/s)	Engine Speed Engine Speed (Coolant Temp OR OBD Coolant Enable Criteria (Coolant Temp OR OBD Max Coolant Achieved Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 7,000 RPM >= -9 Deg C = TRUE) <= 130 Deg C = FALSE) >= -20 Deg C <= 125 Deg C >= 0.50 Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM**	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		Performance diagnostic will fail.	measured MAP - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset** OR Low Engine Air Flow is TRUE AND Measured TIAP - measured Baro - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset** TIAP Correlation is valid when High Engine Air Flow has been TRUE for a period of time OR Low Engine Air Flow has been TRUE for a period of time High Engine Air Flow is TRUE when Mass Air Flow AND	> 30.0 kPa > 30.0 kPa > 0.5 seconds > 0.5 seconds > a threshold in gm sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow**	No Active DTCs: No Pending DTCs:	MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP Model 3 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM** TIAP Model 1 Error multiplied by **P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM** Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA MnfdTempSensorFA TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Manifold Pressure AND Filtered Mass Air Flow - Mass Air Flow Low Engine Air Flow is TRUE when Mass Air Flow AND Manifold Pressure AND Mass Air Flow - Filtered Mass Air Flow	> a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP** < 3.0 gm/sec < a threshold in gm sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow** < a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP** < 5.0 gm/sec		MnfdTempSensorCktFP		

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 low or open in TPS1 circuit by monitoring the TPS 1 sensor percent Vref and failing the diagnostic when the TPS percent Vref is too low. This diagnostic only runs when battery voltage is high enough.	TPS1 % Vref <	0.3250 % Vref	Run/Crank voltage No 5V reference error or fault for # 4 5V reference circuit	> 6.41 Volts P06A3	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS1 Circuit High	P0123	Detects a continuous or intermittent short high in TPS1 circuit by monitoring the TPS 1 sensor percent Vref and failing the diagnostic when the TPS percent Vref is too high. This diagnostic only runs when battery voltage is high enough.	TPS1 % Vref >	4.750 % Vref	Run/Crank voltage No 5V reference error or fault for # 4 5V reference circuit	> 6.41 Volts P06A3	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor 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 or other fault.	Energy is accumulated after the first conbustion event using Range 1, 2 or 3: If the maxium energy is greater than as shown in the supporting tables prior to the Engine outlet coolant achieving the target a fault will be indicated.		No DTCs	THMR_AWP_AuxPumpFA THMR_AHV_FA THMR_SWP_Control_FA THMR_SWP_FlowStuckOn_FA THMR_SWP_NoFlow_FA OAT_PtEstFiltFA VehicleSpeedSensor_FA EngineTorqueEstInaccurate MAF_SensorFA ETHR_CoolantEnergyModel ETHR_RemedialActionLevel1 ETHR_RemedialActionLevel2 ETHR_RemedialActionLevel3 EECR_EngineOutlet_FA	1 failure to set DTC 1 sec/ sample Once per ignition key cycle	Type B, 2 Trips
			Range 1 (Primary): Ambient air temperature is between 10.0 and 52.0 °C Engine Outlet Coolant reaches the start to open temperature of the flow control device to the radiator (ie: thermostat) minus 24.5 °C. The target temperatur for this range will not drop below 68.5 ° C	**P0128 Maximum Acculated Energy - Primary**	Engine soak time Engine run time Engine Outlet Coolant Temperature - Range 1: - Range 2: - Range 3:	> 1,800.0 seconds 10.0 - 1,800.0 seconds ≤ 49.1 °C ≤ 35.6 °C ≤ 35.6 °C		
			Range 2 (Secondary): Ambient air temperature is between -9.0 and 10.0 ° C Engine Outlet Coolant reaches the start to open temperature of the flow control device to the radiator (ie: thermostat) minus 38.0 °C. The target temperatur for this range will not drop below 38.0 °	**P0128 Maximum Acculated Energy - Secondary**	Devices in main cooling circuit are not in in device control If Engine RPM is continuously greater than for this time period Distance traveled	 9,999 rpm 5.0 seconds ≥ 0.2 km		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			C **Range 3 (Tertiary):** Ambient air temperature is between -9.0 and -9.0 °C Engine Outlet Coolant reaches the start to open temperature of the flow control device to the radiator (ie: thermostat) minus 38.0 °C. The target temperatur for this range will not drop below 38.0 °C	**P0128 Maximum Acculated Energy - Tertiary** This diagnostic models the net energy into and out of the cooling system during the warm-up process. The ten energy terms are: heat from combustion (with AFM correction), heat from after-run, heat loss to transmission oil, heat loss to enviroment, heat loss to cabin, heat loss to DFCO, heat loss to engine oil, heat loss to exhaust, and eat loss to autostop.				

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 (For use with WRAF - Gen4 ECM	P0131	This DTC determines if the WRAF O2 sensor signal circuit is shorted low. This DTC will detect a short to ground fault to the Pump Current, Reference Cell Voltage, Reference Ground and Trim circuits. When enabled, the diagnostic monitors the three different failure counters it receives from the WRAF Application-Specific Integrated Circuit (ASIC). The individual diagnostic failure counters are incremented based on the message received from the ASIC. The DTC is set based on any of the three individual fail and sample counters.	B1S1 WRAF ASIC indicates a ground short to any of the following WRAF signals: A) Pump Current - short to ground fail counts are accumulated to determine fault status. B) Reference Cell Voltage - short to ground fail counts are accumulated to determine fault status. C) Reference Ground - short to ground fail counts are accumulated to determine fault status. D) Trim circuit - short to ground fail counts are accumulated to determine fault status. Note: This ASIC is referred to as ATIC142 (Continental). Note: A ground short on the Pump Current or Reference Voltage signal may also set a P223C DTC.	The ASIC provides a fault indication when the pump current, reference cell or reference ground pin is < 150mV. Note: the faults must exist for previous 100 milli - seconds to qualify for a fail flag. The four fault signals have individual X out of Y calibrations. When the X out of Y is reached in any region this DTC is set.	Diagnostic is Enabled B1S1 DTC's Not active this key cycle Measure Valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **************************	 P0135, P0030, P0031 or P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds	Signal A: 20 failures out of 24 samples OR Signal B: 20 failures out of 24 samples OR Signal C: 20 failures out of 24 samples OR Signal D: 20 failures out of 24 samples Continuous in 25 milli - second loop	Type B, 2 Trips
			B1S1 WRAF ASIC indicates a ground short to any of the following WRAF signals:	The ASIC provides a fault indication when the pump current, reference cell, reference ground or	Diagnostic is Enabled B1S1 DTC's Not active this key cycle	 P0135, P0030, P0031 or P0032	Signal A: 20 failures out of 24 samples OR	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			A) Pump Current - short to ground fail counts are accumulated to determine fault status. B) Reference Cell Voltage - short to ground fail counts are accumulated to determine fault status. C) Reference Ground - short to ground fail counts are accumulated to determine fault status. D) Trim circuit - short to ground fail counts are accumulated to determine fault status. Note: This ASIC is referred to as CJ136 (next Gen version of CJ135 from Bosch).	trim circuit fails the following criteria; |Nernst signal - 0.45| >1.0 volts OR |Voltage drop over Rgnd - (internal current source *Rgnd)| > 0.5 volts OR CJ136 H/W detection Note: the faults must exist for previous 10 milli - seconds to qualify for a fail flag. The four fault signals have individual X out of Y calibrations. When the X out of Y is reached in any region this DTC is set.	Measure Valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **************************	= Valid = Ready = True = Complete ≥ 20.0 seconds	Signal B: 20 failures out of 24 samples OR Signal C: 20 failures out of 24 samples OR Signal D: 20 failures out of 24 samples Continuous in 25 milli - second loop	

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

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 (For use with WRAF - Gen4 ECM	P0132	This DTC determines if the WRAF O2 sensor signal circuit is shorted high. This DTC will detect a short to power fault to the Pump Current, Reference Cell Voltage, Reference Ground and Trim circuit. When enabled, the diagnostic monitors the three different failure counters it receives from the WRAF Application-Specific Integrated Circuit (ASIC). The individual diagnostic failure counters are incremented based on the message received from the ASIC. The DTC is set based on any of the three individual fail and sample counters.	B1S1 WRAF ASIC indicates a short to power on any of the following WRAF signals: A) Pump Current - short to power fail counts are accumulated to determine fault status. B) Reference Cell Voltage - short to power fail counts are accumulated to determine fault status. C) Reference Ground - short to power fail counts are accumulated to determine fault status. D) Trim Circuit - short to power fail counts are accumulated to determine fault status Note: This ASIC is referred to as ATIC142 (Continental)..	The ASIC provides a fault indication when the pump current, reference cell, reference ground or trim circuit pin is ≥ 5.2V. Note: the faults must exist for more than 100 msec to qualify for a fail flag. The four fault signals have individual X out of Y calibrations. When the X out of Y is reached in any region this DTC is set.	Diagnostic is Enabled B1S1 DTC's Not active this key cycle Measure Valid Status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **************************	 P0135, P0030, P0031 or P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds	Signal A: 20 failures out of 24 samples OR Signal B: 20 failures out of 24 samples OR Signal C: 20 failures out of 24 samples OR Signal D: 20 failures out of 24 samples Frequency: Continuous in 25 milli - second loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			B1S1 WRAF ASIC indicates a short to power on any of the following WRAF signals: A) Pump Current - short to power fail counts are accumulated to determine fault status. B) Reference Cell Voltage - short to power fail counts are accumulated to determine fault status. C) Reference Ground - short to power fail counts are accumulated to determine fault status. D) Trim Circuit - short to power fail counts are accumulated to determine fault status Note: This ASIC is referred to as CJ136 (next Gen of CJ135 from Bosch).	The ASIC provides a fault indication when the pump current, reference cell, reference ground or trim circuit pin fail the following criteria; CJ136 H/W detection Note: the faults must exist for more than 10 msec to qualify for a fail flag. The four fault signals have individual X out of Y calibrations. When the X out of Y is reached in any region this DTC is set.	Diagnostic is Enabled B1S1 DTC's Not active this key cycle Measure Valid Status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **************************	 P0135, P0030, P0031 or P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds	Signal A: 20 failures out of 24 samples OR Signal B: 20 failures out of 24 samples OR Signal C: 20 failures out of 24 samples OR Signal D: 20 failures out of 24 samples Frequency: Continuous in 25 milli - second loop	

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

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. This test compares the measured heater current (monitored thru the low side driver) and compares it to the expected values (over the voltage range provided) for the released sensor. The diagnostic failure counter is incremented if the heater current is outside the expected range. This DTC is set based on the fail and sample counters.	Heater Current outside of the expected range of	0.3 < Amps < 4.1	Diagnostic is Enabled 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 > 11.0 Volts = Complete = Not active > zero > 120 seconds	8 failures out of 10 samples Frequency: 2 tests per trip 10 seconds delay between tests and 1 second execution rate	Type B, 2 Trips

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 Single Bank Exhaust Only	P0137	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. 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.	Oxygen Sensor Signal	< 40 mvolts	Diagnostic is Enabled No Active DTC's AIR intrusive test Fuel intrusive test Idle intrusive test EGR intrusive test System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control Low Fuel Condition Only when FuelLevelDataFault Commanded Equivalence Ratio Air Per Cylinder Fuel Control State Closed Loop Active	 TPS_ThrottleAuthorityDefaulted MAP_SensorFA AIR System FA Ethanol Composition Sensor FA EvapPurgeSolenoidCircuit_FA EvapFlowDuringNonPurge_FA EvapVentSolenoidCircuit_FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt_FA FuelInjectorCircuit_FA = Not active = Not active = Not active = Not active 11.0 < Volts = Not active = Not active = Not active = Not active = False = False 0.991 ≤ ratio ≤ 1.040 50 ≤ mgrams ≤ 500 = Closed Loop = TRUE (Please see "**Closed Loop Enable**	320 failures out of 400 samples Frequency: Continuous in 100 milli - second loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Clarification" in Supporting Tables).		
					All Fuel Injectors for active Cylinders	Enabled (On)		
					Fuel Condition	Ethanol ≤ 87 %		
					Ethanol Estimation in Progress	= Not Active (Please see "**Ethanol Estimation in Progress**" in Supporting Tables).		
					Fuel State	DFCO not active		
					All of the above met for	> 5.0 seconds		

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 Single Bank Exhaust Only	P0138	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. 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.	Oxygen Sensor Signal	> 1,050 mvolts	Diagnostic is Enabled No Active DTC's System Voltage AFM Status Heater Warm-up delay Engine Run Time Engine Run Accum Low Fuel Condition Only when FuelLevelDataFault *********************** Secondary delay after above conditions are complete (cold start condition) Secondary delay after above conditions are complete (not cold start condition) Commanded Equivalence Ratio *********************** All of the above met for	 TPS_ThrottleAuthorityDefaulted MAF_SensorFA MAP_SensorFA EvapExcessPurgePsbl_FA FuelInjectorCircuit_FA Ethanol Composition Sensor FA AIR System FA 11.0 < Volts = All Cylinders active = Complete > 5.0 seconds > 30.0 seconds = False = False *********************** > 210.0 seconds when engine soak time > 28,800 seconds > 210.0 seconds when engine soak time ≤ 28,800 seconds ≤ 1.040 EQR *********************** > 3.0 seconds	100 failures out of 125 samples Frequency: Continuous in 100 milli - second loop	Type B, 2 Trips

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	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 an 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. 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. <u>Primary method</u>: The P013A diagnostic measures the secondary O2 sensor voltage response rate	Primary Method: The EWMA of the Post O2 sensor normalized integral value. The EWMA repass limit is The EWMA calculation uses a 0.28 coefficient. OR Secondary Method: The Accumulated mass air flow monitored during the Slow Response Test (between the upper and lower voltage thresholds)	> 8.0 units ≤ 7.2 units > 20.0 grams (upper voltage threshold is 450 mvolts and lower voltage threshold is 150 mvolts)	Diagnostic is Enabled No Active DTC's B1S2 DTC's Not Active this key cycle System Voltage Learned heater resistance Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA O2S_Bank_ 1_TFTKO O2S_Bank_ 2_TFTKO P013B, P013E, P013F, P2270 or P2271 > 11.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = 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	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.	Type A, 1 Trips EWMA

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		between an upper and lower voltage threshold. The response rate is then normalized to mass air flow rate and scaled resulting in a normalized intregral 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. Secondary method:			 Low Fuel Condition Only when FuelLevelDataFault Post fuel cell Crankshaft Torque DTC's Passed =================== After above conditions are met: DFCO mode is continued (wo driver initiated pedal input).	only enabled when airflow is above 22.0 grams/sec. = False = False = Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info. < 100.0 Nm P2270 (and P2272 if applicable) P013E (and P014A if applicable) ==================		

Component/ System	Fault Code	Monitor 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.						

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	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 an 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. 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. <u>Primary method</u>: The P013B diagnostic measures the secondary O2 sensor voltage response rate	Primary Method: The EWMA of the Post O2 sensor normalized integral value. The EWMA repass limit is The EWMA calculation uses a 0.28 coefficient. OR Secondary Method: The Accumulated mass air flow monitored during the Slow Response Test (between the upper and lower voltage thresholds)	> 8.0 units ≤ 7.2 units > 75 grams (lower voltage threshold is 350 mvolts and upper voltage threshold is 600 mvolts)	Diagnostic is Enabled No Active DTC's B1S2 DTC's Not Active this key cycle System Voltage Learned heater resistance Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA O2S_Bank_ 1_TFTKO O2S_Bank_ 2_TFTKO P013A, P013E, P013F, P2270 or P2271 > 11.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = 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.	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.	Type A, 1 Trips EWMA

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		between an lower and upper voltage threshold. The response rate is then normalized to mass air flow rate and scaled resulting in a normalized intregral 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. Secondary method:			 Green Cat System Condition Low Fuel Condition Only when FuelLevelDataFault Post fuel cell DTC's Passed ================== After above conditions are met: Fuel Enrich mode continued.	Airflow accumulation is only enabled when airflow is above 22.0 grams/sec. = Not Valid, Green Cat System condition is considered valid until accumulated airflow is greater than 360,000 grams. Airflow accumulation is only enabled when estimated Cat temperature is above 600 Deg C and 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). = False = False = Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info. P2270 P013E P013A P2271 P013F ==================		

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.			================= During this test the following must stay TRUE or the test will abort: 0.960 ≤ Base Commanded EQR ≤ 1.080 ================ During this test: Engine Airflow must stay below: and the delta Engine Airflow over 12.5msec must be :	================== ================== 100 gps ≤ 100.0 gps		

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	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. This fault is set if the secondary O2 sensor does not achieve the required voltage before the accumulated mass air flow threshold is reached.	Post O2 sensor voltage AND The Accumulated mass air flow monitored during the Delayed Response Test under DFCO DFCO begins after: 1) Catalyst has been rich for a minimum of AND 2) Catalyst Rich Accumulation Air Flow is	> 450 mvolts > 40 grams > 1 secs ≥ 3.0 grams	Diagnostic is Enabled No Active DTC's B1S2 DTC's Not Active this key cycle System Voltage Learned heater resistance Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA O2S_Bank_ 1_TFTKO O2S_Bank_ 2_TFTKO P013A, P013B, P013F, P2270 or P2271 > 11.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = 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.	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.		
					Low Fuel Condition Only when FuelLevelDataFault	= False = False		
					Post fuel cell	= Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info.		
					Crankshaft Torque	< 100.0 Nm		
					DTC's Passed	P2270		
					Number of fueled cylinders	≤ 2 cylinders		
					===================	==================		
					After above conditions are met: DFCO mode entered (wo driver initiated pedal input).			

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	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. This fault is set if the secondary O2 sensor does not achieve the required voltage before the accumulated mass air flow threshold is reached.	Post O2 sensor voltage AND The Accumulated mass air flow monitored during the Delayed Response Test	< 350 mvolts > 150 grams	Diagnostic is Enabled No Active DTC's B1S2 DTC's Not Active this key cycle System Voltage Learned heater resistance Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA O2S_Bank_ 1_TFTKO O2S_Bank_ 2_TFTKO P013A, P013B, P013E, P2270 or P2271 > 11.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = 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.	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Green Cat System Condition	Airflow accumulation is only enabled when airflow is above 22.0 grams/sec. = Not Valid, Green Cat System condition is considered valid until accumulated airflow is greater than 360,000 grams. Airflow accumulation is only enabled when estimated Cat temperature is above 600 Deg C and 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).		
					Low Fuel Condition	= False		
					Only when FuelLevelDataFault	= False		
					Post fuel cell	= Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info.		
					DTC's Passed	P2270 P013E P013A P2271		
					Number of fueled cylinders	≥ 1 cylinders		
					================== After above conditions are met: Fuel Enrich mode	==================		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					entered. ================= During this test the following must stay TRUE or the test will abort: 0.960 ≤ Base Commanded EQR ≤ 1.080 ================= During this test: Engine Airflow must stay below: and the delta Engine Airflow over 12.5msec must be :	 ================== ================ 100 gps ≤ 100.0 gps		

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 Single Bank Exhaust Only	P0141	This DTC determines if the O2 sensor heater is functioning properly by monitoring the current through the heater circuit. This test compares the measured heater current (monitored thru the low side driver) and compares it to the expected values (over the voltage range provided) for the released sensor. The diagnostic failure counter is incremented if the heater current is outside the expected range. This DTC is set based on the fail and sample counters.	Heater Current outside of the expected range of	0.3 > amps > 3.5	Diagnostic is Enabled 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 > 11.0 Volts = Complete = Not active > zero > 120 seconds	8 failures out of 10 samples Frequency: 2 tests per trip 10 seconds delay between tests and 1 second execution rate.	Type B, 2 Trips

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 1) (For use with WRAF	P015A	DTC P015A detects that the primary WRAF oxygen sensor for Bank 1 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 (P013E / P013A / P2271), which commands fuel cut off. Note: The Primary method is used when the primary WRAF O2 sensor signal transitions from above to below the O2 measured EQR threshold, otherwise the Secondary method is used. Primary method: The P015A diagnostic measures the primary WRAF O2 sensor response time between a rich condition above a starting measured EQR threshold and a lower measured EQR threshold. The response time is then scaled and normalized to mass air flow rate, engine speed, Baro,	Primary method: The EWMA of the Pre O2 sensor normalized R2L time delay value. The EWMA repass limit is The EWMA calculation uses a 0.25 coefficient. This method calculates the result when the WRAF O2 sensor measured EQR is OR Secondary Method: The Accumulated time monitored during the R2L Delayed Response Test. AND Pre WRAF O2 sensor measured EQR is	> 0.54 EWMA (sec) ≤ 0.50 EWMA (sec) < 0.800 EQR ≥ 3.5 Seconds > 0.500 EQR	Diagnostic is Enabled No Active DTC's System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control Low Fuel Condition Only when FuelLevelDataFault	TPS_ThrottleAuthorityDefaulted MAP_SensorFA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault MAF_SensorFA EvapPurgeSolenoidCircuit_FA EvapFlowDuringNonPurge_FA EvapVentSolenoidCircuit_FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt_FA FuelInjectorCircuit_FA AIR System FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EthanolCompositionSensor_FA EngineMisfireDetected_FA WRAF_Bank_1_FA P0131, P0132, P013A, P013B, P013E, P013F, P2270, P2271 > 11.0 Volts = Not active = Not active = Not active = Not active = False = False	Frequency: Once per trip Note: if NaESPD_b_FastInitRespIsActive = TRUE for the given Fuel Bank OR NaESPD_b_RapidResponseIsActive = TRUE, multiple tests per trip are allowed	Type A, 1 Trips EWMA

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		and intake air temperature resulting in a normalized delay 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. <u>Secondary method</u>: This fault is set if the primary WRAF O2 sensor does not achieve the required lower measured EQR			Green O2S Condition O2 Heater (pre sensor) on for Engine Coolant (Or OBD Coolant Enable Criteria IAT Engine run Accum Engine Speed to initially enable test Engine Speed range to keep test enabled (after initially enabled) Engine Airflow Vehicle Speed to initially enable test Vehicle Speed range to keep test enabled (after initially enabled) Closed loop integral Closed Loop Active	= 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. ≥ 30 seconds > 60 ºC = TRUE) > -40 ºC > 30 seconds 950 ≤ RPM ≤ 2,950 900 ≤ RPM ≤ 3,050 2.0 ≤ gps ≤ 12.5 42.3 ≤ MPH ≤ 80.8 38.5 ≤ MPH ≤ 82.0 0.80 ≤ C/L Int ≤ 1.08 = TRUE (Please see "**Closed Loop Enable**		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		threshold before a delay time threshold is reached.			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 EQR B1S1 at end of Cat Rich stage Fuel State Number of fueled cylinders =================== After above conditions are met: DFCO Mode is entered (wo driver initiated pedal input).	**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 540 ≤ °C ≤ 870 = DFCO possible ================== ================== ≥ 1.150 EQR = DFCO active ≤ 2 cylinders ==================		

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 with WRAF	P015B	DTC P015B detects that the primary WRAF 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. Note: The Primary method is used when the primary WRAF O2 sensor signal transitions from lean condition to above the O2 measured EQR threshold, otherwise the Secondary method is used. <u>Primary method</u>: The P015B diagnostic measures the primary WRAF O2 sensor response time between a lean condition and a higher measured EQR threshold. The response time is then scaled and normalized to mass air flow rate, engine speed, Baro, and intake air temperature resulting in	Primary method: The EWMA of the Pre O2 sensor normalized L2R time delay value. The EWMA repass limit is The EWMA calculation uses a 0.25 coefficient. OR Secondary method: The Accumulated time monitored during the L2R Delayed Response Test. AND Pre WRAF O2 sensor measured EQR is OR At end of Cat Rich stage the Pre WRAF O2 sensor measured EQR is	> 0.57 EWMA (sec) ≤ 0.53 EWMA (sec) ≥ 4.0 Seconds < 0.900 EQR < 1.150 EQR	Diagnostic is Enabled No Active DTC's P015A test is complete and System Voltage EGR Device Control Idle Device Control Fuel Device Control AIR Device Control Low Fuel Condition	TPS_ThrottleAuthorityDefaulted MAP_SensorFA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault MAF_SensorFA EvapPurgeSolenoidCircuit_FA EvapFlowDuringNonPurge_FA EvapVentSolenoidCircuit_FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt_FA FuelInjectorCircuit_FA AIR System FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EthanolCompositionSensor_FA EngineMisfireDetected_FA WRAF_Bank_1_FA P0131, P0132, P013A, P013B, P013E, P013F, P015A, P2270, P2271 = Passed > 11.0 Volts = Not active = Not active = Not active = Not active = False	Frequency: Once per trip Note: if NaESPD_b_FastInitRespIsActive = TRUE for the given Fuel Bank OR NaESPD_b_RapidResponseIsActive = TRUE, multiple tests per trip are allowed	Type A, 1 Trips EWMA

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		a normalized delay value. The normalized delay is fed into a 1st 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. <u>Secondary method</u>: This fault is set if the primary WRAF O2 sensor does not achieve the required higher measured EQR threshold before a delay time threshold is			Only when FuelLevelDataFault	= False		
					Green O2S Condition	= 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.		
					O2 Heater (pre sensor) on for	≥ 30 seconds		
					Engine Coolant (Or OBD Coolant Enable Criteria	> 60 ºC = TRUE)		
					IAT	> -40 ºC		
					Engine run Accum	> 30 seconds		
					Engine Speed to initially enable test	950 ≤ RPM ≤ 2,950		
					Engine Speed range to keep test enabled (after initially enabled)	900 ≤ RPM ≤ 3,050		
					Engine Airflow	2.0 ≤ gps ≤ 12.5		
					Vehicle Speed to initially enable test	42.3 ≤ MPH ≤ 80.8		
					Vehicle Speed range to keep test enabled (after initially enabled)	38.5 ≤ MPH ≤ 82.0		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		reached.			Closed loop integral 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 :	0.80 ≤ 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). > 70 kpa = enabled = not active = not active ≥ 60.0 sec 540 ≤ ºC ≤ 870 = DFCO inhibit ≥ 1 cylinders ================== ================== 0 ≤ gps ≤ 15 ≤ 12.0 gps		

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	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. 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.	The filtered long-term fuel trim metric AND The filtered short-term fuel trim metric (Note: any value below 0.95 effectively nullifies the short-term fuel trim criteria)	>= 1.330 >= 0.100 If a fault has been detected the long-term fuel trim metric must be < 1.310 and the short-term fuel trim metric must be < 2.000 to repass the diagnostic.	The primary fuel trim diagnostic is enabled Engine speed BARO Coolant Temp Coolant Temp MAP Inlet Air Temp MAF Fuel Level Long Term Fuel Trim data accumulation: Sometimes, certain Long-Term Fuel Trim Cells are not utilized for control and/or diagnosis	 655 <rpm< 5,900 > 70 kPa > -20 °C (or OBD Coolant Enable Criteria = TRUE) < 135 °C 10 <kPa< 255 -20 <°C< 150 1 <g/s< 1,000 > 10 % or if fuel sender is faulty the diagnostic will bypass the fuel level criteria. > 25.00 seconds of data must accumulate on each trip, with at least 15.00 seconds of data in the current fuel trim cell before a pass or fail decision can be made. Additional time can be required for cold ambient starts to accommodate larger minimum LTM's for startability reasons. See **Startup Engine Coolant adjusment to Minimum accumulation time** . (Please see **P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage** in Supporting Tables for a list of cells utilized for diagnosis)	Frequency: 100 ms Continuous Loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Closed Loop Long Term FT	Enabled Enabled (Please see "**Closed Loop Enable Clarification**" and "**Long Term FT Enable Criteria**" in Supporting Tables.)		
					EGR Diag. Catalyst Diag. Post O2 Diag. Device Control EVAP Diag.	Intrusive Test Not Active Intrusive Test Not Active Intrusive Test Not Active Not Active Large Leak Diagnostic (P0455) Not Active		
					No active DTC:	IAC_SystemRPM_FA MAP_SensorFA MAF_SensorFA MAF_SensorTFTKO AIR System FA EvapExcessPurgePsbl_FA Ethanol Composition Sensor FA FuelInjectorCircuit_FA EngineMisfireDetected_FA EGRValvePerformance_FA EGRValveCircuit_FA MAP_EngineVacuumStatus AmbPresDfltdStatus TC_BoostPresSnsrFA O2S_Bank_1_Sensor_1_FA		

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	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 therefor values < 1.0 indicate a rich condition.	**Passive Test:** The filtered Non-Purge Long Term Fuel Trim metric AND The filtered Short Term Fuel Trim metric (Note: any value above 1.05 effectively nullifies the short-term fuel trim criteria)	<= 0.735 <= 2.000		Secondary Parameters and Enable Conditions are identical to those for P0171, with the exception that fuel level is not considered.	Frequency: 100 ms Continuous Loop	Type B, 2 Trips
			******************************	***************************	*******************************	*******************************	********************	
		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-	**Intrusive Test:** For 3 out of 5 intrusive segments The filtered Purge Long Term Fuel Trim metric AND The filtered Non-Purge Long Term Fuel Trim metric AND The filtered Short Term Fuel Trim metric (Note: any value above 1.05 effectively nullifies the short-term fuel trim criteria)	<= 0.740 <= 0.735 <= 2.000 If a fault has been detected (by the passive or intrusive test) the long-term fuel trim metric must be > 0.785 and the short-	Purge Vapor Fuel	<= 25.00 % Intrusive Test is inhibited when Purge Vapor percentage is greater than this threshold. (Note: values greater than 50% indicate the Purge Vapor Fuel requirement is not being used) A minimum number of accumlated Fuel Trim Data samples are required to adequately learn a correct Purge Vapor Fuel value. See the table **Minimum Non-Purge Samples for Purge** (**Vapor Fuel**) for the Purge Off cells used to validate the Purge Vapor Fuel parameter.	**Segment Definition:** Segments can last up to 42 seconds and are separated by the lesser of 10.00 seconds of purge-on time or enough time to purge 7 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	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		term fuel trim metric is 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 > 0.740 , 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 <= 0.740 , 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 <= 0.735 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		term fuel trim metric must be > 0.000 to repass the diagnostic. The intrusive test will be enabled at long-term fuel metric values < 0.79 until the diagnostic repasses after a failure.		If the accumulated purge volume is > 1,200.0 grams, the intrusive test will not be inhibited even if Purge Vapor Fuel is > 25.0 %.	time to purge excess vapors from the canister. During this period, fuel trim will pass if the filtered Purge Long Term Fuel Trim metric > 0.740 for at least 120.00 seconds, indicating that the canister has been purged.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		segments allowing Purge to renable 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.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 1 Circuit Low Fault	P0182	This DTC diagnose SENT fuel rail temperature sensor 1 that is too low out of range. If the sensor digital value (represnting the refernce voltage) is below the lower digital threshold, the low fail counter then increments. If the low fail counter reaches its threshold then a fail is reported. A pass is reported for this DTC if the low sample counter reaches its threshold.	Fuel Temperature Sensor 1 SENT digital read value	< 219	Fuel Temperature Out of Range Diagnoistic Enabled	True	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips
						Enabled when a code clear is not active or not exiting device control		
					No Fault Active on	SENT Communication Fault Active (U0625, U101B, U0670, U0671) SENT Intenal Error Fault Active (P126E) Fuel Temperature Sensor SENT Message Error Fault Active (P128C)		
					No Fault Pending on	SENT Intenal Error Fault Pending (P126E) Fuel Temperature Sensor SENT Message Error Fault Pending (P128C)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 1 Circuit High Fault	P0183	This DTC diagnose SENT fuel rail temperature sensor 1 that is too high out of range. If the sensor digital value (represnting the refernce voltage) is above the upper digital threshold, the high fail counter then increments. If the high fail counter reaches its threshold then a fail is reported. A pass is reported for this DTC if the high sample counter reaches its threshold.	Fuel Temperature Sensor 1 SENT digital read value	> 2,049	Fuel Temperature Out of Range Diagnoistic Enabled	True	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips
						Enabled when a code clear is not active or not exiting device control		
					No Fault Active on	SENT Communication Fault Active (U0625, U101B, U0670, U0671)		
						SENT Intenal Error Fault Active (P126E)		
						Fuel Temperature Sensor SENT Message Error Fault Active (P128C)		
					No Fault Pending	SENT Intenal Error Fault Pending (P126E)		
						Fuel Temperature Sensor SENT Message Error Fault Pending (P128C)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 2 Circuit Low Fault	P0187	This DTC diagnose SENT fuel rail temperature sensor 2 that is too low out of range. If the sensor digital value (represnting the refernce voltage) is below the lower digital read threshold, the low fail counter then increments. If the low fail counter reaches its threshold then a fail is reported. A pass is reported for this DTC if the low sample counter reaches its threshold.	Fuel Temperature Sensor 1 SENT digital read value	< 219.00	Fuel Temperature Out of Range Diagnoistic Enabled	True	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips
						Enabled when a code clear is not active or not exiting device control		
					No Fault Active on	SENT Communication Fault Active (U0625, U101B, U0670, U0671) SENT Intenal Error Fault Active (P126F) Fuel Temperature Sensor SENT Message Error Fault Active (P128D)		
					No Fault Pending	SENT Intenal Error Fault Pending (P126F) Fuel Temperature Sensor SENT Message Error Fault Pending (P128D)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 2 Circuit High Fault	P0188	This DTC diagnose SENT fuel rail temperature sensor 2 that is too high out of range. If the sensor digital value (represnting the refernce voltage) is above the upper digital read threshold, the high fail counter then increments. If the high fail counter reaches its threshold then a fail is reported. A pass is reported for this DTC if the high sample counter reaches its threshold.	Fuel Temperature Sensor 1 SENT digital read value	> 2,049.00	Fuel Temperature Out of Range Diagnoistic Enabled	True	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips
						Enabled when a code clear is not active or not exiting device control		
					No Fault Active on	SENT Communication Fault Active (U0625, U101B, U0670, U0671) SENT Intenal Error Fault Active (P126F) Fuel Temperature Sensor SENT Message Error Fault Active (P128D)		
					No Fault Pending	SENT Intenal Error Fault Pending (P126F) Fuel Temperature Sensor SENT Message Error Fault Pending (P128D)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pressure Sensor "B" Circuit Range/ Performance	P018B	This DTC detects a fuel pressure sensor response stuck within the normal operating range using an intrusive test (as follows) a] Intrusive Test Trigger: 1] Fuel Pump Duty Cycle Clamped Time (min or max duty cycle) >= 5 sec Or 2] Fuel Pres Err Variance <= calibration value KeFDBR_cmp_FPSS_ MinPres Variance ; Otherwise, Report status as Pass b] Intrusive test freq limit: 60 sec between intrusive tests that pass, c] Intrusive test Fuel Flow limit: Fuel Flow Actual < Max allowed Fuel Flow rate						Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pressure Sensor "B" Circuit Low	P018C	This DTC detects if the fuel pressure sensor circuit is shorted low Values are analyzed as percent of sensor reference voltage [[Abs [5.0V - SensorVoltsActual] / 5.0V] *100%]	Fuel Pressure Sensor output % [re. full range as percent of 5.0V reference]	< 4.00 % or [0 kPa gauge]	a) Diagnostic enabled [FDBR_b_FPSnsrCktLoDiagEnbl] b) Run_Crank Active [PMDR_b_RunCrankActive c) Diagnostic System Disabled [DRER_b_DiagSysDsbl] d) Pressure Sensor Configuration [FDBR_e_FuelPresSnsrConfig]	a) == TRUE b) == TRUE c) <> TRUE d1) IF calibration CeFDBR_e_WiredTo_FTZM == WiredTo ECM d2) IF NOT, then see Case2	64.00 failures / 80.00 samples 1 sample/12.5 ms	Type B, 2 Trips
			Fuel Pressure Sensor output % [re. full range as percent of 5.0V reference]	< 4.00 % or [0 kPa gauge]	a) Diagnostic enabled [FDBR_b_FPSnsrCktLoDiagEnbl] b) Run_Crank Active [PMDR_b_RunCrankActive c) Diagnostic System Disabled [DRER_b_DiagSysDsbl] d1) Pressure Sensor Configuration [FDBR_e_FuelPresSnsrConfig] d2) Sensor Bus Relay On d3) CAN Sensor Bus message $0C3_Available d4) Fuel Pres Sensor Ref	a) == TRUE b) == TRUE c) <> TRUE d1) IF calibration CeFDBR_e_WiredTo_FTZM == WiredTo FTZM d2) == TRUE d3) == TRUE d4) <> TRUE	64.00 failures / 80.00 samples 1 sample/12.5 ms	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Voltage Status Message Counter Incorrect Alive Rolling Count and Checksum Error [CAN Bus B $0C3] [CFMR_b_FTZM_Info1_ARC_ChkErr DTC]			
						d2) IF calibration CeFDBR_e_WiredTo_FTZM <> WiredTo FTZM, then see Case1		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pressure Sensor "B" Circuit High	P018D	This DTC detects if the fuel pressure sensor circuit is shorted High Values are analyzed as percent of sensor reference voltage [[Abs [5.0V - SensorVoltsActual] / 5.0V] *100%]	Fuel Pressure Sensor output % [re. full range as percent of 5.0V reference]	> 96.00 % or [743 kPa ga]	a) Diagnostic enabled [FDBR_b_FPSnsrCktLoDiagEnbl] b) Run_Crank Active [PMDR_b_RunCrankActive c) Diagnostic System Disabled [DRER_b_DiagSysDsbl] d) Pressure Sensor Configuration [FDBR_e_FuelPresSnsrConfig]	a) == TRUE b) == TRUE c) <> TRUE d1) IF calibration CeFDBR_e_WiredTo_FTZM == WiredTo ECM d2) IF NOT, then see Case2	64.00 failures / 80.00 samples 1 sample/12.5 ms	Type B, 2 Trips
			Fuel Pressure Sensor output % [re. full range as percent of 5.0V reference]	> 96.00 % or [743 kPa ga]	a) Diagnostic enabled [FDBR_b_FPSnsrCktLoDiagEnbl] b) Run_Crank Active [PMDR_b_RunCrankActive c) Diagnostic System Disabled [DRER_b_DiagSysDsbl] d1) Pressure Sensor Configuration [FDBR_e_FuelPresSnsrConfig] d2) Sensor Bus Relay On d3) CAN Sensor Bus message $0C3_Available d4) Fuel Pres Sensor Ref	a) == TRUE b) == TRUE c) <> TRUE d1) IF calibration CeFDBR_e_WiredTo_FTZM == WiredTo FTZM d2) == TRUE d3) == TRUE d4) <> TRUE	64.00 failures / 80.00 samples 1 sample/12.5 ms	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Voltage Status Message Counter Incorrect Alive Rolling Count and Checksum Error [CAN Bus B $0C3] [CFMR_b_FTZM_Info1_ARC_ChkErr DTC]	d2) IF calibration CeFDBR_e_WiredTo_FTZM <> WiredTo FTZM, then see Case1		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT SIDI High Pressure Sensor Performance	P0191	The DTC determines if there is a skewed control fuel rail sensor (Sensor1) via a comparison to diagnostic sensor (sensor2) continuously when the engine is running and the commanded pressure is steady.	Primary sensor (P1) vs. Secondary sensor (P2) performance rationality **(**(Low Limit fail Filtered Fuel Control Error) OR (High Limit Fail: Filtered Fuel Control Error)**)** AND (FIltered Absolute delta between sensor1 and sensor2	<= **P0191 - Low fail limit of fuel control due to pressure sensor skewed low** (See supporting table) >= **P0191 - High fail limit of fuel control due to high pressure sensor skewed High** (see Supporting table) >= 1.00 mpa Note: fuel control error is calcuated based on the squreroot of senor1 divided by sensor2, this value is filter to ensure proper failure detection. Absolute delta between sensor1 and sensor2 value is filter to ensure proper failure detection.	Commanded Pressure rate of change (increasing or dercresing) for a period of time	< 3.00 mpa >= 1.25 seconds Enabled when a code clear is not active or not exiting device control	Filter Fuel Control Error term and Absolute delta between sensor1 and sensor2 exceed Low or High Fail limit for a duration >= 1.50 seconds This is diagnostic runs Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure Sensor 1 Out of Range	P0192	This DTC diagnose SENT high pressure sensor 1 that is too low out of range. If the sensor digital value (represnting the refernce voltage) is below the lower digital threshold, the low fail counter then increments. If the low fail counter reaches its threshold then a fail is reported. A pass is reported for this DTC if the low sample counter reaches its threshold.	High Pressure Rail Sensor 1 SENT digital read value	=< 66			Time Based: 400 Failuer out of 500 Samples 6.25 ms per Sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Temperature (EOT) Circuit Low	P0197	Controller specific output driver circuit diagnoses the Engine Oil Temperature (EOT) Sensor 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.	Engine Oil Temperature Sensor (EOT) Circuit Resistance	< 25 ohms	Diagnostic Status	Enabled	4 failures out of 5 samples Sampled every 1 second	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Temperature (EOT) Circuit High	P0198	Controller specific output driver circuit diagnoses the Engine Oil Temperature (EOT) Sensor 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.	Engine Oil Temperature Sensor (EOT) Circuit Resistance	> 450,000 ohms	Diagnostic Status Engine Run Time OR ECT	Enabled > 20.0 seconds >= -20 Deg C	4 failures out of 5 samples Sampled every 1 second	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Temperature Sensor (EOT) Circuit Intermittent	P0199	Determines if an intermittent fault exists on the engine oil temperature sensor circuit. This diagnostic compares each temperature sample to the previous sample and measures cumulative error over a sample period.	**Continuous Test** <u>Pass/Fail Condition:</u> Temperature signal string length, cumulative sum of absolute value of (Oil Temperature - Previous Oil Temperature)	String Length >= 10.00 °C	None	Enabled	4 failures out of 5 samples, sampled every 2 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Temperature Sensor B Circuit Low	P01BB	Controller specific output driver circuit diagnoses the Engine Oil Temperature Sensor B 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.	Engine Oil Temperature Sensor B Circuit Resistance	< 25 ohms	Diagnostic Status	Enabled	4 failures out of 5 samples Sampled every 1 second	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Temperature Sensor B Circuit High	P01BC	Controller specific output driver circuit diagnoses the Engine Oil Temperature Sensor B 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.	Engine Oil Temperature Sensor B Circuit Resistance	> 450,000 ohms	Diagnostic Status Engine Run Time OR ECT	Enabled > 20.0 seconds >= -20 Deg C	4 failures out of 5 samples Sampled every 1 second	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Temperature Sensor B Circuit Intermittent	P01BD	Determines if an intermittent fault exists on the engine oil temperature sensor B circuit. This diagnostic compares each temperature sample to the previous sample and measures cumulative error over a sample period.	**Continuous Test** Pass/Fail Condition: Temperature signal string length, cumulative sum of absolute value of (Oil Temperature - Previous Oil Temperature)	String Length >= 10.00 °C	None	Enabled AND EngOilTempFA = FALSE	4 failures out of 5 samples, sampled every 2 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 3 Circuit Low	P01E5	Circuit Continuity This DTC detects a short to ground in the a temperature sensor signal circuit or the temperature 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 (@ 150ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr3 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	< X Ohms X is equal to: Temp Sensor 1: 55 Ohms Temp Sensor 2: 55.0 Ohms Temp Sensor 3: 41.1 Ohms Temp Sensor 4: 55.0 Ohms Temp Sensor 5: 41.1 Ohms Temp Sensor 6: 55.0 Ohms Temp Sensor 7: 55.0 Ohms			5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 3 Circuit High	P01E6	Circuit Continuity This DTC detects a short to high or open in a temperature signal circuit or the temperature 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 (@ -60ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: RadCoolantTempSnsr Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	> X Ohms X is equal to: Temp Sensor 1: 174,069 Ohms Temp Sensor 2: 174,069 Ohms Temp Sensor 3: 354,667 Ohms Temp Sensor 4: 174,069 Ohms Temp Sensor 5: 354,667 Ohms Temp Sensor 6: 174,069 Ohms Temp Sensor 7: 174,069 Ohms	Engine run time OR IAT min	> 10.0 seconds ≥ -20.0 °C	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 3 Circuit Intermittent/ Erratic	P01E7	Circuit Erratic This DTC detects large step changes in a temperature signal circuit or the temperature 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.	Temperature step change: 1) postive step change is greater than calculated high limit OR 2) negitive step change is lower than calculated low limit. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr3 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4		No Active DTC's	EECR_TS3_Erratic_TFTKO EECR_TS3_CktHiLo_FA	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 6: CeEECR_e_EngCoolantTempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolantTempSnsr6 The calculated high and low limits for the next reading use the following calibrations: Temperature Sensor 1: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 2: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 3: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 4: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 5: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 6: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit	 5.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.3 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 7: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit *****Generic Example***** If the last temp reading was 90 °C, the Time constant was calibrated at 10 seconds, the low limit was calibrated to -80 °C and the high limit was calibrated to 200 °C the caluculated limits are 101 °C and 73 °C. The next reading (after the 90 °C reading) must be between 73 °C and 101 °C to be valid. ******************************	 5.3 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Coolant Temperature Dropped Below Diagnostic Monitoring Temperature - ATM	P01F0	This DTC detects an unexplained cooling system cool down below the OBD monitoring threshold during normal operating conditions. This check is run throughout the key cycle.	Engine outlet coolant temperature drops below for an unexpected reason	63.0 °C	No Active DTC's	ECT_Sensor_Ckt_FA VehicleSpeedSensor_FA OAT_PtEstFiltFA THMR_AWP_AuxPumpFA THMR_AHV_FA THMR_SWP_Control_FA EngineTorqueEstInaccurate ECT_Sensor_Perf_FA THMR_SWP_NoFlow_FA THMR_SWP_FlowStuckOn_FA	48 seconds out of a 60 seconds window	
					Engine Runtime	≥ 10.0 seconds		
					Distance traveled this key cycle	≥ 2.0 km		
					Ambient air pressure	≥ 55.0 kPa		
					Ambient air temperature	≥ -9.0 °C		
					**************************			
					Engine coolant temperature At least once during the key cycle Type 0 (non-heated t-stat)	≥ 68.5 °C		
					**************************			
					Heat to coolant	≥ **P01F0 - Heat To Coolant Min 2D**		
					DFCO time	≤ 12.0 seconds		
					Thermostat duty cycle	≤ 100.0 %		
					RPM	≤ 8,192		
					Active Fuel Management is not in	Half Cylinder Mode		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 Open Circuit - (SIDI)	P0201	Controller specific output driver circuit diagnoses Injector 1 low sided driver for an open circuit failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds. Or Controller specific output driver circuit diagnoses Injector 1 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 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. Or 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.	>= 200 KOhms impedance between signal and controller ground >= 200 KOhms impedance between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 Open Circuit - (SIDI)	P0202	Controller specific output driver circuit diagnoses Injector 2 low sided driver for an open circuit failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds. Or Controller specific output driver circuit diagnoses Injector 2 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 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. Or 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.	>= 200 KOhms impedance between signal and controller ground >= 200 KOhms impedance between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 Open Circuit - (SIDI)	P0203	Controller specific output driver circuit diagnoses Injector 3 low sided driver for an open circuit failure when the output is powered off by comparing a voltage measurement to controller specific voltage thresholds. Or Controller specific output driver circuit diagnoses Injector 3 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 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. Or 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.	>= 200 KOhms impedance between signal and controller ground >= 200 KOhms impedance between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

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 low or open in TPS2 circuit by monitoring the TPS 2 sensor percent Vref and failing the diagnostic when the TPS percent Vref is too low. This diagnostic only runs when battery voltage is high enough.	TPS2 % Vref <	0.250 % Vref	Run/Crank voltage No 5V reference error or fault for # 4 5V reference circuit	> 6.41 Volts P06A3	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS2 Circuit High	P0223	Detects a continuous or intermittent short high in TPS2 circuit by monitoring the TPS 2 sensor percent Vref and failing the diagnostic when the TPS percent Vref is too high. This diagnostic only runs when battery voltage is high enough.	TPS2 % Vref >	4.590 % Vref	Run/Crank voltage No 5V reference error or fault for # 4 5V reference circuit	> 6.41 Volts P06A3	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Boost Pressure (TIAP) Sensor Performance (single turbo)	P0236	Detects a performance failure in the Turbocharger Boost Pressure sensor, such as when a Turbocharger Boost Pressure value is stuck in range. 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, Manifold Pressure (MAP) sensor and Throttle Position sensor (TPS). 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 Turbocharger Boost	**<u>Engine Running:</u>** See table **P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix** for combinations of model failures that can set this DTC. MAF model fails when ABS(Measured Flow – Modeled Air Flow) Filtered MAP1 model fails when ABS(Measured MAP – MAP Model 1) Filtered MAP2 model fails when ABS(Measured MAP – MAP Model 2) Filtered MAP3 model fails when ABS(Measured MAP – MAP Model 3) Filtered TIAP1 model fails when ABS(Measured TIAP - TIAP Model 1) Filtered TPS model fails when Filtered Throttle Model Error TIAP Correlation model fails when High Engine Air Flow is TRUE AND	> 15.0 grams/sec > 15.0 kPa > 25.0 kPa > 27.0 kPa > 30.0 kPa > 200 kPa*(g/s)	Engine Speed Engine Speed (Coolant Temp OR OBD Coolant Enable Criteria (Coolant Temp OR OBD Max Coolant Achieved Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 7,000 RPM >= -9 Deg C = TRUE) <= 130 Deg C = FALSE) >= -20 Deg C <= 125 Deg C >= 0.50 Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM**	Continuous Calculation are performed every 12.5 msec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		Pressure sensor. In this case, the Turbocharger Boost Pressure Performance diagnostic will fail.	Measured TIAP - measured MAP - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset** OR Low Engine Air Flow is TRUE AND Measured TIAP - measured Baro - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset** TIAP Correlation is valid when High Engine Air Flow has been TRUE for a period of time OR Low Engine Air Flow has been TRUE for a period of time High Engine Air Flow is TRUE when Mass Air Flow	> 30.0 kPa > 30.0 kPa > 0.5 seconds > 0.5 seconds > a threshold in gm/sec as a function of engine speed See table	No Active DTCs: No Pending DTCs:	MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP Model 3 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM** TIAP Model 1 Error multiplied by **P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM** Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA MnfdTempSensorFA TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			AND Manifold Pressure	**P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow** > a threshold in kPa as a function of engine speed See table		MnfdTempSensorCktFP		
			AND Filtered Mass Air Flow - Mass Air Flow	**P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP** < 3.0 gm/sec				
			Low Engine Air Flow is TRUE when Mass Air Flow	< a threshold in gm/ sec as a function of engine speed See table				
			AND Manifold Pressure	**P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow** < a threshold in kPa as a function of engine speed See table				
			AND Mass Air Flow - Filtered Mass Air Flow	**P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP** < 5.0 gm/sec				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Boost Pressure Sensor Circuit Low	P0237	Detects a continuous short to ground in the Turbocharger Boost Pressure signal circuit by monitoring the Turbocharger Boost Pressure sensor output voltage and failing the diagnostic when the Turbocharger Boost Pressure voltage is too low. The Turbocharger Boost Pressure sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure.	Turbocharger Boost Pressure Voltage	< 13.1 % of 5 Volt Range (This is equal to 44.0 kPa)	None		320 failures out of 400 samples 1 sample every 12.5 msec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharge r Boost Pressure Sensor Circuit High	P0238	Detects a continuous short to power or open circuit in the Turbocharger Boost Pressure signal circuit by monitoring the Turbocharger Boost Pressure sensor output voltage and failing the diagnostic when the Turbocharger Boost Pressure voltage is too high. The Turbocharger Boost Pressure sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure.	Turbocharger Boost Pressure Voltage	> 78.0 % of 5 Volt Range (This is equal to 336.0 kPa)	None		320 failures out of 400 samples 1 sample every 12.5 msec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Wastegate / Supercharger Boost Solenoid A Control Circuit Low	P0245	Controller specific output driver circuit diagnostic, diagnosing the 'turbocharger boost solenoid 'A' actuator' 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. In series applications, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In a parallel application, turbocharger 'A'is associated with engine bank 1.	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. In certain controllers this diagnosis runs only when the HWIO-output is driven by the application S/W.	≤ 0.5 Ω impedance between output and controller ground	Diagnostic enabled ***************************** Powertrain relay voltage Ignition run crank voltage ***************************** Engine does not crank Diagnostic system not disabled	True ***************************** >= 11.0 Volts > 5.00 Volts *****************************	10 failures out of 12 samples 100ms / sample	Type A, 1 Trips Note: In certain controllers P0243 may also set turbocharger wastegate / supercharger boost solenoid A control circuit

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbocharger Wastegate / Supercharger Boost Solenoid A Control Circuit High	P0246	Controller specific output driver circuit diagnostic, diagnosing the 'turbocharger boost solenoid 'A' actuator' 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. In series applications, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In a parallel application, turbocharger 'A'is associated with engine bank 1.	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. In certain controllers this diagnosis runs only when the HWIO-output is driven by the application S/W.	≤ 0.5 Ω impedance between output and controller power	Diagnostic enabled ***************************** Powertrain relay voltage Ignition run crank voltage ***************************** Engine does not crank Diagnostic system not disabled	True ***************************** >= 11.0 Volts > 5.00 Volts *****************************	10 failures out of 12 samples 100ms / sample	Type A, 1 Trips

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 (SIDI)	P0261	Controller specific output driver circuit diagnoses Injector 1 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.	<= 1 volt between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

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 (SIDI)	P0262	Controller specific output driver circuit diagnoses Injector 1 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.	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.	 25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

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 (SIDI)	P0264	Controller specific output driver circuit diagnoses Injector 2 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.	 <= 1 volt between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

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 (SIDI)	P0265	Controller specific output driver circuit diagnoses Injector 2 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.	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.	25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

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 (SIDI)	P0267	Controller specific output driver circuit diagnoses Injector 3 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.	<= 1 volt between signal and controller ground	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

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 (SIDI)	P0268	Controller specific output driver circuit diagnoses Injector 3 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.	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.	25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Engine Underboost Wastegate Position Deviation; Turbocharge r with electronic wastegate.	P0299	This DTC indicates a wastegate position deviation which will lead into an underboost situation.	Wastegate Position deviation Error = (Expected Wastegate Position - Actual Wastegate Position)	< refer to **P0299: WG negative deviation fail threshold over engine speed and desired torque.** + **P0299: Additive offset on WG negative deviation ambient correction.** in Supporting tables.	Dev. Diagnostic enable **************************** Coolant temperature or OBD Coolant Enable Criteria and Coolant temperature and not OBD Max Coolant Achived **************************** Engine speed **************************** Desired Torque **************************** Desired Torque derivative in range Actual wastegate position in range Actual wastegate position derivative in range **************************** All conditions haveto be fullfilled for:	True **************************** > -40.0 °C < 150.0 °C **************************** > refer to **P0234 P0299: Engine speed minimum limit over Ambient pressure to enable the WG deviation diagnosis.** in Supporting tables. **************************** > refer to **P0234 P0299: Desired torque minimum limit overAmbient pressure to enable the WG deviation diagnosis.** in Supporting tables **************************** > -20.00 Nm/sec < 20.00 Nm/sec > 0.00 % < 100.00 % > -20.00 %/sec < 20.00 %/sec **************************** > refer to	25 failures out of 30 samples 100ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					***************************** No active DTCs: ***************************** No device control active for compresseor recirculation valve.	**P0234 P0299: Wastegate position deviation diagnostic enable delay as a function of engine speed and ambient pressure** in Supporting table ***************************** WGAR_b_WG_CktFA NaWGAR_b_PstnCntrlFA CRAR_b_CRV_CktFA ECT_Sensor_FA IAT_SensorFA BSTR_b_BoostSnsrFA AmbientAirDefault *****************************		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 1 Injector Circuit Range/ Performance	P02EE	Diagnostic to determine if Cylinder 1 injector voltage feedback measured from the analog to digital converter is rational. The measured voltage is checked when the injection pulse width is large enough ensuring the injector pintle has achieved max travel and the injector voltage flux through the coil has reach the max stabilization limit	Injector voltage feedback is not able to detect an opening magnitude OR Measured Voltage feedback converted to Injector Opening Magnitude OR Measured Voltage feedback converted to Injector Opening Magnitude OR Injector voltage feedback is not able to detect a closing time OR Measured Voltage feedback converted to Injector closing time OR Measured Voltage	 =< **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Minimum Injector Opening Magnitude** (See supporting table) >= **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Maximum Injector Opening Magnitude** (See supporting table) =< **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Minimum Injector Closing Time** (See supporting table) >=	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Valid (See Definition in Supporting Material below) Injection Pulse Width	= True >= **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Voltage Feedback Rationalities Minimum Pulse Width**	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			feedback converted to Injector closing time	**P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Maximum Injector Closing Time** (See supporting table)				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 2 Injector Circuit Range/ Performance	P02EF	Diagnostic to determine if Cylinder 2 injector voltage feedback measured from the analog to digital converter is rational. The measured voltage is checked when the injection pulse width is large enough ensuring the injector pintle has achieved max travel and the injector voltage flux through the coil has reach the max stabilization limit	Injector voltage feedback is not able to detect an opening magnitude OR Measured Voltage feedback converted to Injector Opening Magnitude OR Measured Voltage feedback converted to Injector Opening Magnitude OR Injector voltage feedback is not able to detect a closing time OR Measured Voltage feedback converted to Injector closing time OR Measured Voltage	=< **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Minimum Injector Opening Magnitude** (See supporting table) >= **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Maximum Injector Opening Magnitude** (See supporting table) =< **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Minimum Injector Closing Time** (See supporting table) >=	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Valid (See Definition in Supporting Material below) Injection Pulse Width	= True >= **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Voltage Feedback Rationalities Minimum Pulse Width**	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			feedback converted to Injector closing time	**P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Maximum Injector Closing Time** (See supporting table)				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 3 Injector Circuit Range/ Performance	P02F0	Diagnostic to determine if Cylinder 3 injector voltage feedback measured from the analog to digital converter is rational. The measured voltage is checked when the injection pulse width is large enough ensuring the injector pintle has achieved max travel and the injector voltage flux through the coil has reach the max stabilization limit	Injector voltage feedback is not able to detect an opening magnitude OR Measured Voltage feedback converted to Injector Opening Magnitude OR Measured Voltage feedback converted to Injector Opening Magnitude OR Injector voltage feedback is not able to detect a closing time OR Measured Voltage feedback converted to Injector closing time OR Measured Voltage	=< **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Minimum Injector Opening Magnitude** (See supporting table) >= **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Maximum Injector Opening Magnitude** (See supporting table) =< **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Minimum Injector Closing Time** (See supporting table) >=	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Valid (See Definition in Supporting Material below) Injection Pulse Width	= True >= **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Voltage Feedback Rationalities Minimum Pulse Width**	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			feedback converted to Injector closing time	**P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Maximum Injector Closing Time** (See supporting table)				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Random Misfire Detected Cylinder 1 Misfire Detected Cylinder 2 Misfire Detected Cylinder 3 Misfire Detected	P0300 P0301 P0302 P0303	These DTC's will determine if a random or a cylinder specific misfire is occurring by monitoring various terms derived from crankshaft velocity. The pattern of misfire is taken into account to select the proper misfire thesholds.. Additionally, the pattern of crankshaft acceleration after the misfire is checked to differentiate between real misfire and other sources of crank shaft noise such as rough road. The rate of misfire over an interval is compared to both emissions and catalyst damaging thresholds. Emissions Neutral Default Action: If consumed Emissions Neutral Default DTCs from other subsystems are set: Ignore Rough Road, Traction, Stability, and Antilock brake signals. If default action not activated, Misfire Monitor could complete less frequently or inaccurately. Default Action Latched for	Crankshaft Deceleration Value(s) vs. Engine Speed and Engine load The equation used to calculate deceleration value is tailored to specific vehicle operating conditions. The selection of the equation used is based on the 1st single cylinder continuous misfire threshold tables encountered that are not max of range. If all tables are max of range at a given speed/load, that speed load region is an ***Undetectable region*** see Algorithm Description Document for additional details. SINGLE CYLINDER CONTINUOUS MISFIRE((Medres_Decel Medres_Jerk OR (Medres_Decel Medres_Jerk OR (Lores_Decel Lores_Jerk OR (Lores_Decel Lores_Jerk OR RevBalanceTime)	- see details of thresholds on Supporting Tables Tab > **RufSCD_Decel** AND > **RufSCD_Jerk)** > **SCD_Decel** AND > **SCD_Jerk)** > **RufCyl_Decel** AND > **RufCyl_Jerk)** > **CylModeDecel** AND > **CylModeJerk)** >**RevMode_Decel**	Engine Run Time Engine Coolant Temp Or If ECT at startup Then System Voltage + Throttle delta - Throttle delta Early Termination option: (used on plug ins that may not have enough engine run time at end of trip for normal interval to complete.)	> 2 crankshaft revolution "ECT" If OBD Max Coolant Achieved = FALSE -12 ºC < ECT Or if OBD Max Coolant Achieved = TRUE -12 ºC < ECT < 126 ºC < -12 ºC If OBD Max Coolant Achieved = FALSE 21 ºC < ECT If OBD Max Coolant Achieved = TRUE 21 ºC < ECT < 126 ºC 9.00 < volts < 32.00 < 95.00 % per 25 ms < 95.00 % per 25 ms Not Enabled	Emission Exceedence = any (5) failed 200 rev blocks out of (16) 200 rev block tests Failure reported for (1) Exceedence in 1st (16) 200 rev block tests, or (4) Exceedences thereafter. OR when Early Termination Reporting = Enabled and engine rev > 1,000 revs and < 3,200 revs at end of trip	Type B, 2 Trips (Mil Flashes with Catalyst damage level of Misfire)

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		duration of Trip Default Action: If Misfire P030x sets on some hybrid applications, the isolation damper between engine and transmission can go into extreme resonance. Default action is to move rpm out of the resonance zone. If default action not activated, significant hardware damage could occur rendering vehicle inoperable.	****************************** **This Feature not used on Gasoline engines** Combustion Modes that force selection of Idle Tables ****************************** Other patterns of misfire use adjustments to the single cylinder continuous misfire threshold tables: RANDOM MISFIRE Use random misfire thresholds If no misfire for (Medres_Decel AND Medres_Jerk) OR (Medres_Decel AND Medres_Jerk) OR (Lores_Decel AND Lores_Jerk)	************************** **This Feature not used on Gasoline engines** **CombustModeIdleTbl** in Supporting Tables ************************** > 5 Engine Cycles > **RufSCD_Decel** * **Random_SCD_Decel** >**RufSCD_Jerk** * **Random_SCD_Jerk** > **SCD_Decel** * **Random_SCD_Decel** > **SCD_Jerk** * **Random_SCD_Jerk** > **RufCyl_Decel** * **RandomCylModDecel** > **RufCyl_Jerk** * **RandomCylModJerk**			any Catalyst Exceedence = (1) 200 rev block as data supports for catalyst damage. Catalyst Failure reported with (1 or 3) Exceedences in FTP, or (1) Exceedence outside FTP. Continuous	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			OR (Lores_Decel AND Lores_Jerk)	> **CylModeDecel * RandomCylModDecel** > **CylModeJerk * RandomCylModJerk**				
			OR RevBalanceTime	> **RevMode_Decel * RandomRevModDecl**				
			PAIRED CYLINDER MISFIRE If a cylinder & it's pair are above PAIR thresholds (Medres_Decel AND Medres_Jerk)	> **RufSCD_Decel * Pair_SCD_Decel** > **RufSCD_Jerk * Pair_SCD_Jerk**				
			OR (Medres_Decel AND Medres_Jerk)	> **SCD_Decel * Pair_SCD_Decel** > **SCD_Jerk * Pair_SCD_Jerk**				
			OR (Lores_Decel AND Lores_Jerk)	> **RufCyl_Decel * PairCylModeDecel** > **RufCyl_Jerk * PairCylModeJerk**				
			OR (Lores_Decel AND Lores_Jerk)	> **CylModeDecel * PairCylModeDecel** > **CylModeJerk * PairCylModeJerk**				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			OR (Revmode Active AND (within one engine cycle: 2nd largest Lores_Decel)	> **CylModeDecel * PairCylModeDecel**				
			AND Above TRUE for))	> 35 engine cycles out of 100 engine cycles				
			BANK MISFIRE Cylinders above Bank Thresholds	>= 3 cylinders				
			(Medres_Decel	> **RufSCD_Decel * Bank_SCD_Decel**				
			AND Medres_Jerk)	> **RufSCD_Jerk * Bank_SCD_Jerk**				
			OR (Medres_Decel	> **SCD_Decel * Bank_SCD_Decel**				
			AND Medres_Jerk)	> **SCD_Jerk * Bank_SCD_Jerk**				
			OR (Lores_Decel	> **RufCyl_Decel * BankCylModeDecel**				
			AND Lores_Jerk)	> **RufCyl_Jerk * BankCylModeJerk**				
			OR (Lores_Decel	> **CylModeDecel * BankCylModeDecel**				
			AND Lores_Jerk)	> **CylModeJerk * BankCylModeJerk**				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			CONSECUTIVE CYLINDER MISFIRE 1st cylinder uses single cyl continuous misfire thresholds; 2nd Cylinder uses: (Medres_Decel AND Medres_Jerk) OR (Medres_Decel AND Medres_Jerk) OR (Lores_Decel AND Lores_Jerk) OR (Lores_Decel AND Lores_Jerk)	> **RufSCD_Decel * ConsecSCD_Decel** > **RufSCD_Jerk * ConsecSCD_Jerk** > **SCD_Decel * ConsecSCD_Decel** > **SCD_Jerk * ConsecSCD_Jerk** > **RufCyl_Decel * ConsecCylModDecel** > **RufCyl_Jerk * ConsecCylModeJerk** > **CylModeDecel * ConsecCylModDecel** > **CylModeJerk * ConsecCylModeJerk**				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			CYLINDER DEACTIVATION MODE (Active Fuel Managment) AFM: SINGLE CYLINDER CONTINUOUS MISFIRE (CylAfterDeacCyl_Decel AND CylAfterDeacCyl_Jerk) OR (CylBeforeDeacCylDecel AND CylBeforeDeacCyl_Jerk)	 > **CylModeDecel * ClyAfterAFM_Decel** > **CylModeJerk * CylAfterAFM_Jerk** > **CylModeDecel * CylBeforeAFM_Decel** > **CylModeJerk * ClyBeforeAFM_Jerk**				
			AFM: RANDOM MISFIRE Use random misfire thresholds If no misfire for (CylAfterDeacCyl_Decel AND CylAfterDeacCyl_Jerk) (CylBeforeDeacCylDecel	 > 5 Engine Cycles > **CylModeDecel * ClyAfterAFM_Decel * RandomAFM_Decl** > **CylModeJerk * CylAfterAFM_Jerk * RandomAFM_Jerk** > **CylModeDecel * CylBeforeAFM_Decel * RandomAFM_Decl**				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			AND CylBeforeDeacCyl_Jerk)	> **CylModeJerk** * **ClyBeforeAFM_Jerk** * **RandomAFM_Jerk**				
			OR IF option Crank based IMEP estimate is Enabled and CrankBased_IMEP is	Not Enabled < **Misfire_IMEP_Thresh _vs_BinID** (Note: Thresholds uses following tables to pick threshold vs BinID. See supporting tables for more information on how BinID works to select appropriate calibration threshold) **Misfire_IMEP_BinID_ vs_RPM_Load** **Misfire_IMEP_BinID_ RPM_Axis** **Misfire_IMEP_BinID_ Load_Axis** - see details on Supporting Tables Tab				
			Misfire Percent Emission Failure Threshold	≥ 2.80 % P0300				

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_Misfire_Percentage** in Supporting Tables whenever secondary conditions are met.	(at low speed/loads, one cylinder may not cause cat damage)			
			When engine speed and load are less than the FTP cals (3) catalyst damage exceedences are allowed.	≤ 0 FTP rpm AND ≤ 0 FTP % load	Engine Speed Engine Load Misfire counts	> 900 rpm AND > 20 % load AND < 180 counts on one cylinder		
					Engine Speed	630 < rpm < ((Engine Over Speed Limit) - 400) OR 8,191) 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 CamLctnIntFA	4 cycle delay	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						CamLctnExhFA CamSensorAnyLctnTFTKO AnyCamPhaser_FA AnyCamPhaser_TFTKO AmbPresDfltdStatus		
					P0315 & engine speed	> 1,000 rpm	4 cycle delay	
					Fuel Level Low	LowFuelConditionDiagnostic	500 cycle delay	
					Cam and Crank Sensors	in sync with each other	4 cycle delay	
					Misfire requests TCC unlock	Not honored because Transmission in hot mode or POPD intrusive diagnostic running	4 cycle delay	
					Fuel System Status	≠ Fuel Cut	4 cycle delay	
					Active FuelManagement	Transition in progress	0 cycle delay	
					Undetectable engine speed and engine load region	***Undetectable region*** from Malfunction Criteria	4 cycle delay	
					Abusive Engine Over Speed	> 8,192 rpm	0 cycle delay	
					Below zero torque (except CARB approved 3000 rpm to redline triangle.)	< **ZeroTorqueEngLoad** or <**ZeroTorqueAFM** if AFM is active in Supporting Tables	4 cycle delay	
					Below zero torque: TPS Vehicle Speed	≤ 1.0 % (≤ 2.0 % in AFM) > 22 mph (> 19 mph AFM)	4 cycle delay	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					NEGATIVE TORQ AFM If deactivated cylinders appear to make power, torque is negative: DeactivatedCyl_Decel AND DeactivatedCyl_Jerk AND # of Deact Cyls Inverted	 <**DeacCylInversionDecel** <**DeacCylInversionJerk** > 4 cylinders	 0 cycle delay	
					Manual Trans	Clutch shift	4 cycle delay	
					Accel Pedal Position AND Automatic transmission shift	> 98.00 %	7 cycle delay	
					After Fuel resumes on Automatic shift containing Fuel Cut		2 Cylinder delay	
					Delay if PTO engaged	Enabled	4 cycle delay	
					Delay if error in indices of buffered data is detected and delay is enabled	Delay Enabled	3 cycle delay	
					Delay if IMEP calculation	initializing on startup or running resets (expires before rpm enablement)	4 cycle delay	
					******************************	******************************	*******************	
					This Feature not used on Gasoline engines			
					Combustion Mode	= **InfrequentRegen** value in Supporting Tables	0 cycle delay	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Driver cranks before Wait to Start lamp extinguishes Brake Torque ******************************	IF TRUE > 199.99 % Max Torque ******************************	**WaitToStart** cycle delay 0 cycle delay ******************	
					DRIVELINE RING FILTER After a low level misfire, another misfire may not be detectable until driveline ringing ceases. If no ringing seen, stop filter early. Filter Driveline ring: Stop filter early:	> "**Ring Filter**" # of engine cycles after misfire in Supporting Tables > "**Number of Normals**" # of engine cycles after misfire in Supporting Tables tab		
					ABNORMAL ENGINE SPEED OSCILLATION: (checks each "misfire" candidate in 100 engine Cycle test to see if it looks like some disturbance like rough road (abnormal).) Used Off Idle, and while not shifting, TPS Engine Speed Veh Speed Auto Transmission	> 3 % > 1,000 rpm > 3 mph not shifting		
					indivdual candidate deemed abnormal if number of consecutive decelerating			

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Typically used for checking a single misfire per engine cycle but can support some other patterns on some packages			
					Pattern Recog Enabled:	Enabled		
					Pattern Recog Enabled during Cylinder Deac	Not Enabled		
					Pattern Recog Enabled consecutive cyl pattrn	Disabled		
					Engine Speed Veh Speed	700 < rpm < 6,000 > 3.1 mph		
					The 1st check for "recognized" is the 1st fired cylinder after the misfire candidate should both accelerate and jerk an amount based acceleration and jerk of Single Cylinder Misfire thresholds in effect at that speed and load.			
					(CylAfter_Accel AND	> Misfire_ decel * **1st_FireAftrMisfr_Acel**		
					CylAfter_Jerk)	> Misfire_Jerk * **1st_FireAftrMisfr_Jerk** Or if AFM mode is active: > Misfire_ decel * **1stFireAftrMisAcelAFM** > Misfire_Jerk * **1stFireAfterMisJerkAFM**		
					Addtionally, the crankhaft is checked again a small			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					calibratible number of cylinders later to see if the distrubance is still large like rough road, or has calmed down like real misfire. The size of disturbance is compared to a multiplier times the ddt_jerk value used to detect misfire at that speed and load. If there is repetitive misfire on consecutive engine cycles, the expected snap is adjusted due to the higher expected disturbance.			
					Num of Cylinders after misfire to start check of crankshaft snap	2 Cylinders		
					"misfire" recognized if: Crankshaft snap after: isolated "misfire"	< Misfire_Jerk * **SnapDecayAfterMisfire**		
					repetative "misfire"	< Misfire_Jerk * **SnapDecayAfterMisfire * RepetSnapDecayAdjst** in Supporting Tables		
					At the end of 100 engine cycle test, the ratio of unrecog/recognized is checked to confirm if real misfire is present.			
					Ratio of Unrecog/Recog	> 1.00	discard 100 engine cycle test	

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	****************************** Disabled TOSS	*******************	
					****************************** IF Rough Road Source = WheelSpeedInECM (Wheel speed noise OR ABS = OR Traction = OR Vehicle Stability) = AND No Emission Neutral Default Action DTCs	****************************** > **WSSRoughRoadThres** active active active ABS Failed Vehicle Dynamics Control System Status Driven Wheel Rotation Status Non Driven Wheel Rotation Status	******************* discard 100 engine cycle test	
					****************************** IF Rough Road Source = "FromABS" (RoughRoad = OR ABS = OR Traction = OR Vehicle Stability) = AND No Emission Neutral Default Action DTCs	****************************** detected active active active ABS Failed Vehicle Dynamics Control System Status	******************* discard 100 engine cycle test	
					****************************** IF Rough Road Source = "TOSS" TOSS dispersion	****************************** >**TOSSRoughRoadThres** in supporting tables	******************* discard 100 engine cycle test	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					AND No Active DTCs	Transmission Output Shaft Angular Velocity Validity TransmissionEngagedState_FA (Auto Trans only) ClutchPstnSnsr FA (Manual Trans only)	4 cycle delay	
					***************************** Default Action Isolator Resonance Default Action Option ***************************** If Isolator Resonance Option Enabled AND Misfire P030x TFTKO	***************************** Not Enabled ***************************** Set engine speed limits: 0 < Eng RPM < 9,000	******************* *******************	

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	This DTC determines if the crankshaft sensor learn values that are stored in memory are valid. The angle between each tooth of the reluctor wheel is learned, and the sum of all angles together should sum to 360° (one revolution of the reluctor wheel). Default values, or corrupted values will not sum to 360°.	The Crankshaft target wheel should be 360 degrees around in circumferance. Loss or controller non-volitile memory or an error in memory will cause the values of individual teeth learn to be defaulted or incorrect. Set the DTC if the Differance between the sum of the reluctor wheel's teeth and 360 degrees is greater than:	> 0.001 degrees	OBD Manufacturer Enable Counter	MEC = 0	0.50 seconds Frequency Continuous100 msec	Type A, 1 Trips

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). In the knock detection algorithm, the term “Knock Intensity” (KI) is used to define the relative size of a knock event, and is calculated as (KI = current knock event - knock threshold). This results in a KI amplitude that is proportional to the size of the knock event (as seen by the knock sensor). In addition, Knock Intensity cannot be less than zero as it is forced/limited to be = 0 with no knock detected (i.e. whenever the current knock event < knock threshold, KI = 0). This diagnostic calculates a first-order lag filter version of the Knock Intensity and sets a fault when: (Filtered KI) > (Excessive Knock Diagnostic Threshold)	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 Cumlative Number of Engine Revs Above Min Eng Speed (per key cycle)	Yes ≥ 0.0 seconds ≥ 400 RPM AND ≤ 8,500 RPM ≥ 0 mg/cylinder AND ≤ 2,000 mg/cylinder ≥ -40 deg's C = TRUE ≥ -40 deg's C ≥ 400 revs	First Order Lag Filters with Weight Coefficient = 0.0400 Updated each engine event	Type A, 1 Trips

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	This diagnostic checks for an open in the knock sensor circuit Sensor 1/Bank 1. There are two possible methods used: 1. **20 kHz Method**: This method injects a 20 kHz signal (internal to the ECU) onto one of the Knock Sensor inputs. For a normal/ good circuit the 20 kHz signal will propogate through the Knock sensor and back to the ECU through the sensor return circuit. The 20 kHz signal is processed through the Fast Fourier Transform (FFT) and then filtered with a first-order lag filter. Since the Knock Detection algorithm uses a Differential Op-Amp to compare the input from the two knock sensor wires, the FFT 20 kHz diagnostic signal will have either: A. Low output with a good circuit (because the 20 kHz injected signal is detected on both of the sensor inputs) or B, High output for an Open Circuit (because	Open Circuit Method chosen (2 possible methods: 20 kHz or Normal Noise): Filtered FFT Output Filtered FFT Output	= **P0325_P0330_OpenMethod_2** **<u>Case 1 (20 kHz Method):</u>** **> P0325_P0330_OpenCktThrshMin (20 kHz) AND < P0325_P0330_OpenCktThrshMax (20 kHz)** **<u>Case 2 (Normal Noise Method):</u>** **> P0325_P0330_OpenCktThrshMin (Normal Noise) AND < P0325_P0330_OpenCktThrshMax (Normal Noise)**	Diagnostic Enabled? Engine Run Time Engine Speed Cumulative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above) Engine Air Flow Engine Coolant Temperature or OBD Coolant Enable Criteria Inlet Air Temperature	Yes ≥ 0.0 seconds ≥ 650 RPM and ≤ 8,500 RPM ≥ 133 revs ≥ 40 mg/cylinder and ≤ 2,000 mg/cylinder ≥ -40 deg's C = TRUE ≥ -40 deg's C	First Order Lag Filter with Weight Coefficient Weight Coefficient = 0.0100 Updated each engine event	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		the 20 kHz injected signal is detected only on one of the sensor inputs). The 20 kHz method is typically used for the entire operating region of the engine. However, some engines may not have adequate separation between good and bad circuits at high engine speed. In these cases the 20 kHz method is used at low and medium engine speeds, and the "Normal Noise" method is used at high engine speed only. 2. **Normal Noise**: The Normal Noise method monitors the background engine noise level for a selected frequency range output of the knock detection FFT. The background noise (i.e. Normal Noise) is filtered with a first-order lag filter. A good circuit is determined when the filtered Normal Noise signal is greater than the threshold. See Supporting Tables for method definition: **P0325_P0330_OpenM**						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		ethod defines which of the two diagnostic methods is used as a fucntion of engine speed (RPM). Typical implementations: A. Use 20 kHz method at allengine RPM (used when acceptable separation achieved at all RPM) or B. Use 20 kHz method at low/medium RPM and Normal Noise at high RPM						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Performance Bank 1	P0326	This diagnostic checks for knock sensor performance out of the normal expected range, on a per sensor basis. This diagnostic is specifically designed to identify the fault condition where the knock sensor is properly attached electrically, but produces an abnormally low output due to being unattached (or loosely attached) with the mounting bolt (and thus unable to properly transfer the engine vibration energy from the engine block to the knock sensor). The term "Abnormal (engine) Noise" is used to define this diagnostic method. A fault condition is identified when a first-order lag filtered version of the Abnormal Noise signal falls below the diagnostic threshold.	Filtered FFT Intensity (where 'FFT Intensity' = Non-knocking, background engine noise for a selected frequency) Filtered FFT Intensity	**Case 1: Engine not in AFM mode** < **P0326_P0331_AbnormalNoise_Threshold** (Supporting Table) OR **Case 2: Engine is in AFM mode** < **P0326_P0331_AbnormalNoise_Thresh_AFM** (Supporting Table; Engine is in AFM mode)	Diagnostic Enabled? Engine Run Time Engine Speed Engine Air Flow Engine Coolant Temperature or OBD Coolant Enable Criteria Inlet Air Temperature Individual Cylinders enabled for Abnormal Noise Cumlative Number of Engine Revs Above Min Eng Speed (per key cycle)	Yes ≥ 0.0 seconds ≥ 2,000 RPM (not in AFM mode) OR ≥ 8,500 (in AFM mode) AND ≤ 8,500 RPM ≥ 200 mg/cylinder AND ≤ 2,000 mg/cylinder ≥ -40 deg's C = TRUE ≥ -40 deg's C **P0326_P0331_AbnormalNoise_CylsEnabled** (Supporting Table) ≥ 333 Revs	First Order Lag Filters with Weight Coefficient = 0.0046 Updated each engine event	Type A, 1 Trips

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. A 3-resistor bias network at each sensor input to the ECM provides a DC diagnostic voltage that will remain within a normal range when the external knock sensor circuit is free of short circuit faults. The diagnostic output is reported as a percentage (0 to 100%) when compared to the 5.0 volt reference voltage.	Sensor Input or Return Signal Line	< 8.0 Percent (of 5.0 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

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. A 3-resistor bias network at each sensor input to the ECM provides a DC diagnostic voltage that will remain within a normal range when the external knock sensor circuit is free of short circuit faults. The diagnostic output is reported as a percentage (0 to 100%) when compared to the 5.0 volt reference voltage.	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

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	This diagnostic checks for an open in the knock sensor circuit Sensor 2/Bank 2 There are two possible methods used: 1. **20 kHz Method**: This method injects a 20 kHz signal (internal to the ECU) onto one of the Knock Sensor inputs. For a normal/ good circuit the 20 kHz signal will propogate through the Knock sensor and back to the ECU through the sensor return circuit. The 20 kHz signal is processed through the Fast Fourier Transform (FFT) and then filtered with a first-order lag filter. Since the Knock Detection algorithm uses a Differential Op-Amp to compare the input from the two knock sensor wires, the FFT 20 kHz diagnostic signal will have either: A. Low output with a good circuit (because the 20 kHz injected signal is detected on both of the sensor inputs) or B, High output for an	**Individual Sensor Thresholds Enabled?** **Open Circuit Method chosen** (2 possible methods: 20 kHz or Normal Noise): Filtered FFT Output Filtered FFT Output	= 0.00 , Use Case 1 and 2 **=OpenMethod_2** (supporting table) **<u>Case 1 (20 kHz Method):</u>** **>** **OpenCktThrshMin (20 kHz)** **AND** **<** **OpenCktThrshMax (20 kHz)** **<u>Case 2 (Normal Noise Method):</u>** **>** **OpenCktThrshMin (Normal Noise)** **AND** **<** **OpenCktThrshMax (Normal Noise)** **Case 3 (20 kHz Method):** > **OpenCktThrshMin2 (20 kHz)**	Diagnostic Enabled? Engine Run Time Engine Speed Cumlative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above) Engine Air Flow Engine Coolant Temperature or OBD Coolant Enable Criteria Inlet Air Temperature	Yes ≥ 0.0 seconds ≥ 650 RPM and ≤ 8,500 RPM ≥ 133 revs ≥ 40 mg/cylinder and ≤ 2,000 mg/cylinder ≥ -40 deg's C = TRUE ≥ -40 deg's C	First Order Lag Filter with Weight Coefficient **Case 1 & 2:** Weight Coefficient = 0.0100 Updated each engine event	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		Open Circuit (because the 20 kHz injected signal is detected only on one of the sensor inputs). The 20 kHz method is typically used for the entire operating region of the engine. However, some engines may not have adequate separation between good and bad circuits at high engine speed. In these cases the 20 kHz method is used at low and medium engine speeds, and the "Normal Noise" method is used at high engine speed only. 2. **Normal Noise**: The Normal Noise method monitors the background engine noise level for a selected frequency range output of the knock detection FFT. The background noise (i.e. Normal Noise) is filtered with a first-order lag filter. A good circuit is determined when the filtered Normal Noise signal is greater than the threshold. See Supporting Tables	Filtered FFT Output Filtered FFT Output	AND < **OpenCktThrshMax2 (20kHz)** **Case 4 (Normal Noise Method):** > **OpenCktThrshMin2 (NN)** AND < **OpenCktThrshMax2 (NN)**			**Case 3 & 4** Weight Coefficient = 0.01 Updated each engine event	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		for method definition: **P0325_P0330_OpenMethod** defines which of the two diagnostic methods is used as a fucntion of engine speed (RPM). Typical implementations: A. Use 20 kHz method at allengine RPM (used when acceptable separation achieved at all RPM) or B. Use 20 kHz method at low/medium RPM and Normal Noise at high RPM For each method the failure thresholds can be the same for both sensors (in a 2 sensor application), or the failure thresholds can be unique to each sensor.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Knock Sensor (KS) Performance Bank 2	P0331	This diagnostic checks for knock sensor performance out of the normal expected range, on a per sensor basis. This diagnostic is specifically designed to identify the fault condition where the knock sensor is properly attached electrically, but produces an Abnormally low output due to being unattached (or loosely attached) with the the mounting bolt (and thus unable to properly transfer the engine vibration energy from the engine block to the knock sensor). The term "Abnormal (engine) Noise" is used to define this diagnostic method. A fault condition is identified when a first-order lag filtered version of the Abnormal Noise signal falls below the diagnostic threshold. The failure thresholds can be the same for both sensors (in a 2 sensor application), or the failure thresholds can be unique to each sensor.	Individual Sensor Thresholds Enabled? Filtered FFT Intensity (where 'FFT Intensity' = Non-knocking, background engine noise) Filtered FFT Intensity	= 0.00 , Use Case 1 and 2 **Case 1: Engine <u>not</u> in AFM mode** < **AbnormalNoise_Threshold** (Supporting Table) OR **Case 2: Engine <u>is</u> in AFM mode** < **AbnormalNoise_Thresh_AFM** (Supporting Table) **Case 3: Engine not in AFM mode** < **AbnormalLo2** (Supporting Table) OR **Case 4: Engine is in AFM mode** < **AbnormalLoAFM_2** (Supporting Table)	Diagnostic Enabled? Engine Run Time Engine Speed Engine Air Flow Engine Coolant Temperature or OBD Coolant Enable Criteria Inlet Air Temperature Individual Cylinders enabled for Abnormal Noise Cumlative Number of Engine Revs Above Min Eng Speed (per key cycle)	Yes ≥ 0.0 seconds ≥ 2,000 RPM (not in AFM mode) OR > 8,500 (in AFM mode) AND ≤ 8,500 RPM ≥ 200 mg/cylinder AND ≤ 2,000 mg/cylinder ≥ -40 deg's C = TRUE ≥ -40 deg's C **AbnormalNoise_CylsEnabled** (Supporting Table) ≥ 333 Revs	First Order Lag Filter with Weight Coefficient **Case 1 & 2:** Weight Coefficient = 0.0100 Updated each engine event **Case 3 & 4:** Weight Coefficient = 0.01 Updated each engine eventFirst	Type A, 1 Trips

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. A 3-resistor bias network at each sensor input to the ECM provides a DC diagnostic voltage that will remain within a normal range when the external knock sensor circuit is free of short circuit faults. The diagnostic output is reported as a percentage (0 to 100%) when compared to the 5.0 volt reference voltage.	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

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. A 3-resistor bias network at each sensor input to the ECM provides a DC diagnostic voltage that will remain within a normal range when the external knock sensor circuit is free of short circuit faults. The diagnostic output is reported as a percentage (0 to 100%) when compared to the 5.0 volt reference voltage.	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

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	Test is Enabled = FALSE > 3.0 grams/second))	Continuous every 100 msec	Type A, 1 Trips
			No crankshaft pulses received	>= 0.3 seconds	Engine is Running Starter is not engaged	Test is Enabled	Continuous every 12.5 msec	
			No crankshaft pulses received		Engine is Running OR Starter is engaged No DTC Active:	Test is Enabled P0365 P0366	2 failures out of 10 samples One sample per engine revolution	

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 of 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:	Test is Enabled >= 3.0 grams/second > 450 RPM P0335	Continuous every 250 msec	Type A, 1 Trips
			No crankshaft synchronization gap found	>= 0.4 seconds	Engine is Running Starter is not engaged	Test is Enabled	Continuous every 12.5 msec	
			Time since starter engaged without detecting crankshaft synchronization gap	>= 1.5 seconds	Starter engaged AND (cam pulses being received OR (MAF_SensorFA AND Engine Air Flow	Test is Enabled = FALSE > 3.0 grams/second))	Continuous every 100 msec	
			Crank pulses received in one engine revolution OR Crank pulses received in one engine revolution	< 1 pulses > 65,535 pulses	Engine is Running OR Starter is engaged No DTC Active:	Test is Enabled P0365 P0366	8 failures out of 10 samples One sample per engine revolution	

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 OR Time that starter has been engaged without a camshaft sensor pulse	>= 5.5 seconds >= 4.0 seconds	Starter engaged AND (crank pulses being received OR (MAF_SensorFA AND Engine Air Flow	Test is Enabled = FALSE > 3.0 grams/second))	Continuous every 100 msec	Type A, 1 Trips
			Fewer than 4 camshaft pulses received in a time	> 3.0 seconds	Engine is running Starter is not engaged	Test is Enabled	Continuous every 100 msec	
			No camshaft pulses received during 12 MEDRES events (There are 12 MEDRES events per engine cycle) Test begins when MEDRES region AND accumulated number of MEDRES events	= region 3 >= 0 counts	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:	Test is Enabled CrankSensor_FA	Continuous, every MEDRES event unitl test completes, one test at every start attempt	
			The number of camshaft pulses received during 100 engine cycles	= 0 pulses	Crankshaft is synchronized No DTC Active:	Test is Enabled CrankSensor_FA	8 failures out of 10 samples Continuous every engine cycle	

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 12 MEDRES events is OR (There are 12 MEDRES events per engine cycle) Test begins when MEDRES region AND accumulated number of MEDRES events	< 4 pulses > 10 pulses = region 3 >= 0 counts	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:	Test is Enabled CrankSensor_FA	Continuous, every MEDRES event unitl test completes, one test at every start attempt	Type A, 1 Trips
			The number of camshaft pulses received during 100 engine cycles OR	< 398 pulses > 402 pulses	Crankshaft is synchronized No DTC Active:	Test is Enabled CrankSensor_FA	8 failures out of 10 samples Continuous every engine cycle	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position Sensor - Crankshaft Start Position Incorrect	P034A	Monitors the position of the crankshaft during auto-start's to verify that the crankshaft is in the expected position- diagnostic will fail if the crankshaft is not in the expected range otherwise the diagnostic will pass	Crankshaft position is in error by a number of crankshaft wheel teeth	> 2 crankshaft teeth	Engine has started rotating during a hybrid auto-start Crankshaft position is being verified No Active DTCs:	Test is Enabled CrankSensor_FA	2 failures out of 3 samples a sample occurs at each hybrid auto-start	Type B, 2 Trips
			Crankshaft position is in error by at least one crankshaft wheel tooth		Engine has started rotating during a hybrid auto-start Crankshaft position is being verified No Active DTCs:	Test is Enabled CrankSensor_FA	4 failures out of 5 samples a sample occurs each hybrid auto-start	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position Sensor - Crankshaft Direction Incorrect	P034B	Detects if the crankshaft is not rotating in the correct direction- will fail if the engine is reported to be spinning backwards while the engine is running otherwise the diagnostic will pass.	Number of crankshaft sensor reversals within a period of time	>= 3 pulses <= 10.0 seconds	Engine Speed Engine Speed Engine Air Flow Engine Movement Detected No Active DTCs:	Test is Enabled > 400 RPM < 2,000 RPM >= 3.0 grams/second CrankSensor_FA	Continuous Every 250 msec	Type B, 2 Trips

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. Controller specific output driver circuit diagnoses the 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.	≥ 30 kΩ impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type A, 1 Trips

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. Controller specific output driver circuit diagnoses the 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.	≥ 30 kΩ impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type A, 1 Trips

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. Controller specific output driver circuit diagnoses the 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.	 ≥ 30 kΩ impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type A, 1 Trips

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 B	P0365	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 OR Time that starter has been engaged without a camshaft sensor pulse	>= 5.5 seconds >= 4.0 seconds	Starter engaged AND (crank pulses being received OR (MAF_SensorFA AND Engine Air Flow	Test is Enabled = FALSE > 3.0 grams/second))	Continuous every 100 msec	Type A, 1 Trips
			Fewer than 4 camshaft pulses received in a time	> 3.0 seconds	Engine is running Starter is not engaged	Test is Enabled	Continuous every 100 msec	
			No camshaft pulses received during 12 MEDRES events (There are 12 MEDRES events per engine cycle) Test begins when MEDRES region AND accumulated number of MEDRES events	= region 3 >= 0 counts	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:	Test is Enabled CrankSensor_FA	Continuous, every MEDRES event unitl test completes, one test at every start attempt	
			The number of camshaft pulses received during 100 engine cycles	= 0 pulses	Crankshaft is synchronized No DTC Active:	Test is Enabled CrankSensor_FA	8 failures out of 10 samples Continuous every engine cycle	

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 B	P0366	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 12 MEDRES events is OR (There are 12 MEDRES events per engine cycle) Test begins when MEDRES region AND accumulated number of MEDRES events	< 4 pulses > 10 pulses = region 3 >= 0 counts	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:	Test is Enabled CrankSensor_FA	Continuous, every MEDRES event unitl test completes, one test at every start attempt	Type A, 1 Trips
			The number of camshaft pulses received during 100 engine cycles OR	< 398 pulses > 402 pulses	Crankshaft is synchronized No DTC Active:	Test is Enabled CrankSensor_FA	8 failures out of 10 samples Continuous every engine cycle	

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	NOTE: The information below applies to applications that use the Decel Catalyst Monitor Algorithm Oxygen Storage. The catalyst washcoat contains Cerium Oxide. Cerium Oxide reacts with NO and O2 during lean A/F excursions to store the excess oxygen (I.e. Cerium Oxidation). During rich A/F excursions, Cerium Oxide reacts with CO and H2 to release this stored oxygen (I.e. Cerium Reduction). This is referred to as the Oxygen Storage Capacity, or OSC. CatMon's strategy is to "measure" the OSC of the catalyst through forced Rich (intrusive rich) and Lean (decel fuel cutoff) A/F excursions Normalized Ratio OSC Value Calculation Information and Definitions = 1. Raw OSC Calculation = (post cat O2 Resp time - pre cat O2 Resp time) 2. BestFailing OSC value from a calibration	Normalized Ratio OSC Value (EWMA filtered)	< 0.35	Diagnostic is Enabled All enable criteria associated with P0420 can be found under P2270 - (O2 Sensor Signal Stuck Lean Bank 1 Sensor 2) Rapid Step Response (RSR) feature will initiate multiple tests: If the difference between current EWMA value and the current OSC Normalized Ratio value is and the current OSC Normalized Ratio value is Maximum number of RSR tests to detect failure when RSR is enabled. MAF Predicted catalyst temperature Front O2 Sensor or Front WRAF Rear O2 Sensor General Enable Criteria In addition to the p-codes	> 0.61 < 0.10 10 > 2.00 g/s < 20.00 g/s < 870 ° C > 825.00 mV or > 1.08 EQR > 825.00 mV	1 test attempted per valid decel period Minimum of 1 test per trip Maximum of 3 tests per trip Frequency: Fueling Related : 12.5 ms OSC Measurements: 100 ms Temp Prediction: 12.5ms	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		table (based on temp and exhaust gas flow) 3. WorstPassing OSC value (based on temp and exhaust gas flow) Normalized Ratio Calculation = (1-2) / (3-2) A Normalized Ratio of 1 essentially represents a good part and a ratio of 0 essentially represents a very bad part. Refer to the **P0420_WorstPassingOSCTableB1** and **P0420_BestFailingOSCTableB1** in Supporting Tables tab for details The Catalyst Monitoring Test is completed during a decel fuel cutoff event. This fuel cutoff event occurs following a rich instrusive fueling event initiated by the O2 Sensor Signal Stuck Lean Bank 1 Sensor 2 test (P2270). Several conditions must be met in order to execute this test. Additional conditions and their related values			listed under P2270, the following DTC's shall also not be set: For switching O2 sensors: For WRAF O2 sensors:	O2S_Bank_1_Sensor_1_FA O2S_Bank_1_Sensor_2_FA O2S_Bank_2_Sensor_1_FA O2S_Bank_2_Sensor_2_FA WRAF_Bank_1_FA WRAF_Bank_2_FA **P0420_WorstPassingOSCTableB1** **P0420_BestFailingOSCTableB1**		

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)						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission (EVAP) System Small Leak Detected (No ELCP - Conventional EVAP Diagnostic - with EAT using IAT Sensor - with Fuel Tank Zone Module (FTZM))	P0442	This DTC will detect a small leak (≥ 0.020”) in the EVAP system between the fuel fill cap and the purge solenoid. On some applications a small leak is defined as ≥ 0.025”, 0.030”, or 0.150”. The engine off natural vacuum method (EONV) is used. EONV is an evaporative system leak detection diagnostic that runs when the vehicle is shut off when enable conditions are met. Prior to sealing the system and performing the diagnostic, the fuel volatility is analyzed. In an open system (Canister Vent Solenoid [CVS] open) high volatility fuel creates enough flow to generate a measurable pressure differential relative to atmospheric.After the volatility check, the vent solenoid will close. After the vent is closed, typically a build up of pressure from the hot soak begins (phase-1). The pressure typically will peak and then begin to decrease as the fuel cools. When	The total delta from peak pressure to peak vacuum during the test is normalized against a calibration pressure threshold table that is based upon fuel level and ambient temperature. (Please see **P0442 EONV Pressure Threshold (Pascals)** in Supporting Tables). The normalized value is calculated by the following equation: 1 - (peak pressure - peak vacuum) / pressure threshold. The normalized value is entered into EWMA (with 0= perfect pass and 1= perfect fail). When EWMA is the DTC light is illuminated. The EWMA calculation uses a 0.13 weighting coefficient. The DTC light can be turned off if the EWMA is and stays below the EWMA fail threshold for 3 additional consecutive trips.	> 0.67 (EWMA Fail Threshold), ≤ 0.35 (EWMA Re-Pass Threshold)	Diagnostic is Enabled Fuel Level Drive Time Drive length (ECT OR OBD Coolant Enable Criteria Baro Distance since assembly plant Engine not run time before key off must be Time since last complete test if normalized result and EWMA is passing OR Time since last complete test if normalized result or EWMA is failing Estimated ambient temperature at end of drive Estimate of Ambient Air Temperature Valid	10 % ≤ Percent ≤ 90 % ≥ 600 seconds ≥ 5.0 miles ≥ 63 °C = TRUE) ≥ 70 kPa ≥ 10.0 miles ≤ refer to **P0442 Engine Off Time Before Vehicle Off Maximum as a Function of Estimated Ambient Temperature** in Supporting Tables. ≥ 8 hours ≥ 8 hours 0 °C≤Temperature≤ 35 °C	Once per trip, during hot soak (up to 2,400 sec.). No more than 2 unsuccessful attempts between completed tests.	Type A, 1 Trips EWMA Average run length is 8 to 12 trips under normal conditions Run length is 3 to 6 trips after code clear or non-volatile reset

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		the pressure drops (-62) Pa from peak pressure, the vent is then opened for 60 seconds to normalize the system pressure. The vent is again closed to begin the vacuum portion of the test (phase-2). As the fuel temperature continues to fall, a vacuum will begin forming. The vacuum will continue until it reaches a vacuum peak. When the pressure rises 62 Pa from vacuum peak, the test then completes. If the key is turned on while the diagnostic test is in progress, the test will abort.			*****************************	*****************************		
					Conditions for Estimate of Ambient Air Temperature to be valid:			
					1. Cold Start			
					Startup delta deg C (ECT-IAT)	≤ 8 °C		
					OR 2. Short Soak and Previous EAT Valid			
					Previous time since engine off	≤ 7,200 seconds		
					OR 3. Less than a short soak and Previous EAT Not Valid			
					Previous time since engine off	≤ 7,200 seconds		
					AND Vehicle Speed	≥ 23 mph		
					AND Mass Air Flow	≥ 6 g/sec		
					Must expire Estimate of Ambient Temperature Valid Conditioning Time. **P0442 Estimate of Ambient Temperature Valid Conditioning Time as a Function of Ign Off Time** in Supporting Tables.			
					OR 4. Not a Cold Start and greater than a Short Soak			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Previous time since engine off AND Vehicle Speed AND Mass Air Flow 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** in Supporting Tables. ****************************** 1. High Fuel Volatility During the volatility phase, pressure in the fuel tank is integrated vs. volatility time. If the integrated pressure is then test aborts and unsuccessful attempts is incremented. This value equates to an average integrated fuel tank pressure > 1,245 Pa. Please see **P0442 Volatility Time as a Function of Estimate of Ambient Temperature** in Supporting Tables. OR 2. Vacuum Refueling	> 7,200 seconds ≥ 23 mph ≥ 6 g/sec ****************************** < -5		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Detected See P0454 Fault Code for information on vacuum refueling algorithm. OR 3. Fuel Level Refueling Detected See P0464 Fault Code for information on fuel level refueling. OR 4. Vacuum Out of Range and No Refueling See P0451 Fault Code for information on vacuum sensor out of range and P0464 Fault Code for information on fuel level refueling. OR 5. Vacuum Out of Range and Refueling Detected See P0451 Fault Code for information on vacuum sensor out of range and P0464 Fault Code for information on fuel level refueling. OR 6. Vent Valve Override Failed Device control using an off-board tool to control			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					the vent solenoid, cannot exceed during the EONV test OR 7. Key up during EONV test	0.50 seconds		
					No active DTCs:	MAF_SensorFA ECT_Sensor_FA IAT_SensorFA VehicleSpeedSensor_FA ModuleOffTime_FA AmbientAirDefault FuelLevelDataFault		
					No Active DTC's TFTKO	P0443 P0446 P0449 P0452 P0453 P0455 P0458 P0459 P0498 P0499 P0496 P1001 P1005 P11FF P130F U18A2		

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	Controller 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.	 ≥ 200 K Ω impedance between output and controller ground.	Diagnostic is Enabled Powertrain relay voltage	 Voltage ≥ 11.0 volts	50 failures out of 63 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0458 may also set (Canister Purge Solenoid Short to Ground)

Component/ System	Fault Code	Monitor 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 - with purge pump - with Fuel Tank Zone Module (FTZM))	P0446	This DTC will determine if a restriction is present in the vent solenoid, vent filler, vent hose or EVAP canister. 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.	Vent Restriction Prep Test: Vented Vacuum for OR Vented Vacuum for Vent Restriction Test: Tank Vacuum for before Purge Volume After setting the DTC for the first time, 0 liters of fuel must be consumed before setting the DTC for the second time.	< -623 Pa 60 seconds > 1,245 Pa 60 seconds > refer to **P0446 canister vent restriction test tank vacuum threshold** in Supporting Tables. Calibration threshold (Pa) for canister vent restriction as function (baro) 5 seconds ≥ refer to **P0446 canister vent restriction test displaced purge volume limit** in Supporting Tables. Calibration threshold (liters) for canister vent restriction as function (baro)	Diagnostic is Enabled Fuel Level System Voltage Startup IAT Startup ECT Barometric Pressure P146C EVAP Purge Pump System Misassembled diagnostic is not running No active DTCs: No Active DTC's TFTKO	10 % ≤ Percent ≤ 90 % ≥ 10.0 volts 4 °C≤Temperature≤ 35 °C ≤ 35 °C ≥ 70 kPa MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited EvapPurgeSolenoidCircuit_FA EvapVentSolenoidCircuit_FA FTP_SensorCircuit_FA PurgePumpDiag_FA LIN Communication Fault Active P0443 P0449 P0452 P0453 P0454 P0458 P0459 P0498 P0499 P1001 P1005 P11FF	Once per Cold Start Time is dependent on driving conditions Maximum time before test abort is 1,400 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P130F U18A2		

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 - with Fuel Tank Zone Module (FTZM))	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.	≥ 200 K Ω impedence between output and controller ground	Diagnostic is Enabled No active DTCs:	P1005 P130F U18A2	50 failures out of 63 samples 250 ms / sample	Type B, 2 Trips Note: In certain controlle rs P0498 may also set (Vent Solenoid Short to Ground)

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	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. 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. 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. 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	The tank vacuum sensor voltage is compared to a window about the nominal sensor voltage offset (~1.5 volts) Upper voltage threshold (voltage addition above the nominal voltage) Lower voltage threshold (voltage subtraction below the nominal voltage) The difference between tank vacuum sensor voltage and the nominal offset voltage is then normalized against the appropriate threshold listed above to produce a ratio between 0.0 and 1.0. This normalized re-zero ratio is then filtered with a EWMA (with 0= perfect pass and 1=perfect fail). When EWMA is the DTC light is illuminated. The EWMA calculation uses a 0.20 weighting coefficient. The DTC light can be turned off if the EWMA is and stays below the	 0.2 volts 0.2 volts > 0.73 (EWMA Fail Threshold), ≤ 0.40 (EWMA Re-Pass Threshold)	This test will execute whenever the engine-off natural vacuum small leak test (P0442) executes		This test is executed during an engine-off natural vacuum small leak test. The number of times that it executes can range from zero to two per engine-off period.The length of the test is determined by the refueling rationality test, which can take up to 600 seconds to complete.	Type A, 1 Trips EWMA Average run length: 6 Run length is 2 trips after code clear or non-volatile reset

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		detected, then the results of the re-zero test are used to determine if there is a re-zero problem. 1) An individual re-zero test generates a re-zero ratio. The ratio goes from 0.0 to 1.0. 2) A 0.0 means that the re-zero pressure signal achieved exactly atmospheric pressure. 3) A ratio of 1.0 means that the re-zero pressure did not get within the window. 4) Re-zero pressure within the window generates values between 0.0 and 1.0. 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.	EWMA fail threshold for 3 additional consecutive trips.					

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 - with Fuel Tank Zone Module (FTZM))	P0452	This DTC will detect a Fuel Tank Pressure (FTP) sensor signal that is too low out of range. 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. 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.	FTP sensor signal The normal operating range of the FTP sensor is 0.5 volts (~1245 Pa) to 4.5 volts (~ -3736 Pa).	< 0.15 volts (3.0 % of Vref or ~ 1,495 Pa)	Diagnostic is Enabled No active DTC's:	 P1001 P1005 U18A2	640 failures out of 800 samples 12.5 ms / sample	Type B, 2 Trips

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 - with Fuel Tank Zone Module (FTZM))	P0453	This DTC will detect a Fuel Tank Pressure (FTP) sensor signal that is too high out of range. 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. 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.	FTP sensor signal The normal operating range of the FTP sensor is 0.5 volts (~1245 Pa) to 4.5 volts (~ -3736 Pa).	> 4.85 volts (97.0 % of Vref or ~ -3,985 Pa)	Diagnostic is Enabled No active DTCs:	 P1001 P1005 U18A2	640 failures out of 800 samples 12.5 ms / sample	Type B, 2 Trips

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	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. 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. 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.” 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	If an abrupt change in tank vacuum is detected the engine-off natural vacuum test is aborted due to an apparent refueling event. Subsequent to the abort, a refueling rationality test is executed to confirm that a refueling event occurred. If a refueling is confirmed, then the test sample is considered passing. Otherwise, the sample is considered failing indicating an intermittent signal problem. An abrupt change is defined as a change in vacuum in the span of 1.0 seconds. But in 12.5 msec. A refueling event is confirmed if the fuel level has a persistent change of for 30 seconds during a 600 second refueling rationality test.	> 112 Pa < 249 Pa > 15 %	This test will execute whenever the engine-off natural vacuum small leak test (P0442) executes and the canister vent solenoid is closed		This test is executed during an engine-off natural vacuum small leak test. The test can only execute up to once per engine-off period.The length of the test is determined by the refueling rationality test, which can take up to 600 seconds to complete.The test will report a failure if 2 out of 3 samples are failures. 12.5 ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor 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.						

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 - with Purge Pump - with Fuel Tank Zone Module (FTZM))	P0455	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. The algorithm accumulates purge flow during the test to determine a displaced purge volume as the test proceeds. 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. On fuel systems with fuel caps If the first failure of	Purge volume while Tank vacuum After setting the DTC for the first time, 0 liters of fuel must be consumed before setting the DTC for the second time.	> refer to **P0455 large leak diagnostic displaced purge volume threshold** in Supporting Tables. Calibration threshold (liters) for large leak diagnostic as function of barometric pressure (kPa) ≤ refer to **P0455 large leak diagnostic tank vacuum threshold** in Supporting Tables. Calibration threshold (Pa) for large leak diagnostic as function of barometric pressure (kPa)	Diagnostic is Enabled Fuel Level System Voltage Barometric Pressure Purge Flow No active DTCs: No Active DTC's TFTKO If ECT > IAT, Startup temperature delta (ECT-IAT):	 10 % ≤ Percent ≤ 90 % ≥ 10.0 volts ≥ 70 kPa ≥ 1.50 % MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited EvapPurgeSolenoidCircuit_FA EvapVentSolenoidCircuit_FA FTP_SensorCircuit_FA PurgePumpDiag_FA LIN Communication Fault Active P0443 P0449 P0452 P0453 P0454 P0458 P0459 P0498 P0499 P1001 P1005 P11FF P130F U18A2 ≤ 8 °C 4 °C≤Temperature≤ 35 °C	Once per cold start Time is dependent on driving conditions Maximum time before test abort is 1,400 seconds Weak Vacuum Follow-up Test With large leak detected, the follow-up test is limited to 0 seconds. Once the MIL is on, the follow-up test runs indefinitely.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		P0455 occurred after a 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. On fuel systems without fuel caps The P0455 MIL will be commanded off on the ignition cycle after the third consecutive pass of P0455 is reported.	Weak Vacuum Follow-up Test (fuel cap replacement test) Weak Vacuum Test failed. Passes if tank vacuum Note: Weak Vacuum Follow-up Test can only report a pass.	≥ 2,740 Pa	Startup IAT Startup ECT Weak Vacuum Follow-up Test This test can run following a weak vacuum failure or on a hot restart.	≤ 35 °C		

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.	≤ 0.5 Ω impedence between output and controller ground	Diagnostic is Enabled Powertrain relay voltage	Voltage ≥ 11.0 volts	20 failures out of 25 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0443 may also set (Canister Purge Solenoid Open Circuit)

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission System Purge Control Valve Circuit High (No ELCP - Conventional EVAP Diagnostic)	P0459	Controller specific output driver circuit diagnoses the canister purge solenoid 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.	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.	≤ 0.5 Ω impedence between output and controller power	Diagnostic is Enabled Powertrain relay voltage	 Voltage ≥ 11.0 volts	20 failures out of 25 samples 250 ms / sample	Type B, 2 Trips

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 two fuel senders and mechanical transfer pump)	P0461	This DTC will detect a primary fuel tank level sensor stuck in-range.	1) ****************************** Fuel Level in Primary and Secondary Tanks Remain in an Unreadable Range too Long ****************************** 1a) If Deadband diagnostic subtest enabled 1b) If fuel volume in primary tank is 1c) and if fuel volume in secondary tank is 1d) and if 1b and 1c indications do not change while fuel volume consumed by engine is OR 2) ****************************** After Refuel Event ****************************** 2a) If primary tank volume change from Engine Off to next Engine On condition is 2b)then secondary tank volume change must be OR 3) ****************************** Fuel consumed without a Primary Fuel Level Change ****************************** 3a) If indicated fuel	1a) == Disabled status 1b) ≥ 28.4 liters 1c) < 0.0 liters 1d) ≥ 18.0 liters 2a) ≥ 20.00 liters 2b) ≥ 3.00 liters	1a) Diagnostic Enabled 1b) Engine Operational State 2) Primary tank indicated volume @ shutdown plus 3.0 liters	1a) == True 1b) == Running 2) < 28.4 liters	250 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			volume change is 3b) while fuel consumed by the engine is	< 3 liters ≥ 24.0 liters				

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 primary fuel tank sensor out-of-range low.	Fuel level Sender % of 5V range	< 10 % or 27.33 liters	a) Diagnostic enabled status b) Fuel Level Sensor Initialized status c) Fuel Level Sensor Data Available Status d) Communication faults status	a) == True b) == True c) == True d) <> True	100 failures out of 125 samples 100 ms / sample	Type B, 2 Trips

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 primary fuel tank level sensor out-of-range high.	Fuel level Sender % of 5V range	> 60 % or 2.34 liters	a) Diagnostic enabled status b) Fuel Level Sensor Initialized status c) Fuel Level Sensor Data Available Status d) Communication faults status	a) == True b) == True c) == True d) <> True	100 failures out of 125 samples 100 ms / sample	Type B, 2 Trips

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	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. 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. 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.” 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	If a change in fuel level is detected, the engine-off natural vacuum test is aborted due to an apparent refueling event. Subsequent to the abort, a refueling rationality test is executed to confirm that an actual refueling event occurred. If a refueling event is confirmed, then the test sample is considered passing. Otherwise, if a refueilng event is not confirmed, then the test sample is considered failing which indicates an intermittent signal problem. An intermittent fuel level signal problem is defined as: The fuel level changes by and does not remain for 30 seconds during a 600 second refueling rationality test.	 > 15 % > 15 %	This test will execute whenever the engine-off natural vacuum small leak test (P0442) executes		This test is executed during an engine-off natural vacuum small leak test. The test can only execute up to once per engine-off period.The length of the test is determined by the refueling rationality test, which can take up to 600 seconds to complete.The test will report a failure if 2 out of 3 samples are failures. 100 ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor 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.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan Speed Low [LIN Bus Electric PWM Fans Only - Internal or External controller]	P0494	Measured actual fan speed is monitored against a calibrated lower acceptable limit for the cooling fan RPM under normal operating conditions. The diagnostic is set when the threshold is crossed. This diagnostic ensures that the fan is not under cooling.	Measured Fan Speed	<= Speed Low Limit [Supporting Table] **P0494_LIN_Threshold**	a] Diagnostic Enabled b] Configuration calibration for number of fans c] Diagnostic System Disabled d] Battery Voltage In-Range e] LIN Bus based Fan Operation Enabled f] LIN Bus Lost Communication Fault Active g] LIN Bus Continuous Operation Fault Active h] Vehicle Road Speed Validity	a] == 1.00 [True if 1; False if 0] b] >= 1 unit c] <> True d] > 11.00 volts e] == TRUE f] <> True g] <> True h] == TRUE	16.00 failures / 20.00 samples; 1000 millisec / sample	Type B, 2 Trips

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 - with purge pump - with Fuel Tank Zone Module (FTZM))	P0496	This DTC will determine if the purge valve solenoid is leaking into the induction system or is leaking between the purge pump and purge valve solenoid. 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. Additional Information The purge valve leak diagnostic exists to helps service replace leaking purge valves that could otherwise be detected with the EONV small leak diagnostic (P0442).	Tank Vacuum for Test time	> refer to **P0496 purge valve leak diagnostic vacuum threshold** in Supporting Tables. Calibration threshold (Pa) for purge valve leak diagnostic as func (baro) as a function of barometric pressure (kPa) 5 seconds ≤ refer to **P0496 purge valve leak test time as a function of fuel level and barometric pressure** in Supporting Tables. Test time only increments when engine vacuum ≥ 10.0 kPa.	Diagnostic is Enabled Fuel Level System Voltage Barometric pressure Startup IAT Startup ECT Engine Off Time Initial purge pump pressure P146C EVAP Purge Pump System Misassembled diagnostic is not running Purge pump over tempertaure status is False No active DTCs: No pending DTCs:	 10 % ≤ Percent ≤ 90 % ≥ 10.0 volts ≥ 70 kPa 4 °C≤Temperature≤ 35 °C ≤ 35 °C ≥ 28,800.0 seconds ≥ 3.1 kPa MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited EvapPurgeSolenoidCircuit_FA EvapVentSolenoidCircuit_FA FTP_SensorCircuit_FA PurgePumpDiag_FA LIN Communication Fault Active LIN Communication Fault Pending	Once per cold start Cold start: max time is 1,400 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					No Active DTC's TFTKO	P0443 P0449 P0452 P0453 P0454 P0458 P0459 P0498 P0499 P1001 P1005 P11FF P130F U18A2		

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 - with Fuel Tank Zone Module (FTZM))	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.	 ≤ 0.5 Ω impedence between output and controller ground	Diagnostic is Enabled No active DTC's:	 P1005 P130F U18A2	50 failures out of 63 samples 250 ms / sample	Type B, 2 Trips Note: In certain controllers P0449 may also set (Vent Solenoid Open Circuit)

Component/ System	Fault Code	Monitor 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 - with Fuel Tank Zone Module (FTZM))	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.	≤ 0.5 Ω impedence between output and controller power	Diagnostic is Enabled No active DTC's:	 P1005 P130F U18A2	50 failures out of 63 samples 250 ms / sample	Type B, 2 Trips

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 indicates that actual engine speed is lower than desired engine speed at idle so that it is out of speed control capability. Testing is performed when basic conditions are met. If filtered engine speed error exceeds a calibrated threshold for a calibrated duration, code is set. This testing is performed continuously per trip if basic conditions are met	Filtered Engine Speed Error. It is calculated with a calibrated filter coefficient	> 83.50 rpm	Baro	> 70 kPa	Diagnostic runs in every 12.5 ms loop	Type B, 2 Trips
					Coolant Temp	> 60 °C	Diagnostic reports pass or fail in 10 seconds once all enable conditions are met	
			Filter coefficient	0.00225				
					Engine run time	≥ 30 sec		
					Ignition voltage	32 ≥ volts ≥ 11		
					Time since gear change	≥ 3 sec		
					Time since a TCC mode change	> 3 sec		
					IAT	> -20 °C		
					Vehicle speed	≤ 1.24 mph, 2kph		
					Commanded RPM delta	≤ 25 rpm		
					Idle time	> 5 sec		
					For manual transmissions: Clutch Pedal Position	> 88.00 pct		
					or Clutch Pedal Position	< 16.00 pct		
						PTO not active		
						Transfer Case not in 4WD LowState		

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P2771		
					All of the above met for Idle time	> 5 sec		
						The diagnostic does not run during autostop as engine is shutdown during that time (occurs in a hybrid or 12v start stop vehicle)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Engine Speed Idle System	P0507	This DTC indicates that actual engine speed is higher than desired engine speed at idle so that it is out of speed control capability. Testing is performed when basic conditions are met. If filtered engine speed error exceeds a calibrated threshold for a calibrated duration, code is set. This testing is performed continuously per trip if basic conditions are met	Filtered Engine Speed Error. It is calculated with a calibrated filter coefficient Filter coefficient	< -167.10 rpm 0.00225	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 > 60 °C ≥ 30 sec 32 ≥ volts ≥ 11 ≥ 3 sec > 3 sec > -20 °C ≤ 1.24 mph, 2kph ≤ 25 rpm > 88.00 pct < 16.00 pct PTO not active Transfer Case not in 4WD LowState Off-vehicle device control (service bay control) must not be active.	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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						following conditions not TRUE: (VeTESR_e_EngSpdReqIntvType = CeTESR_e_EngSpdMinLimit AND VeTESR_e_EngSpdReqRespType = CeTESR_e_NoSuggestion)		
						Clutch is not depressed		
					No active DTCs	TC_BoostPresSnsrFA ECT_Sensor_FA EnginePowerLimited EGRValveCircuit_FA EGRValvePerformance_FA IAT_SensorCircuitFA EvapFlowDuringNonPurge_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA FuelInjectorCircuit_FA MAF_SensorFA EngineMisfireDetected_FA IgnitionOutputDriver_FA TPS_FA TPS_Performance_FA VehicleSpeedSensor_FA FuelLevelDataFaultLow FuelConditionDiagnostic Clutch SensorFA AmbPresDfltdStatus P2771		
					All of the above met	> 5 sec		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					for Idle time	The diagnostic does not run during autostop as engine is shutdown during that time (occurs in a hybrid or 12v start stop vehicle)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cold Start Rough Idle	P050D	Monitors the combustion performance when the cold start emission reduction strategy is active by accumulating and determining the percentage of engine cycles that have less than complete combustion relative to the total number of engine cycles in which Dual Pulse is active.	Deceleration index vs. Engine Speed Vs Engine load Deceleration index calculation is tailored to specific vehicle. Tables used are 1st tables encountered that are not max of range. Undetectable region at a given speed/load point is where all tables are max of range point. Incomplete combustion identified by P0300 misfire threshold tables: Misfire Percentage Threshold	(>Idle SCD AND >Idle SCD ddt Tables) OR (>Idle Cyl Mode AND > Idle Cyl Mode ddt Tables) = 5.36	Cold Start Rough Idle Diagnostic is Enabled Misfire Algorithm Enabled (Refer to P0300 for Enablement Requirements) OBD Manufacturer Enable Counter To enable the diagnostic, the Cold Start Emission Reduction Strategy Must Be Active per the following: Catalyst Temperature AND Engine Coolant AND Engine Coolant AND Barometric Pressure In addition, Dual Pulse Strategy Is Enabled and Active Per the following: Engine Speed Accel Position Engine Run Time	= 0 < 400.00 degC > -12.00 degC <= 66.00 degC >= 72.00 KPa = 1.00 >= 300.00 RPM <= 2,600.00 RPM <= 25.00 Pct < 24 seconds	Runs once per trip when the cold start emission reduction strategy is active and Dual Pulse is enabled and active. Frequency: 100ms Test completes after Dual Pulse is no longer active	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					For the engine speeds and loads in which Dual Pulse is active:			
					Dual Pulse Error induced misfires percentage	>= catalyst damaging misfire		
					Dual Pulse Error induced misfires percentage	< 90% of the maximum achieveable catalyst damaging misfire.		
					Engine Cycles	>= 50		
					The Cold Start Emission Reduction strategy must not be exiting. The strategy will exit per the following:			
					Catalyst Temperature AND	>= 900.00 degC		
					Engine Run Time	>= 24.00 seconds		
					OR			
					Engine Run Time	> **P050D_P1400_CatalystLightOffExtendedEngineRunTimeExit** This Extended Engine run time exit table is a function of percent ethanol and Catmons NormRatioEWMA. Refer to "Supporting Tables" for details.		
					OR			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Barometric Pressure	< 72.00 KPa		
					Dual Pulse Strategy will exit per the following:			
					Engine Speed OR Accel Position	> 2,800.00 RPM > 27.50 Pct		
					Engine Run Time	>= 24 seconds		
					Dual Pulse Strategy will also exit if the any of the "Additional Dual Pulse Enabling Criteria" is not satisfied:			
					"Additional Dual Pulse Enabling Criteria":			
					Green Engine Enrichment	Not Enabled		
					Misfire Converter Protection strategy	Not being requested		
					Engine Metal Overtemp strategy	Not being requested		
					Fuel control state	Open Loop		
					Output State Control	Not being requested for fuel		
					DOD Or DFCO	Not Active		
					Power Enrichment	Not Active		
					Dynamic Power Enrichment	Not Active		
					Piston Protection	Not Active		

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Pressure (EOP) Sensor Performance - Continuously Variable Displacement Oil Pump	P0521	Determines if the Engine Oil Pressure (EOP) Sensor is stuck or biased in range. The engine oil pressure is compared against thresholds when engine is running and when engine is off.The engine oil pressure rationality diagnostic has two parts: engine running test and engine off test. The engine running test compares the measured oil pressure to threshold. If the measured oil pressure is out of the thresholds, then the error counter increments. The engine off test compares the measured oil pressure against thresholds after the engine has stopped rotating. If the measured oil pressure is out of the thresholds, then the error counter increments.	**Two Stage Oil Pump EOP Sensor Test with Engine Running, High Pressure State** To Fail when previously passing with the engine running: Filtered Engine Oil Pressure below threshold OR Filtered Engine Oil Pressure above threshold To pass when previously failing: Filtered Engine Oil Pressure above low threshold plus an offset OR Filtered Engine Oil Pressure below high threshold minus an offset	Filtered Oil Pressure < (**P0521_CVDOP_MinOilPresFail** kPa) OR Filtered Oil Pressure > (**P0521_CVDOP_MaxOilPressure** kPa) Filtered Oil Pressure > (**P0521_CVDOP_MinOilPresFail** + 10.0 kPa) OR Filtered Oil Pressure < (**P0521_CVDOP_MaxOilPressure** - 10.0 kPa)	Variable Displacement Oil Pump is Present = TRUE Engine Running Diagnostic Status Engine Off Rationality Test Diagnostic Reporting Status Oil Pressure Sensor In Use Engine Running Ambient Air Pressure Oil Aeration (= TRUE if engine speed > 5,000 RPM for longer than **TimeForOilAeration** seconds) Filtered Engine Speed within range Oil Temperature within range Engine Speed stable No active DTC's	Enabled Enabled Test not report a fail state Yes ≥ 5.0 seconds ≥ 70.0 kPa FALSE 1,000 RPM ≤ Filtered Engine Speed ≤ 4,500 RPM 40.0 deg C ≤ Oil Temp ≤ 120.0 deg C (RPM - Previous RPM) < 35 Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA CrankSensor_FA	≥ 40 errors out of 50 samples. Performed every 100 msec ≥ 10 passes out of 50 samples. Performed every 100 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Two Stage Oil Pump EOP Sensor Test with Engine Off If enabled: To Fail when previously passing with the engine off: Difference between oil pressure and Barometric pressure is Greater than a threshold OR Less than a threshold	(Oil Pressure - Barometric Pressure) ≥ -30.0 kPa OR ≤ 30.0 kPa	Two Stage Oil Pump is Present = TRUE Engine Off Rationality Test Diagnostic Status Engine Running Rationality Test Diagnostic Status Modelled Oil Temperature No Engine Movement No active DTC's	Enabled Enabled Test not report a fail state ≥ 70.0 deg C > 5.0 seconds EngineModeNotRunTimer_FA EngOilTempFA EngOilPressureSensorCktFA CrankSensor_FA	≥ 20 errors out of 40 samples. Run once per trip	

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	< 10.00 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 1,280 samples Performed every 6.25 msec	Type B, 2 Trips

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	> 90.00 percent Deadband: < 5 percent or > 95 percent	Oil Pressure Sensor In Use Diagnostic Status	Yes Enabled	800 failures out of 1,280 samples Performed every 6.25 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Air Conditioning High Side Pressure Sensor (HSPS) Circuit Low Voltage	P0532	Determines if the Air Conditioning High Side Pressure Sensor circuit voltage is too low	(AC High Side Pressure Sensor Circuit Voltage) ÷ 5 Volts) *100	< 3 percent	AC HSP Sensor Present Diagnostic Status	Yes Enabled	80 failures out of 100 samples Performed every 25 msec	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Air Conditioning High Side Pressure Sensor (HSPS) Circuit High Voltage	P0533	Determines if the Air Conditioning High Side Pressure Sensor circuit voltage is too high	(AC High Side Pressure Sensor Circuit Voltage) ÷ 5 Volts) *100	> 90 percent	AC HSP Sensor Present Diagnostic Status	Yes Enabled	80 failures out of 100 samples Performed every 25 msec	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
System Voltage Performance	P0561	Detects a low performing 12V battery system. This diagnostic reports the DTC when the absolute value of the difference between the battery voltage and the run/ crank voltage exceeds a calibrated value.	Run Crank voltage low and high	ABS(Battery voltage - Run Crank voltage) > 3.00	Battery voltage B+ line present = TRUE Battery voltage low and high diag enable = TRUE Run Crank voltage	1.00 1.00 Voltage ≥ 5.00 volts	50 failures out of 63 samples 100 ms / sample	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
System Voltage Low	P0562	Detects a low 12V battery system. This diagnostic reports the DTC when battery voltage is low. Monitoring occurs when the engine speed is above a calibrated value.	System voltage low	Battery voltage <= 9.00	System voltage low diag enable = TRUE Run Crank voltage Engine speed >=	1.00 Voltage ≥ 5.00 volts 400.00	400 failures out of 500 samples 12.5 ms / sample	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
System Voltage High	P0563	Detects a high 12V battery system. This diagnostic reports the DTC when battery voltage is high.	System voltage high	Battery voltage >= 18.00	System voltage high diag enable = TRUE Run Crank voltage	1.00 Voltage ≥ 5.00 volts	400 failures out of 500 samples 12.5 ms / sample	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Mutil-Functon Switch Circuit	P0564	Detect when cruise control multi-function switch circuit (analog) voltage is in an invalid range. "Emissions Neutral Default Action : When the BCM tells the ECM that the cruise control analog input voltage is in an invalid range, ECM sets the code and cruise control will be disabled and disengaged for the remainder of the key cycle regardless of current pass/fail condition once it fails."	Cruise Control analog circuit voltage must be "between ranges" for greater than a calibratable period of time.	The cruise control analog voltage A/D count ratio is considerred to be "between ranges" when the ratio is measured in the following ranges: 0.28 -0.31, 0.415-0.445, 0.585 - 0.615 0.78 - 0.81, 1.005 - 1.035	CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 0.500 seconds	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control On Switch Circuit	P0565	Detects a failure of the cruise on/off switch in a continously applied state "Emissions Neutral Default Action - When the BCM tells the ECM that the cruise control analog input voltage is in the Momentary Cruise On/Off range for too long, the code is set and cruise control is disabled and disengaged for the remainder of the key cycle regardless of current pass/fail condition once it fails." Only applicable for vehicles with a momentary on/off cruise switch architecture.	Cruise Control On switch remains applied for greater than a calibratable period of time.	fail continuously in the applied state for greater than 20.00 seconds	CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 20.00 seconds	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

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 continously applied state "Emissions Neutral Default Action : When the BCM tells the ECM that the cruise control analog input voltage is in the Resume range for too long, the code is set and cruise control is disabled and disengaged for the remainder of the key cycle regardless of current pass/fail condition once it fails."	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 , "Emissions Neutral Diagnostics – special type C"

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 continously applied state "Emissions Neutral Default Action : When the BCM tells the ECM that the cruise control analog input voltage is in the Set range for too long, the code is set and cruise control will be disabled and disengaged for the remainder of the key cycle regardless of current pass/fail condition once it fails."	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"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Cancel Switch Circuit	P056C	Detects a failure of the cruise cancel switch in a continously applied state "Emissions Neutral Default Action : When the BCM tells the ECM that the cruise control analog input voltage is in the Cancel range for too long, ECM sets the code and cruise control will be disabled and disengaged for the remainder of the key cycle regardless of current pass/fail condition once it fails."	Cruise Control Cancel switch remains applied for greater than a calibratable period of time.	fail continously in the applied state for greater than 20.00 seconds	CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 20.00 seconds	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Input Circuit	P0575	Determines if cruise switch state received from the BCM is valid. "Emissions Neutral Default Action : When the ECM determines that a serial communication fault from the BCM has occurred with frame $1E1, ECM sets the code and cruise control will be disabled and disengaged for the remainder of the key cycle regardless of current pass/fail condition once it fails."	If x of y rolling count / protection value faults occur, disable cruise for duration of fault	Message <> 2's complement of message Message rollling count<>previous message rolling count value plus one	Cruise Control Switch Serial Data Error Diagnostic Enable Serial communication to BCM Power Mode Engine Running	1.00 No loss of communication = RUN = TRUE	9 failures out of / 17 samples Performed on every received message 9 rolling count failures out of / 17 samples Performed on every received messagw	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

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 theshold after calibratable number of tests have completed to report a "test passed" for P057B	EWMA value looked up in supporting table **P057B KtBRKI_K_FastTestPointWeight** 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 > 2.84 OR (for slow test) shift lever has been in park once this key cycle vehicle speed >= 8.00 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 thatn 0.40	no DTC's active (P057C, P057D)	shift lever has been in park once this key cycle vehicle speed >= 8.00 accelerator pedal position < 5.00	total number of EWMA tests > 2.00	

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

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake Pedal Position Sensor Circuit Intermittent/ Erratic	P057E	detects noisy / erratic ouput for brake pedal position sensor	If x of y samples are observed above failure threshold, default brake pedal position to zero percent and set DTC	28.40	Brake Pedal Position Sensor Circuit Intermittent / Erratic Diagnostic Enable	1.00	5.00 / 20.00 counts	MIL: Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Multi-function Circuit Low Voltage	P0580	detects short to ground failure for cruise multi-function switch circuit "Emissions Neutral Default Action : When the BCM tells the ECM that the cruise switch circuit voltage is too low for too long, ECM sets the code and cruise control will be disabled and disengaged for the remainder of the key cycle regardless of current pass/fail condition once it fails." Only applicable for vehicles with a momentary on/off cruise switch architecture.	Cruise Control analog circuit voltage must be in an "Open Short To Ground" range for greater than a calibratable period of time.	The cruise control analog voltage A/D count ratio is considerred to be "open short to ground when the ratio is measured in the following rangs: 0 - 0.185	CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 2.00 seconds	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Multi-function Circuit High Voltage	P0581	detects short to power failure for cruise multi-function switch circuit "Emissions Neutral Default Action : When the BCM tells the ECM that the cruise switch circuit voltage is too high for too long, ECM sets the code and cruise control will be disabled and disengaged for the remainder of the key cycle regardless of current pass/fail condition once it fails." Only applicable for vehicles with a momentary on/off cruise switch architecture.	Cruise Control analog circuit voltage must be in "Short To Power" range for greater than a calibratable period of time.	The cruise control analog voltage A/D count ratio is considered to be "short to power" when the ratio is measured in the following range: 1.005 - 1.035	CAN cruise switch diagnostic enable in ECM	1.00	fail continuously for greater than 2.00 seconds	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

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

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

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

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

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

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

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Active Grill Air Shutter A Performance /Stuck OFF	P059F	A 2-part diagnostic. Part 1 continuously monitors for failure to achieve a commanded shutter actuator position [Suspect Stuck Condtion] when X failures occur in Y samples after an electronic command latency delay. A Part 1 failure result then enables Part 2 which makes a fixed number of repeat attempts to reach the commanded postion [ReTry to clear obstruction]. The DTC is set when the calibrated fault threshold count of repeat attempts is reached without achieving the original commanded shutter position.	Smart Shutter Actuator 1 Position Response AND Shutter 1 Diagnostic Delay Threshold count	<> Smart Shutter Actuator 1 Commanded Position percent AND Counter > 129.00 counts	a. Ignition Run_Crank Active, b. Ignition Run_Crank AND Ignition Accessory AND ECU Awake, c. Command Shutter1 Enable	a. = TRUE, b. = FALSE AND = FALSE AND = TRUE, c. = 1.00	1.00 failures out of 1.00 samples 1 sample / 100 milliseconds	Type B, 2 Trips
			Shutter 1 Performance Test count	= 5.00 counts	a. Ignition Run_Crank Active, b. Ignition Run_Crank AND Ignition Accessory AND ECU Awake, c. Command Shutter1 Enable	a. = TRUE, b. = FALSE AND = FALSE AND = TRUE, c. = 1.00	1-5 actuator cycles [1 cycle typically requires 10-25 seconds]	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intake Camshaft System Cold Start Performance – Bank 1	P05CC	Detects a VVT system error during Cold Starts by comparing the desired and actual cam positions when VVT is activated. This is the same type diagnostic as P0011 except this detects excessive deviations of position while the cold start phaser positions are being commanded.	Camshaft position error [absolute value of (desired position - actual position)] is compared to thresholds to determine if excessive	Cam Position Error > 6.00 deg.	**Intake Cam Phsr Enable** System Voltage Engine Running Power Take Off (PTO) active **Catalyst Warmup Enabled** Desired cam position Desired AND Measured cam position Desired cam position variation No Active DTCs	= TRUE > 11.00 Volts = TRUE = FALSE = TRUE > 0 deg > 6.00 deg AND < 29.00 deg < 3.00 deg for (**P0011_P05CC_StablePositionTimeIc1**) seconds P0010 P2088 P2089	65 failures out of 75 samples 100 ms /sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor 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. 5.00 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.	
				In all cases, the failure count is cleared when controller shuts down				

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

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 which includes a Static NVM, Perserved NVM, ECC ROM in NVM Flash Region, and Perserved NVM during shut down.	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.	
			Perserved NVM region error detected during shut down.				Diagnostic runs at controller power down.	

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. This includes Primary Processor System RAM Fault, Primary Processor Cache RAM Fault, Primary Processor TPU RAM Fault, Primary Processor Update Dual Store RAM Fault, Primary Processor Write Protected RAM Fault, and Secondary Processor RAM Fault. This diagnostic runs continuously.	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 >	0.44872 s			When dual store updates occur.	

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)	

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. These include diagnostics done on the SPI Communication as well as a host of diagnostics for both the primary and secondary processsors.	Time new seed not received exceeded			always running	0.450 seconds	Type A, 1 Trips
			MAIN processor receives seed in wrong order			always running	3 / 18 counts intermittent. 50 ms/count in the ECM main processor	
			2 fails in a row in the MAIN processor's ALU check			Test is Enabled: 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			Test is Enabled: 1 . (If 0, this test is disabled)	12.5 to 25 ms	
			Checks number of stack over/under flow since last powerup reset >=	3.00		Test is Enabled: 1 . . (If 0, this test is disabled)	variable, depends on length of time to corrupt stack	
			Voltage deviation >	0.4950		Test is Enabled: 1 (If 0, this test is disabled)	5 / 10 counts or 0.150 seconds continuous; 50 ms/count in the ECM main processor	
			Checks for ECC (error correcting code) circuit test errors reported by the hardware for flash memory. Increments counter during controller initialization if ECC error occured since last controller initialization.	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	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Counter >=					
			Checks for ECC (error correcting code) circuit test errors reported by the hardware for RAM memory circuit. Increments counter during controller initialization if ECC error occured since last controller initialization. Counter >=	3 (results in MIL), 5 (results in MIL and remedial action)		KeMEMD_b_RAM_ECC_CktTestEnbl == 1 Value of KeMEMD_b_RAM_ECC_CktTestEnbl is: 1 . (If 0, this test is disabled)	variable, 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.		Test is Enabled: 1 (If 0, this 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	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							the ECM main processor	
			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_SeedUpdKeyStorFltEnbl == 1 Value of KePISD_b_SeedUpdKeyStorFltEnbl is: 1 . (If 0, this test is disabled)	Table, f(Loop Time). See supporting tables: **P0606_Last Seed Timeout f (Loop Time)**	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal ECM Processor Integrity Performance	P0607	Indicates that the ECM has detected an internal processor integrity performance.	Performs the failure diagnostic for the offline and online BIST results.			Test is Enabled: 0 . (If 0, this test is disabled)	5 counts background task/ count in the ECM main processor	Type A, 1 Trips
			Checks for ECC (error correcting code) circuit test errors reported by the hardware for flash memory. Increments counter during controller initialization if ECC error occured since last controller initialization. Counter >=	3 (results in MIL), 5 (results in MIL and remedial action)		Test is Enabled: 1 . (If 0, this test is disabled)	variable, depends on length of time to access flash with corrupted memory	
			Checks for ECC (error correcting code) circuit test errors reported by the hardware for RAM memory circuit. Increments counter during controller initialization if ECC error occured since last controller initialization. Counter >=	3 (results in MIL), 5 (results in MIL and remedial action)		Test is Enabled: 1 . (If 0, this test is disabled)	variable, depends on length of time to write flash to RAMvariable, depends on length of time to write flash to RAM	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
ANDR ADC Fault	P060B	Indicates that the ECM has detected an ANDR ADC Fault.	Resistance deviation percent >	6.00 %	Run/Crank Voltage >	7.00 V	2 / 14 counts or 1.75 seconds continuous; 250 ms/count in the ECM main processor	Type A, 1 Trips
			Resistance deviation percent >	6.00 %	Run/Crank Voltage >	7.00 V	2 / 14 counts or 1.75 seconds continuous; 250 ms/count in the ECM main processor	
			Resistance deviation percent >	6.00 %	Run/Crank Voltage >	7.00 V	2 / 14 counts or 1.75 seconds continuous; 250 ms/count in the ECM main processor	
			Resistance deviation percent >	6.00 %	Run/Crank Voltage >	7.00 V	2 / 14 counts or 1.75 seconds continuous; 250 ms/count in the ECM main processor	
			Resistance deviation percent >	6.00 %	Run/Crank Voltage >	7.00 V	2 / 14 counts or 1.75 seconds continuous; 250 ms/count in the ECM main processor	
			Resistance deviation percent >	6.00 %	Run/Crank Voltage >	7.00 V	2 / 14 counts or 1.75 seconds continuous; 250 ms/count in the ECM main processor	
			Resistance deviation	6.00 %	Run/Crank Voltage >	7.00 V	2 / 14 counts or	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			percent >				1.75 seconds continuous; 250 ms/count in the ECM main processor	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Starter Relay Control Circuit Open (12VSS)	P0615	Controller specific output driver circuit diagnoses the Starter relay (12VSS) 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.	>= 200 KOhms impedance between signal and controller ground.	Starter control diag enable Engine speed Run Crank voltage	Enabled >= 0.00 RPM >= 11.00 volts	40 failures out of 50 samples 50 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Starter Relay Control Circuit Low Voltage (12VSS)	P0616	Controller specific output driver circuit diagnoses the Starter relay (12VSS) 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.	<= 0.5 Ohms impedance between signal and controller ground	Starter control diag enable Engine speed Run Crank voltage	Enabled >= 0.00 RPM >= 6.41 volts	8 failures out of 10 samples 50 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Starter Relay Control Circuit High Voltage (12VSS)	P0617	Controller specific output driver circuit diagnoses the Starter relay 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.	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.	 <= 0.5 Ohms impedance between signal and controller power	Starter control diag enable Engine speed Run Crank voltage	Enabled >= 0.00 RPM >= 6.41 volts	40 failures out of 50 samples 50 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module Fuel Injector Control Performance	P062B	This DTC determines the internal fuel injctor control module circuit is faulted. The faulted status is set on any failure that could potentially damage the drivers or injectors, or could result in uncontrolled fueling. The following general classes of failures shall be covered: Communication error with control circuit Internal corruption of control circuit values, Invalid interface values (from control circuit)	Internal ECU Boost Voltage OR Internal ECU Boost Voltage OR Driver Status OR Driver Status	>= 90 Volts <= 40 Volts = Not Ready = Uninitialized	Battery Voltage	>= 8 or >= 11 Enabled when a code clear is not active or not exiting device control Engine is not cranking Powertrain Relay Voltage within range	High Voltage - 160 failures out of 200 samples Low Voltage - 160 failures out of 200 samples Driver Status Not Ready- 160 failures out of 200 samples Driver Status Uninitialized - Uninitialized state for >= 100 counts All at 12.5ms per sample	Type A, 1 Trips

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. There are two types of diagnostics that run during controller power up. One for HWIO reports that writing to NVM (at shutdown) will not succeed, and the other HWIO reports the assembly calibration integrity check has failed.	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.	

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	Is not a valid ASCII character	OBD Manufacturer Enable Counter	= 0	250 ms / test Continuous	Type A, 1 Trips

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 by monitoring the reference percent Vref1 and failing the diagnostic when the percent Vref1 is too low or too high or if the delta between the filtered percent Vref1 and non-filtered percent Vref1 is too large. This diagnostic only runs when battery voltage is high enough.	ECM percent Vref1 < or ECM percent Vref1 > or the difference between ECM filtered percent Vref1 and percent Vref1 >	4.875 % Vref1 5.125 % Vref1 0.0495 % Vref1	Diagnostic enabled AND [(Run/Crank voltage for Time period AND Starter engaged) OR (Run/Crank voltage AND Starter engaged)]	= 1 > 6.41 Volts = 25.00 Seconds = FALSE > 8.41 Volts = TRUE	19 / 39 counts; or 187.5000 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module O2 Sensor Processor Performance Bank 1) (For use with WRAF	P064D	Diagnoses the WRAF Application-Specific Integrated Circuit (ASIC) for Controller Status and Measure Valid faults. These faults can impact closed loop fuel control. This DTC when enabled, monitors the two different failure counters it receives from the WRAF ASIC. The individual diagnostic failure counters are incremented based on the message received from the ASIC. The DTC is set based on any of the two individual fail and sample counters.	B1S1 WRAF ASIC indicates control module faults	Controller Status fail counts and Measure Valid fail counts are accumulated to determine fault status	Diagnostic is Enabled Engine Run or Auto stop Heater Warm-up delay WRAF circuit diagnostic delay since power up	 = True = Complete ≥ 20.0 sec	128 controller status fail counts out of 160 samples OR 128 measure valid fail counts out of 160 samples 25 ms / sample Continuous	Type B, 2 Trips

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

Component/ System	Fault Code	Monitor 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 by monitoring the reference percent Vref2 and failing the diagnostic when the percent Vref2 is too low or too high or if the delta between the filtered percent Vref2 and non-filtered percent Vref2 is too large. This diagnostic only runs when battery voltage is high enough.	ECM percent Vref2 < or ECM percent Vref2 > or the difference between ECM filtered percent Vref2 and percent Vref2 >	4.875 % Vref2 5.125 % Vref2 0.0495 % Vref2	Diagnostic enabled AND [(Run/Crank voltage for Time period AND Starter engaged) OR (Run/Crank voltage AND Starter engaged)]	= 1 > 6.41 Volts = 25.00 Seconds = FALSE > 8.41 Volts = TRUE	19 / 39 counts; or 187.5000 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

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	Detects an open circuit in the Powertrain Relay driver. This diagnostic reports the DTC when an open circuit failure is present. Monitoring occurs when the output is powered off. A decision is made by comparing a voltage measurement to a controller specific voltage threshold.	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.	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 controllers P0686 may also set (Powertrain Relay Control Short to Ground).

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	Detects a short to ground in the Powertrain Relay low side driver. This diagnostic reports the DTC when a short to ground failure is present. Monitoring occurs when the output is powered off. A decision is made by comparing a voltage measurement to a controller specific voltage threshold.	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.	Short to ground: ≤ 0.5 Ω 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 controllers P0685 may also set (Powertrain Relay Control Open Circuit).

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	Detects a short to power in the Powertrain Relay low side driver. This diagnostic reports the DTC when a short to power failure is present. Monitoring occurs when the output is powered off. A decision is made by comparing a voltage measurement to a controller specific voltage threshold.	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.	Short to power: ≤ 0.5 Ω 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

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	Detects low voltage in the control module relay feedback circuit. This diagnostic reports the DTC when low voltage is present. Monitoring occurs when run crank voltage is above a calibrated value.	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 failures out of 6 samples 1000 ms / sample	Type B, 2 Trips

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	Detects higher than expected voltage in the powertrain relay feedback circuit. This diagnostic reports the DTC when higher than expected voltage is present. For example, the powertrain relay could be stuck on. Monitoring occurs when the relay is commanded "off" for a calibrated duration.	Powertrain Relay Voltage	>= 4.00 volts will increment the fail counter	Powertrain relay commanded “OFF” No active DTCs:	>= 2.00 seconds PowertrainRelayStateOn_FA	50 failures out of 63 samples 100ms / Sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor 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 by monitoring the reference percent Vref3 and failing the diagnostic when the percent Vref3 is too low or too high or if the delta between the filtered percent Vref3 and non-filtered percent Vref3 is too large. This diagnostic only runs when battery voltage is high enough.	ECM percent Vref3 < or ECM percent Vref3 > or the difference between ECM filtered percent Vref3 and percent Vref3 >	4.875 % Vref3 5.125 % Vref3 0.0495 % Vref3	Diagnostic enabled AND [(Run/Crank voltage for Time period AND Starter engaged) OR (Run/Crank voltage AND Starter engaged)]	= 1 > 6.41 Volts = 25.00 Seconds = FALSE > 8.41 Volts = TRUE	19 / 39 counts; or 187.5000 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

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 by monitoring the reference percent Vref4 and failing the diagnostic when the percent Vref4 is too low or too high or if the delta between the filtered percent Vref4 and non-filtered percent Vref4 is too large. This diagnostic only runs when battery voltage is high enough.	ECM percent Vref4 < or ECM percent Vref4 > or the difference between ECM filtered percent Vref4 and percent Vref4 >	4.875 % Vref4 5.125 % Vref4 0.0495 % Vref4	Diagnostic enabled AND [(Run/Crank voltage for Time period AND Starter engaged) OR (Run/Crank voltage AND Starter engaged)]	= 1 > 6.41 Volts = 25.00 Seconds = FALSE > 8.41 Volts = TRUE	19 / 39 counts; or 187.5000 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

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 (sensor #1) used only for the '20 kHz' method of the Open Circuit Diagnostic. A fault is present when the signal level from the 20 kHz range of the FFT output falls between the Open Test Circuit thresholds.	FFT Diagnostic Output	**> P06B6_P06B7_OpenTestCktThrshMin** **AND** **< P06B6_P06B7_OpenTestCktThrshMax** **See Supporting Tables**	Diagnostic Enabled? Engine Run Time Engine Speed Cumlative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above) Engine Air Flow	Yes ≥ 0.0 seconds > 650 RPM and < 4,750 RPM ≥ 200 Revs ≥ 10 mg/cylinder and ≤ 2,000 mg/cylinder	First Order Lag Filter with Weight Coefficient Weight Coefficient = 0.0250 Updated each engine event	Type A, 1 Trips

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 (sensor #2) used only for the '20 kHz' method of the Open Circuit Diagnostic. A fault is present when the signal level from the 20 kHz range of the FFT output falls between the Open Test Circuit thresholds.	Individual Sensor Threshold Enabled? FFT Diagnostic Output	0.00 , Use Case 1 **Case 1:** **> P06B6_P06B7_OpenTestCktThrshMin** **AND** **< P06B6_P06B7_OpenTestCktThrshMax** **See Supporting Tables** **Case 2:** > **P06B7_OpenTestCktMin2** **AND** < **P06B7_OpenTestCktMax2** **See Supporting Tables**	Diagnostic Enabled? Engine Run Time Engine Speed Cumlative Number of Engine Revs (per key cycle) within min/max Engine Speed enable (above) Engine Air Flow	Yes ≥ 0.0 seconds > 650 RPM and < 4,750 RPM ≥ 200 Revs ≥ 10 mg/cylinder and ≤ 2,000 mg/cylinder	First Order Lag Filter with Weight Coefficient **Case 1 Weight Coefficient =** 0.0250 Updated each engine event **Case 2 Weight Coefficient =** 0.0100 Updated each engine event	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Pressure Control Circuit/Open	P06DA	Controller specific output driver circuit diagnoses the oil pump 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.	Open Circuit ≥ 200 k Ω impedance between output and controller ground	Powertrain Relay Voltage Run/Crank Active Cranking State	≥ 11.00 = True = False	>= 40 errors out of 50 samples. Performed every 100 msec	Type A, 1 Trips Note: In certain controllers P06DB may also set (Engine Oil Pressure Control Circuit Short To Ground)

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Pressure Control Circuit Low	P06DB	Controller specific output driver circuit diagnoses the oil pump 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.	Short to Ground Circuit ≤ 0.5 Ω impedance between output and controller ground	Powertrain Relay Voltage Run/Crank Active Cranking State	≥ 11.00 = True = False	>= 40 errors out of 50 samples. Performed every 100 msec	Type A, 1 Trips Note: In certain controllers P06DA may also set (Engine Oil Pressure Control Circuit Open)

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Pressure Control Circuit High	P06DC	Controller specific output driver circuit diagnoses the oil pump 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.	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.	Short to Power ≤ 0.5 Ω impedance between output and controller power	Powertrain Relay Voltage Run/Crank Active Cranking State	≥ 11.00 = True = False	>= 40 errors out of 50 samples. Performed every 100 msec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Oil Pump Control Circuit Performance - Continuously Variable Displacement Oil Pump	P06DD	Diagnoses the performance of the oil pump controls. The test determines if the oil pump is capable of meeting the pressure demand.	Absolute Oil Pressure Error = ABS [Desired Oil Pressure - Measured Oil Pressure] A first-order lag filter is applied to the error value, every 100ms: Filtered Pressure Error = Previous Error + 0.00400 *(New Error - Previous Error) Fail from passing state: Filtered Oil Pressure Error is greater than a threshold AND the cycler algorithm is unable to clear the fault. Pass from failing state:	Filtered Pressure Error ≥ 40.00 kPa AND Cycler Algorithm has cycled the pump solenoid for 1.80 seconds AND Filtered Pressure Error ≥ **P06DD_CVDOP_MaxPressErr** after the cycler is complete	Common Criteria: Closed Loop Pump Control Active Engine Running Powertrain Relay Voltage Desired Oil Pressure in Range Oil Temperature in Range Engine Speed in Range	≥ 11.00 **P06DD_CVDOP_MinDesPres** ≤ Desired Oil Pressure ≤ **P06DD_CVDOP_MaxDesPress** 40.00 °C ≤ Oil Temp ≤ 120.00 °C 1,000 RPM <= Engine Speed <= 4,500	Performed every 100ms.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Filtered Oil Pressure Error is less than a threshold	Filtered Pressure Error < **P06DD_CVDOP_MaxPressErr**				

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 ≥ 3 seconds	Continuous	Type A, No MIL

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Traction Control Torque Request Circuit	P0856	Determines if torque request from the EBCM is valid	Serial Communication 2's complement message - ($1C7/$1C9 for engine torque, $1CA/$1C6 for axle torque) OR Serial Communication message ($1C7/$1C9 for engine torque, $1CA/ $1C6 for axle torque) rolling count index value OR Too many minimum limit torque request transitions occur from TRUE to FALSE to TRUE within a time period Torque request greater than torque request diagnostic maximum threshold	Message <> 2's complement of message Message rolling count value <> previous message rolling count value plus one Requested torque intervention type toggles from not increasing request to increasing request > 280 Nm for engine torque based traction torque system, OR > 2,000 Nm for axle torque based traction torque system	Active Communication with EBCM Power Mode Engine Running Status of traction in GMLAN message ($4E9) Run/Crank Active Ignition Voltage	Received serial data = Run = True = Traction Present > 0.50 seconds > 6.41 volts	>= 6 failures out of 10 Performed on every received message 6 rolling count failures out of 10 samples Performed on every received message >= 3 multi-transitions out of 5 samples. Performed every 200 ms >= 4 out of 10 samples Performed on every received message	Type C, No SVS Emissions Neutral Diagnostic - Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module Reset Signal Message Counter Incorrect	P1000	This DTC monitors for an error in communication with the Fuel Pump Driver Control Module Reset Signal	Communication of the Alive Rolling Count or Protection Value from the FPDCM over CAN bus is incorrect for out of total samples	 >= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage And Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Evaporative Emission (EVAP) System Signals Message Counter Incorrect	P1001	This DTC monitors for an error in communication with the Evaporative Emission (EVAP) System Signal	Communication of the Alive Rolling Count or Protection Value from the EVAP System over CAN bus is incorrect for out of total samples	>= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage And Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Control System Signals Message Counter Incorrect	P1003	This DTC monitors for an error in communication with the Fuel Control System Signals	Communication of the Alive Rolling Count or Protection Value from the Fuel Control System over CAN bus is incorrect for out of total samples	>= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage And Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module Reset Error	P1005	This DTC monitors for a reset error in the Fuel Pump Driver Control Module	If the received value for the time since the last FPDCM reset has reset and the newly received value or previous value is for out of total samples	<= 0.50 seconds >= 6.00 counts >= 400.00 counts	DTC is enabled Sensor bus relay Battery voltage P1000 U18A2	1.00 (1 indicates enabled) On > 11.00 Volts Not active Not active	Diagnostic runs in 50 ms loop.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module Temperature (Fuel Tank Zone Module) Too High Signal Message Counter Incorrect	P1009	This DTC monitors for an error in communication with the Fuel Pump Driver Control Module (FTZM) Temperature Too High Signal Message	Communication of the Alive Rolling Count or Protection Value from the Fuel Pump Driver Control Module over CAN bus is incorrect for out of total samples	 >= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 100ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Temperature Erratic	P100C	This DTC monitors for an erratic Temperature signal via LIN bus from the Battery Monitor Module	Communication of the Temperature signal from the Battery Monitor Module has become erratic or is incorrect for out of total samples	>= 4 counts >= 5 counts	The diagnostic is enabled All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= 1 (1 indicates enabled) >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	LIN bus communication executes in 500ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Internal Temperature Circuit Erratic	P100D	This DTC monitors for an erratic Temperature Circuit signal via LIN bus from the Battery Monitor Module	Communication of the Temperature Circuit signal from the Battery Monitor Module has become erratic or is incorrect for out of total samples	>= 4 counts >= 5 counts	The diagnostic is enabled All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= 1 (1 indicates enabled) >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	LIN bus communication executes in 500ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Phase U-V-W Circuit Open	P1029	This DTC detects if any of the 3phase fuel pump control circuits is Open [system configuration "Brushless"] The diagnostic can detect open circuit faults when the fuel pump is not rotating. In the "stopped" state, small currents are injected into each motor phase circuit pair by an internal fixed source and corresponding back-EMF voltage is monitored. A fault is reported when the monitored voltage falls into a specific range [adjusted for source voltage]. This process is completed in less than 1 millisecond. The FTZM ERFS control samples back-Electromotive Force [EMF] for zero voltage-level crossings as a detection method to enable closed loop control brushless commutation. Back EMF is an electrical characteristic of the inactive phase of the 3-phase signal wherein only 2 phases are	Phased-pair circuit voltage	3V <= V [back-EMF] <= 6V	a) Sensed fuel pump speed b) Device configuration FCBR_e_ChassisFuelPresSysType c) Diagnostic Enabled - KeFABR_b_OpenCktDiagEnbl d) CAN Sensor Bus message $3EC_Avail e) Sensor Bus Relay On f) Sensor Bus B Message $3EC Temp Signal Message Counter Incorrect [CFMR_b_FTZM_Info7_ARC_ChkErr]	a) == 0 RPM b) CeFCBR_e_DSL_ECM_FTZM_BLDC_Sys c) == TRUE d) == TRUE e) == TRUE f) <> TRUE	40.00 failures / 80.00 samples 1 sample / 12.5 ms	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		active at any moment. Brushless fuel pump speed is inferred using the rate of zero-crossings detection and number of motor pole-pairs. Speed is reported to the ECM as serial data every 10 milliseconds. This open circuit diagnostic follows "smart device" Component Technical Specifications.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Phase U-V-W Circuit Low	P102A	This DTC detects if the fuel pump control circuit is shorted to low [Short to Ground] The diagnostic detects short-to-ground faults using 2 methods depending on whether the fuel pump is rotating. 1) In the "rotating" state, voltage drop across each phase-pair high-side drive is monitored, or 2) in the "stopped" state, small currents are injected into each motor phase circuit pair	Phased-pair circuit voltage Difference	Vdelta > 0.145 V	a) Device configuration FCBR_e_ChassisFuelPresSysType b) Diagnostic KeFABR_b_GshtCktDiagEnbl c) CAN Sensor Bus message $3EC_Avail d) Sensor Bus Relay On e) Sensor Bus Message $3EC Temp Signal Message Counter Incorrect [CFMR_b_FTZM_Info7_ARC_ChkErr]	a) == CeFCBR_e_DSL_ECM_FTZM_BLDC_Sys b) == TRUE c) == TRUE d) == TRUE e) <> TRUE	40.00 failures / 80.00 samples 1 sample / 12.5 ms	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		by an internal fixed source and corresponding back-EMF voltage is monitored. A fault is reported when the monitored voltage falls into a specific range [adjusted for source voltage]. The FTZM ERFS control samples back-Electromotive Force [EMF] for zero voltage-level crossings as a detection method to enable closed loop control brushless commutation. Back EMF is an electrical characteristic of the inactive phase of the 3-phase signal wherein only 2 phases are active at any moment. Brushless fuel pump speed is inferred using the rate of zero-crossings detection and number of motor pole-pairs. Speed is reported to the ECM as serial data every 10 milliseconds. This open circuit diagnostic follows "smart device" Component Technical Specifications.	Phased-pair circuit voltage	V [back-EMF] >= 6 V	a) Sensed fuel pump speed b) Device configuration FCBR_e_ChassisFuelPresSysType c) Diagnostic KeFABR_b_GshtCktDiagEnbl d) CAN Sensor Bus message $3EC_Avail e) Sensor Bus Relay On f) Sensor Bus Message $3EC Temp Signal Message Counter Incorrect [CFMR_b_FTZM_Info7_ARC_ChkErr]	a) == 0 RPM b) == CeFCBR_e_DSL_ECM_FTZM_BLDC_Sys c) == TRUE d) == TRUE e) == TRUE f) <> TRUE	40.00 failures / 80.00 samples 1 sample / 12.5 ms	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Phase U-V-W Circuit High	P102B	This DTC detects if the fuel pump control circuit is shorted to high voltage [Short to Battery] The diagnostic detects short-to-battery faults using 2 methods depending on whether the fuel pump is rotating. 1) In the "rotating" state, voltage drop across each phase-pair low-side current shunt is monitored, or 2) in the "stopped" state, small currents are injected	Phased-pair circuit voltage Difference	Vdelta > 0.4 V	a) Device configuration FCBR_e_ChassisFuelPresSysType b) Diagnostic KeFABR_b_PshtCktDiagEnbl c) CAN Sensor Bus message $3EC_Avail d) Sensor Bus Relay On e) Sensor Bus Message $3EC Temp Signal Message Counter Incorrect [CFMR_b_FTZM_Info7_ARC_ChkErr]	a) == CeFCBR_e_DSL_ECM_FTZM_BLDC_Sys b) == TRUE c) == TRUE d) == TRUE e) <> TRUE	40.00 failures / 80.00 samples 1 sample / 12.5 ms	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		into each motor phase circuit pair by an internal fixed source and corresponding back-EMF voltage is monitored. A fault is reported when the monitored voltage falls into a specific range [adjusted for source voltage]. The FTZM ERFS control samples back-Electromotive Force [EMF] for zero voltage-level crossings as a detection method to enable closed loop control brushless commutation. Back EMF is an electrical characteristic of the inactive phase of the 3-phase signal wherein only 2 phases are active at any moment. Brushless fuel pump speed is inferred using the rate of zero-crossings detection and number of motor pole-pairs. Speed is reported to the ECM as serial data every 10 milliseconds. This open circuit diagnostic follows "smart device" Component Technical Specifications.	Phased-pair circuit voltage	V[backEMF] > 6 V	a) Sensed fuel pump speed b) Device configuration FCBR_e_ChassisFuelPressSysType b) Diagnostic KeFABR_b_PshtCktDiagEnbl c) CAN Sensor Bus message $3EC_Avail d) Sensor Bus Relay On e) Sensor Bus Message $3EC Temp Signal Message Counter Incorrect [CFMR_b_FTZM_Info7_ARC_ChkErr]	a) == 0 RPM b) == CeFCBR_e_DSL_ECM_FTZM_BLDC_Sys b) == TRUE c) == TRUE d) == TRUE e) <> TRUE	40.00 failures / 80.00 samples 1 sample / 12.5 ms	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Wastegate Actuator "A" Control Circuit Shorted	P103A	Controller specific output driver circuit diagnostic, diagnosing for the 'electric waste gate actuator A' actuator' H-bridge driver load short failure. In series applications, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In parallel applications, turbocharger 'A' is associated with engine bank 1.	Voltage measurement outside of controller specific acceptable range during driver on state indicates a load short failure.	≤ 0.5 Ω impedance between motor output A and motor output B	Diagnostic enabled ***************************** Powertrain relay voltage ***************************** Engine does not crank Diagnostic system not disabled	True ***************************** >= 11.0 Volts *****************************	10 failures out of 12 samples 100ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Heater Supply Voltage Sense Circuit Range/ Performance	P103B	The P103B diagnostic determines if the heater supply circuit is rational by comparing the heater supply voltage to the run crank voltage and calculating the difference. The heater supply voltage input is connected to the O2 heater supply circuit inside the vehicle relay center. It is representative of the voltage supplied to the O2 heaters. The O2 heater voltage is used by the HWIO to calculate the O2 heater resistance on switching type O2 sensors (non-WRAF). With a fault set, the resistance calculation is performed with run crank voltage. The diagnostic failure counter is incremented if the voltage difference is greater than the threshold. This DTC is set based on the fail and sample counters.	The absolute value of Heater Supply Voltage delta from Run Crank voltage	> 2.50 volts	Diagnostic is Enabled Powertrain relay in range (Relay in range is defined as relay voltage Run Crank signal active	 = True > 11.00 volts) = True (Please see "**Run/Crank Active conditiions**" in Supporting Tables)	8 failures out of 10 samples 250 ms / sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Heater Supply Voltage Sense Circuit Low	P103C	The P103C diagnostic determines if the heater supply circuit is low by comparing the heater supply voltage to the threshold. The heater supply voltage input is connected to the O2 heater supply circuit inside the vehicle relay center. It is representative of the voltage supplied to the O2 heaters. The O2 heater voltage is used by the HWIO to calculate the O2 heater resistance on switching type O2 sensors (non-WRAF). With a fault set, the resistance calculation is performed with run crank voltage. The diagnostic failure counter is incremented if the heater supply voltage is less than the threshold. This DTC is set based on the fail and sample counters.	Heater Supply Voltage	< 8.00 volts	Diagnostic is Enabled Powertrain relay in range (Relay in range is defined as relay voltage Run Crank signal active	 = True > 11.00 volts) = True (Please see "**Run/Crank Active conditiions**" in Supporting Tables)	8 failures out of 10 samples 250 ms / sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Pump Control Signal Message Counter Incorrect	P103D	This DTC monitors for an error in communication with the Engine Coolant Pump Control Signals	Communication of the Alive Rolling Count or Protection Value of the Engine Coolant Pump Control Signal Message over LIN bus is incorrect for out of total samples	>= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Bypass Valve C Position Sensor Circuit Low	P1096	Circuit Continuity This DTC detects a short to ground in the position sensor signal circuit. This is accomplished by monitoring the reported position. If the position goes out of the expected range the DTC is set.	Engine Coolant Bypass Valve C Positions Sensor SENT digital read value	< 50	SENT communitation is not in error Run Crank Ignition in Range Engine not cranking Engine Diag System	VECR_MRV_LoC_FP = True = True = Enabled	4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Bypass Valve C Position Sensor Circuit High	P1097	Circuit Continuity This DTC detects a short to power in the position sensor signal circuit. This is accomplished by monitoring the reported position. If the position goes out of the expected range the DTC is set.	Engine Coolant Bypass Valve C Positions Sensor SENT digital read value	> 4,050	SENT communitation is not in error Run Crank Ignition in Range Engine not cranking Engine Diag System	VECR_MRV_LoC_FP = True = True = Enabled	4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Bypass Valve C Position Sensor Stop Performance	P1098	Performance Check This DTC checks for an invalid endstop learn. The valve is moved against each endstop. If the learned position is out of range a DTC will be set.	If any of the following conditions are met a failure will be recorded: Condition 1 (closed): Learned bypass valve position or and the learn has completed Condition 2 (open): Learned bypass valve position or and the learn has completed	 > 0.00 degrees < -10.00 degrees > 313.00 degrees < 303.00 degrees	No DTCs Engine Diag System Bypass Valve Learn Engine Outlet Coolant OR OBD Coolant Enable Criteria Engine Outlet Coolant AND Engine Hot Light	EECR_EngineOutlet_FA VECR_MRV_LoC_FA VECR_MRV_PstnSnsrCkt_FA VECR_MRV_PstnSnsrCkt_TFTKO VECR_MRV_PstnPerf_FA = Enabled = Successful or Inprogress ≥ -40.0 ºC = TRUE ≤ 9,999.0 ºC = Inactive	Within 60.0 seconds after engine shutdown.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Bypass Valve C Motor Current High	P10A0	Controller specific output driver circuit detects an overcurrent condition in the load circuit for the Engine Coolant Bypass Valve C when the H-Bridge is energized.	Current measurement outside of controller specific acceptable range when H-Bridge is energized	8.1A ≤ X ≤ 12.8A	Run Crank Ignition in Range Engine not cranking Engine Diag System Driver over current status is not	= True = True = Enabled = Indeterminate	2 seconds out of a 5 seconds window	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Bypass Valve C Control Circuit Shorted	P10A1	Controller specific output driver circuit detects a short to ground in the load circuit for the Engine Coolant Bypass Valve C when the H-Bridge is energized.	Current measurement outside of controller specific acceptable range when H-Bridge is energized	9.8A ≤ X ≤ 15.8A	Run Crank Ignition in Range Engine not cranking Engine Diag System Driver control circuit load short status is not	= True = True = Enabled = Indeterminate	4 seconds out of a 5 seconds window	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 1 Injection Pulse Performance	P10A3	Diagnostic to determine if injection pulse total compensation for cylinder 1 is less than the minimum fail limit. The injection pulse total compensation is the sum of the opening magnitude and closing time compensation. Opening Magnitude and closing time compensation are determined using the voltage feedback across the injector enable and command wires.	Total Injection Small Pulse compensation	< **P10A3 P10A5 P10A7 P10A9 P10AB P10AD P10AF P10B1 - Minimum Small Pulse Compensation Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) FULR_b_FPV_MeasDiag_TFTKO Uncompensated Injection Pulse Width (Injection is commanded)	= True = True > 0	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 1 Injection Pulse Performance	P10A4	Diagnostic to determine if injection pulse total compensation for cylinder 1 is greater than the maximum fail limit. The injection pulse total compensation is the sum of the opening magnitude and closing time compensation. Opening Magnitude and closing time compensation are determined using the voltage feedback across the injector enable and command wires.	Total Injection Small Pulse compensation	> **P10A4 P10A6 P10A8 P10AA P10AC P10AE P10B0 P10B2 - Maximum Small Pulse Compensation Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) FULR_b_FPV_MeasDiag_TFTKO Uncompensated Injection Pulse Width (Injection is commanded)	= True = True > 0	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 2 Injection Pulse Performance	P10A5	Diagnostic to determine if injection pulse total compensation for cylinder 2 is less than the minimum fail limit. The injection pulse total compensation is the sum of the opening magnitude and closing time compensation. Opening Magnitude and closing time compensation are determined using the voltage feedback across the injector enable and command wires.	Total Injection Small Pulse compensation	< **P10A3 P10A5 P10A7 P10A9 P10AB P10AD P10AF P10B1 - Minimum Small Pulse Compensation Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) FULR_b_FPV_MeasDiag_TFTKO Uncompensated Injection Pulse Width (Injection is commanded)	= True = True > 0	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 2 Injection Pulse Performance	P10A6	Diagnostic to determine if injection pulse total compensation for cylinder 2 is greater than the maximum fail limit. The injection pulse total compensation is the sum of the opening magnitude and closing time compensation. Opening Magnitude and closing time compensation are determined using the voltage feedback across the injector enable and command wires.	Total Injection Small Pulse compensation	> **P10A4 P10A6 P10A8 P10AA P10AC P10AE P10B0 P10B2 - Maximum Small Pulse Compensation Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) FULR_b_FPV_MeasDiag_TFTKO Uncompensated Injection Pulse Width (Injection is commanded)	= True = True > 0	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 3 Injection Pulse Performance	P10A7	Diagnostic to determine if injection pulse total compensation for cylinder 3 is less than the minimum fail limit. The injection pulse total compensation is the sum of the opening magnitude and closing time compensation. Opening Magnitude and closing time compensation are determined using the voltage feedback across the injector enable and command wires.	Total Injection Small Pulse compensation	< **P10A3 P10A5 P10A7 P10A9 P10AB P10AD P10AF P10B1 - Minimum Small Pulse Compensation Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below)	= True	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips
					FULR_b_FPV_MeasDiag _TFTKO	= True		
					Uncompensated Injection Pulse Width (Injection is commanded)	> 0		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 3 Injection Pulse Performance	P10A8	Diagnostic to determine if injection pulse total compensation for cylinder 3 is greater than the maximum fail limit. The injection pulse total compensation is the sum of the opening magnitude and closing time compensation. Opening Magnitude and closing time compensation are determined using the voltage feedback across the injector enable and command wires.	Total Injection Small Pulse compensation	> **P10A4 P10A6 P10A8 P10AA P10AC P10AE P10B0 P10B2 - Maximum Small Pulse Compensation Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) FULR_b_FPV_MeasDiag_TFTKO Uncompensated Injection Pulse Width (Injection is commanded)	= True = True > 0	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure Sensor A / C Correlation	P10BC	Detects a performance failure in the Barometric Pressure (BARO) sensor, such as when a BARO value is stuck in range. With this monitor, the BARO sensor is compared to a redundant sensor called BARO C. If the BARO sensor value is not similar to the BARO C sensor value, then the BARO Sensor A/C Correlation diagnostic will fail.	Difference between BARO A Sensor reading and BARO C Sensor reading	> 15.0 kPa	LIN Communications established with MAF		160 failures out of 200 samples 1 sample every 25 msec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Press Regulator Solenoid Control Circuit Short	P10E8	Controller specific output driver circuit diagnoses High Pressure pump Control Solenoid high sided driver for a short to low side 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.	 <= 1.1 or 15 Amps selectable thershold based on High pressure Pump.	Engine Speed Battery Voltage	>= 50 RPM >= 11 Volts Not in pump device control Enabled when a code clear is not active or not exiting device control	20 failures out of 40 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Status Message Counter Incorrect	P10F5	This DTC monitors for an error in communication with the EVAP Purge Pump Status Message Signals	Communication of the Alive Rolling Count or Protection Value of the EVAP Purge Pump Status Signal Message over LIN bus is incorrect for out of total samples	 >= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 2 Signal Message Counter Incorrect	P1100	This DTC monitors for an error in communication with the Fuel Pump Control Module (FTZM) Fuel Level Sensor 2 Signal Message Counter	Communication of the Fuel Level Sensor 2 Signal Message Counter from the Fuel Pump Control Module (FTZM) over CAN bus is incorrect for out of total samples	>= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Inlet Airflow System Performance (single turbo)	P1101	Detects a performance failure in the Manifold Pressure (MAP) sensor, Turbocharger Boost Pressure 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. This diagnostic is performed using the Intake Flow Rationality Diagnostic (IFRD). IFRD calculates modeled values of sensors from these four sensors. 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	See table **P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix** for combinations of model failures that can set this DTC. MAF model fails when ABS(Measured Flow – Modeled Air Flow) Filtered MAP1 model fails when ABS(Measured MAP – MAP Model 1) Filtered MAP2 model fails when ABS(Measured MAP – MAP Model 2) Filtered MAP3 model fails when ABS(Measured MAP – MAP Model 3) Filtered TIAP1 model fails when ABS(Measured TIAP – TIAP Model 1) Filtered TPS model fails when Filtered Throttle Model Error TIAP Correlation model fails when High Engine Air Flow is TRUE AND Measured TIAP -	> 15.0 grams/sec > 15.0 kPa > 25.0 kPa > 27.0 kPa > 30.0 kPa > 200 kPa*(g/s)	Engine Speed Engine Speed (Coolant Temp OR OBD Coolant Enable Criteria (Coolant Temp OR OBD Max Coolant Achieved Intake Air Temp Intake Air Temp Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 7,000 RPM >= -9 Deg C = TRUE) <= 130 Deg C = FALSE) >= -20 Deg C <= 125 Deg C >= 0.50 Modeled Air Flow Error multiplied by **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on RPM** and **P0101, P0106, P010B, P0121, P012B, P0236, P1101: MAF1 Residual Weight Factor based on MAF Est** MAP Model 1 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM**	Continuous Calculation are performed every 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		the system, but no single failed sensor can uniquely be identified. In this case, the Inlet Airflow System Performance diagnostic will fail.	measured MAP - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset** OR Low Engine Air Flow is TRUE AND Measured TIAP - measured Baro - offset as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset** TIAP Correlation is valid when High Engine Air Flow has been TRUE for a period of time OR Low Engine Air Flow has been TRUE for a period of time High Engine Air Flow is TRUE when Mass Air Flow	> 30.0 kPa > 30.0 kPa > 0.5 seconds > 0.5 seconds > a threshold in gm sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow**	No Active DTCs: No Pending DTCs:	MAP Model 2 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP2 Residual Weight Factor based on RPM** MAP Model 3 Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM** TIAP Model 1 Error multiplied by **P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM** Filtered Throttle Model Error multiplied by **P0101, P0106, P0121, P012B, P0236, P1101: TPS Residual Weight Factor based on RPM** MAP_SensorCircuitFA EGRValvePerformance_FA MAF_SensorCircuitFA CrankSensor_FA ECT_Sensor_FA IAT_SensorFA MnfdTempSensorFA TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			AND Manifold Pressure AND Filtered Mass Air Flow - Mass Air Flow Low Engine Air Flow is TRUE when Mass Air Flow AND Manifold Pressure AND Mass Air Flow - Filtered Mass Air Flow	> a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP** < 3.0 gm/sec < a threshold in gm sec as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow** < a threshold in kPa as a function of engine speed See table **P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP** < 5.0 gm/sec		MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor Not Plausible	P111E	This DTC detects either a biased high or low ECT (Engine Coolant temperature) sensor. This is done by comparing the ECT sensor output to two other temperature sensor outputs after a soak condition.	This sensor is compared to two other sensors for this diagnostic to function. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr1 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6		No Active DTC's Propulsion system Inactive timer error Sensor under diagnosis is not faulted Used comparison sensors are not currently faulted: - BiasChkCylHdClntSnsr - BiasChkBlockClntSnsr - BiasChkEngInClntSnsr - BiasChkEngOutClntSnsr - BiasChkHtrCrInClntSnsr - BiasChkHtrCrOutClnSnsr - BiasChkRadOutClntSnsr - BiasChkBypInClntSnsr - BiasChkEngMetalSnsr - BiasChkIntakeAirSnsr - BiasChkHumTmpSnsr - BiasChkManfldAirSnsr - BiasChkOutsideAirSnsr - BiasChkEngOilSnsr - BiasChk_EGR_UpStrmSnsr -	OAT_PtEstFiltFA PSAR_PropSysInactveCrs_FA = FALSE EECR_EngineOutlet_CktFA EECR_CylHeadCoolant_CktFA EECR_BlockCoolant_CktFA EECR_EngineInlet_CktFA EECR_EngineOutlet_CktFA EECR_HeaterCoreInlet_CktFA EECR_HeaterCoreOutlet_CktFA EECR_RadiatorOutlet_CktFA EECR_BypassInlet_CktFA EECR_CylHeadMetal1_CktFA IAT_SensorFA HumTempSnsrFA MnfdTempSensorFA OAT_AmbientSensorFA EngOilTempFA EGRTempSensorUPSS_FA	1 failure to set DTC 1 sec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			The comparison sensors, temperature thresholds, and aux heater effects can be looked up by finding the location associated with the physical (Temperature) sensor number. **Bypass Inlet:** CeEECR_e_PhysSnsr1 Comparison sensor 1: CeEECR_e_BiasChkBlockClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: **Engine Block:** CeEECR_e_PhysSnsr7 Comparison sensor 1: CeEECR_e_BiasChkBypInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkCylHdClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B:	 23.04 °C 10.15 °C 41.99 °C 8.80 °C	BiasChk_EGR_DwnStmSnsr - BiasChk_EGR_LowPrsSnsr - BiasChkFuelSnsr Comparison sensors ================= The following thresholds are based on the sensor under diagnosis **Bypass Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Engine Block:** Propulsion Off Soak Time Ambient Air Temperature **Engine Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Head Coolant:** Propulsion Off Soak Time Ambient Air Temperature **Heater Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Heater Outlet:** Propulsion Off Soak Time Ambient Air Temperature **Radiator Outlet:** Propulsion Off Soak Time Ambient Air Temperature	EGRTempSensorDNSS_FA LPE_TempSnsrFA HRTR_b_FuelSensor_FA_Bndl = Availible ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Engine Inlet: CeEECR_e_PhysSnsr2 Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr Comparison sensor 2: CeEECR_e_BiasChkOutsideAirSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: **Head Coolant:** CeEECR_e_PhysSnsr6 Comparison sensor 1: CeEECR_e_BiasChkManfldAirSnsr Comparison sensor 2: CeEECR_e_BiasChkBlockClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasBoth Threshold A: Threshold B: **Heater Inlet:** CeEECR_e_PhysSnsr4 Comparison sensor 1: CeEECR_e_BiasChkHtrCrOutClnSnsr Comparison sensor 2:	9.59 ºC 9.59 ºC 26.74 ºC 8.80 ºC	================= Comparison sensor 1 & 2 are not ================= Aux Heat Detection Aux heat detection can only be enabled the following are met: No Active DTCs At power-up a warm sensor and cool sensor are compared Warm sensor Cool sensor If the warm sensor is compared to the cool sensor Propulsion Off Soak Time Engine Off Soak Time Ambient Air Temperature There are 4 different types of aux heater detection for this	= CeEECR_e_BiasChkNoSelection Same set as listed above and EngineModeNotRunTimerError EngineModeNotRunTimer_FA VehicleSpeedSensor_FA CeAEHR_e_BlkHtrBlockClntSnsr CeAEHR_e_BlkHtrOutsideAirSnsr > 8.00 ºC > 0 seconds > 21,595 seconds > -20.00 ºC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			CeEECR_e_BiasChkRadOutClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: **Heater Outlet:** CeEECR_e_PhysSnsr5 Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr Comparison sensor 2: CeEECR_e_BiasChkHtrCrInClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: **Radiator Outlet:** CeEECR_e_PhysSnsr3 Comparison sensor 1: CeEECR_e_BiasChkEngInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect	31.27 °C 11.34 °C 11.82 °C 10.23 °C 9.91 °C	application: 2x2 signature Absolute Drop IAT Drop Temperature Derivative **2x2 Signature Criteria:** The warm sensors Sensor 1: Sensor 2: The cool sensors Sensor 1: Sensor 2: A block heater will be detected if the warm sensors are within AND The cool sensors are within AND The delta between the two groups (warm/cold) **Absolute Drop Criteria:** The is monitored for a drop. The drop will be monitored for once coolant flow is AND Flow time is between AND Engine runtime is	 Enabled Enabled Disabled Disabled CeAEHR_e_BlkHtrCylHdClntSnsr CeAEHR_e_BlkHtrFuelSnsr CeAEHR_e_BlkHtrEngInClntSnsr CeAEHR_e_BlkHtrRadOutClntSnsr 6.0 °C 5.0 °C > 6.3 °C CeAEHR_e_BlkHtrBlockClntSnsr > 89.00 L/min 5.0 - 60.0 seconds < 120.0 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Threshold A: Threshold B: A failure will be reported if any of the following conditions are met. Evaluated in order: 1) This sensor is above both comparison sensors 2) This sensor is below both comparison sensors 3) This sensor is above both comparison sensors and an aux heat source has not been detected to cause this skew 4) This sensor is below both comparison sensors and an aux heat source has not been detected to cause this skew	9.91 ºC >A ºC >A ºC >B ºC >B ºC	A block heater is detected if a drop is **IAT Drop Criteria:** A block heater will be detected if: IAT has a drop of during a drive defined by: Drive time Vehicle speed Addtional drive time is provided when vehicle speed drops below above threshold as follows This detection method will abort if the engine is off OR Engine runtime **Temperature Derivative Criteria:** Derivative will be monitored using Derivative will be monitored once coolant flow is AND Flow time is between AND Engine runtime is Derivative count will	> 1.1 ºC ≥ 5.0 ºC ≥ 400.0 seconds ≥ 24.0 kph 0.5 times the seconds with vehicle speed below the threshold above > 180.0 seconds > 1,800 seconds CeAEHR_e_BlkHtrBlockClntSnsr > -1.00 L/min 5.0 - 15.0 seconds < 75.0 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					increment if derivative is If counts are a block heater is detected =================	< -0.10 ºC/sec ≥ 4 counts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT SIDI High Pressure Rail Temperature Sensor Performance	P111F	This DTC Diagnoses Fuel Temperature sensors rationality by comparing Primary sensor (T1) vs. Secondary sensor (T2)	Fuel Temperature Error (Absolute delta between sensor1 and sensor2)	> 13.00 degC	Fuel Temperature Rationality Diagnostic Enabled	True	100.00 failures out of 125.00 samples 100 ms per Sample Continuous	Type B, 2 Trips
						Enabled when a code clear is not active or not exiting device control		
						Temperature sensors 1 out of range Low or High Fault Active (P0182, P0182)		
					No Fault Active on	Temperature sensors 2 out of range Low or High (P0187, P0188)		
						SENT Communication Fault Active (U0625, U101B, U0670, U0671)		
						SENT Intenal Error Fault Active (P126E, P126F)		
						Fuel Temperature Sensor SENT Message Error Fault Active (P128C, P128D)		
					No Fault Pending on	SENT Communication Fault Pending (U0625, U101B, U0670, U0671)		
						Fuel Temperature Sensor SENT Message Error Fault Pending (P128C, P128D)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Radiator Coolant Temperature Sensor Not Plausible	P112F	This DTC detects either a biased high or low RCT (Radiator Coolant Temperature) sensor. This is done by comparing the RCT sensor output to two other temperature sensor outputs after a soak condition.	This sensor is compared to two other sensors for this diagnostic to function. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: RadiatorCoolantTempSnsr Temperature Sensor 1: CeEECR_e_EngCoolantTempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolantTempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolantTempSnsr Temperature Sensor 4: CeEECR_e_EngCoolantTempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolantTempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolantTempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolantTempSnsr6 The comparison sensors, temperature thresholds, and aux heater effects can be looked up by finding the location		No Active DTC's Propulsion system Inactive timer error Sensor under diagnosis is not faulted Used comparison sensors are not currently faulted: - BiasChkCylHdClntSnsr - BiasChkBlockClntSnsr - BiasChkEngInClntSnsr - BiasChkEngOutClntSnsr - BiasChkHtrCrInClntSnsr - BiasChkHtrCrOutClnSnsr - BiasChkRadOutClntSnsr - BiasChkBypInClntSnsr - BiasChkEngMetalSnsr - BiasChkIntakeAirSnsr - BiasChkHumTmpSnsr - BiasChkManfldAirSnsr - BiasChkOutsideAirSnsr - BiasChkEngOilSnsr - BiasChk_EGR_UpStrmSnsr - BiasChk_EGR_DwnStmSnsr -	OAT_PtEstFiltFA PSAR_PropSysInactveCrs_FA = FALSE EECR_RadiatorOutlet_CktFA EECR_CylHeadCoolant_CktFA EECR_BlockCoolant_CktFA EECR_EngineInlet_CktFA EECR_EngineOutlet_CktFA EECR_HeaterCoreInlet_CktFA EECR_HeaterCoreOutlet_CktFA EECR_RadiatorOutlet_CktFA EECR_BypassInlet_CktFA EECR_CylHeadMetal1_CktFA IAT_SensorFA HumTempSnsrFA MnfdTempSensorFA OAT_AmbientSensorFA EngOilTempFA EGRTempSensorUPSS_FA EGRTempSensorDNSS_FA	1 failure to set DTC 1 sec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			associated with the physical (Temperature) sensor number. Bypass Inlet: CeEECR_e_PhysSnsr1 Comparison sensor 1: CeEECR_e_BiasChkBlockClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: Engine Block: CeEECR_e_PhysSnsr7 Comparison sensor 1: CeEECR_e_BiasChkBypInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkCylHdClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: Engine Inlet: CeEECR_e_PhysSnsr2 Comparison sensor 1:	23.04 °C 10.15 °C 41.99 °C 8.80 °C	BiasChk_EGR_LowPrsSnsr - BiasChkFuelSnsr Comparison sensors ================== The following thresholds are based on the sensor under diagnosis **Bypass Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Engine Block:** Propulsion Off Soak Time Ambient Air Temperature **Engine Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Head Coolant:** Propulsion Off Soak Time Ambient Air Temperature **Heater Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Heater Outlet:** Propulsion Off Soak Time Ambient Air Temperature **Radiator Outlet:** Propulsion Off Soak Time Ambient Air Temperature =================	LPE_TempSnsrFA HRTR_b_FuelSensor_FA_Bndl = Availible ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C ≥ 21,600 seconds ≥ -20.0 °C		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			CeEECR_e_BiasChkRadOutClntSnsr Comparison sensor 2: CeEECR_e_BiasChkOutsideAirSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: Head Coolant: CeEECR_e_PhysSnsr6 Comparison sensor 1: CeEECR_e_BiasChkManfldAirSnsr Comparison sensor 2: CeEECR_e_BiasChkBlockClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasBoth Threshold A: Threshold B: Heater Inlet: CeEECR_e_PhysSnsr4 Comparison sensor 1: CeEECR_e_BiasChkHtrCrOutClnSnsr Comparison sensor 2: CeEECR_e_BiasChkRadOutClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect	9.59 ºC 9.59 ºC 26.74 ºC 8.80 ºC	Comparison sensor 1 & 2 are not ================= Aux Heat Detection Aux heat detection can only be enabled the following are met: No Active DTCs At power-up a warm sensor and cool sensor are compared Warm sensor Cool sensor If the warm sensor is compared to the cool sensor Propulsion Off Soak Time Engine Off Soak Time Ambient Air Temperature There are 4 different types of aux heater detection for this application: 2x2 signature	= CeEECR_e_BiasChkNoSelection Same set as listed above and EngineModeNotRunTimerError EngineModeNotRunTimer_FA VehicleSpeedSensor_FA CeAEHR_e_BlkHtrBlockClntSnsr CeAEHR_e_BlkHtrOutsideAirSnsr > 8.00 ºC > 0 seconds > 21,595 seconds > -20.00 ºC Enabled		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Block Heater: CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: Heater Outlet: CeEECR_e_PhysSnsr5 Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr Comparison sensor 2: CeEECR_e_BiasChkHtrCrInClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: Radiator Outlet: CeEECR_e_PhysSnsr3 Comparison sensor 1: CeEECR_e_BiasChkEngInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: A failure will be reported if any of the following	31.27 ºC 11.34 ºC 11.82 ºC 10.23 ºC 9.91 ºC 9.91 ºC	Absolute Drop IAT Drop Temperature Derivative **2x2 Signature Criteria:** The warm sensors Sensor 1: Sensor 2: The cool sensors Sensor 1: Sensor 2: A block heater will be detected if the warm sensors are within AND The cool sensors are within AND The delta between the two groups (warm/cold) **Absolute Drop Criteria:** The is monitored for a drop. The drop will be monitored for once coolant flow is AND Flow time is between AND Engine runtime is	Enabled Disabled Disabled CeAEHR_e_BlkHtrCylHdClntSnsr CeAEHR_e_BlkHtrFuelSnsr CeAEHR_e_BlkHtrEngInClntSnsr CeAEHR_e_BlkHtrRadOutClntSnsr 6.0 ºC 5.0 ºC > 6.3 ºC CeAEHR_e_BlkHtrBlockClntSnsr > 89.00 L/min 5.0 - 60.0 seconds < 120.0 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			conditions are met. Evaluated in order:	>A ºC	A block heater is detected if a drop is	> 1.1 ºC		
			1) This sensor is above both comparison sensors		**IAT Drop Criteria:**			
				>A ºC	A block heater will be detected if:			
			2) This sensor is below both comparison sensors		IAT has a drop of	≥ 5.0 ºC		
				>B ºC	during a drive defined by:			
			3) This sensor is above both comparison sensors and an aux heat source has not been detected to cause this skew		Drive time	≥ 400.0 seconds		
					Vehicle speed	≥ 24.0 kph		
				>B ºC	Addtional drive time is provided when vehicle speed drops below above threshold as follows	0.5 times the seconds with vehicle speed below the threshold above		
			4) This sensor is below both comparison sensors and an aux heat source has not been detected to cause this skew		This detection method will abort if the engine is off	> 180.0 seconds		
					OR			
					Engine runtime	> 1,800 seconds		
					Temperature Derivative Criteria:			
					Derivative will be monitored using	CeAEHR_e_BlkHtrBlockClntSnsr		
					Derivative will be monitored once coolant flow is	> -1.00 L/min		
					AND			
					Flow time is between	5.0 - 15.0 seconds		
					AND			
					Engine runtime is	< 75.0 seconds		
					Derivative count will increment if derivative is	< -0.10 ºC/sec		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If counts are a block heater is detected =================	≥ 4 counts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module 5V Reference 1 Circuit	P1176	This DTC monitors for an error in the Fuel Pump Driver Control Module 5V Reference 1 Circuit	Raw Fuel Pump Driver Control Module 5V Reference 1 is or Raw Fuel Pump Driver Control Module 5V Reference 1 is or Absolute difference of the filtered Fuel Pump Driver Control Module 5V Reference 1 and Raw Fuel Pump Driver Control Module 5V Reference 1 is For a non-continuous failure of out of For a continuous failure of	> 92.25 Percent < 87.75 Percent > 0.90 Percent 40.00 counts 80.00 counts 0.20 seconds	Diagnostic is enabled Run/Crank Ignition Voltage U0076 PT Sensor Bus Relay Communication with the Fuel Tank Zone Module is not lost	1.00 (1 indicates enabled) >= 11.00 Volts Is not active Commanded on (if present)	Executes in 12.5ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module 5V Reference 2 Circuit	P1177	This DTC monitors for an error in the Fuel Pump Driver Control Module 5V Reference 2 Circuit	Raw Fuel Pump Driver Control Module 5V Reference 2 is or Raw Fuel Pump Driver Control Module 5V Reference 2 is or Absolute difference of the filtered Fuel Pump Driver Control Module 5V Reference 2 and Raw Fuel Pump Driver Control Module 5V Reference 2 is For a non-continuous failure of out of For a continuous failure of	> 92.25 Percent < 87.75 Percent > 0.90 Percent 40.00 counts 80.00 counts 0.20 seconds	Diagnostic is enabled Run/Crank Ignition Voltage U0076 PT Sensor Bus Relay Communication with the Fuel Tank Zone Module is not lost	1.00 (1 indicates enabled) >= 11.00 Volts Is not active Commanded on (if present)	Executes in 12.5ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module Fuel Level Sensor 1 Internal Supply Circuit	P1178	This DTC monitors for an error in the Fuel Pump Driver Control Module Fuel Level Sensor 1 Internal Supply Circuit	Raw Fuel Pump Driver Control Module Fuel Level Sensor 1 Internal Supply Circuit is or Raw Fuel Pump Driver Control Module Fuel Level Sensor 1 Internal Supply Circuit is or Absolute difference of the filtered Fuel Pump Driver Control Module Fuel Level Sensor 1 Internal Supply Circuit and Raw Fuel Pump Driver Control Module Fuel Level Sensor 1 Internal Supply Circuit is For a non-continuous failure of out of For a continuous failure of	> 92.25 Percent < 87.75 Percent > 0.90 Percent 40.00 counts 80.00 counts 0.20 seconds	Diagnostic is enabled Run/Crank Ignition Voltage U0076 PT Sensor Bus Relay Communication with the Fuel Tank Zone Module is not lost	1.00 (1 indicates enabled) >= 11.00 Volts Is not active Commanded on (if present)	Executes in 50.0ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module Fuel Level Sensor 2 Internal Supply Circuit	P1179	This DTC monitors for an error in the Fuel Pump Driver Control Module Fuel Level Sensor 2 Internal Supply Circuit	Raw Fuel Pump Driver Control Module Fuel Level Sensor 2 Internal Supply Circuit is or Raw Fuel Pump Driver Control Module Fuel Level Sensor 2 Internal Supply Circuit is or Absolute difference of the filtered Fuel Pump Driver Control Module Fuel Level Sensor 2 Internal Supply Circuit and Raw Fuel Pump Driver Control Module Fuel Level Sensor 2 Internal Supply Circuit is For a non-continuous failure of out of For a continuous failure of	> 92.25 Percent < 87.75 Percent > 0.90 Percent 40.00 counts 80.00 counts 0.20 seconds	Diagnostic is enabled Run/Crank Ignition Voltage U0076 PT Sensor Bus Relay Communication with the Fuel Tank Zone Module is not lost	1.00 (1 indicates enabled) >= 11.00 Volts Is not active Commanded on	Executes in 50.0ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Bypass Valve D Control Signal Message Counter Incorrect	P117A	This DTC monitors for an error in communication with the Engine Coolant Bypass Valve D Control Signals	Communication of the Alive Rolling Count or Protection Value of the Engine Coolant Bypass Valve D Control Signal Message over LIN bus is incorrect for out of total samples	 >= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Block Coolant Valve Position Sensor Circuit Low Voltage	P118A	This diagnostic continuously detects if the Block Rotary Valve Position Feedback signal is too low and out of the expected operating range, defined by any position below the lower mechanical end-stop. If the enable criteria are met and the raw position feedback is below the out of range low position fail threshold, the fail counter will increment. If the calibrated fail count threshold is met before the calibrated sample count, the diagnostic will report a Fail, and if not it will report a Pass. The diagnostic will continue to report as long as the enablement criteria are met. This diagnostic will suspend when a matured fault is detected while the valve is performing the integrity check and will re-enable when the valve performs the integrity check again at the end of the next drive cycle.	Coolant Valve Position Feedback	< -7.00 °	12V System Voltage VECR_BRV_PstnFdbk_Av, VECR_BRV_PstnFdbk_Fol PowertrainRelayStateOn_FA, Powertrain Relay Feedback Circuit DTCs P0689, P0690 Powertrain Relay Commanded On Diagnostic Position Override Enable	>= 11.00 V (hystersis disable < 10.00 V) = No Fault Pending = No Fault Active = True = False	4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Block Coolant Valve Position Sensor Circuit High Voltage	P11C9	This diagnostic continuously detects if the Block Rotary Valve Position Feedback signal is too high and out of the expected operating range, defined by any position above the upper mechanical endstop. If the enable criteria are met and the raw position feedback is greater than the out of range high fail threshold, the fail counter will increment. If the calibrated fail count threshold is met before the calibrated sample count, the diagnostic will report a Fail, and if not it will report a Pass. The diagnostic will continue to report as long as the enablement criteria are met. This diagnostic will suspend when a matured fault is detected while the valve is performing the integrity check and will re-enable when the valve performs the integrity check again at the end of the next drive cycle.	Coolant Valve Position Feedback	> 117.00 °	12V System Voltage VECR_BRV_PstnFdbk_Av, VECR_BRV_PstnFdbk_FoI PowertrainRelayStateOn_FA, Powertrain Relay Feedback Circuit DTCs P0689, P0690 Powertrain Relay Commanded On Diagnostic Position Override Enable	>= 11.00 V (hystersis disable < 10.00 V) = No Fault Pending = No Fault Active = True = False	4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Command Signal Message Counter Incorrect	P11FF	This DTC monitors for an error in communication with the Fuel Pump Command Signals	Communication of the Alive Rolling Count or Protection Value from the Fuel Control System over CAN bus is incorrect for out of total samples	 >= 15 counts >= 16 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage And Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 1 Signal Message Counter Incorrect	P1200	This DTC monitors for an error in communication with the Fuel Pump Control Module (FTZM) Fuel Level Sensor 1 Signal Message Counter	Communication of the Fuel Level Sensor 1 Signal Message Counter from the Fuel Pump Control Module (FTZM) over CAN bus is incorrect for out of total samples	>= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 10ms loop.	Type B, 2 Trips

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 high side circuit	P1248	Controller specific output driver circuit diagnoses injector 1 high sided driver for a short to low sided driver failure when the output is powered on by comparing a voltage measurement to controller specific voltage threshold	Voltage measurement outside of controller specific acceptable range during driver on state indicates high sided driver for a short to low sided driver failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for high sided driver for a short to low sided driver failure.	25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

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 high side circuit	P1249	Controller specific output driver circuit diagnoses injector 2 high sided driver for a short to low sided driver failure when the output is powered on by comparing a voltage measurement to controller specific voltage threshold	Voltage measurement outside of controller specific acceptable range during driver on state indicates high sided driver for a short to low sided driver failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for high sided driver for a short to low sided driver failure.	25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

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 high side circuit	P124A	Controller specific output driver circuit diagnoses injector 3 high sided driver for a short to low sided driver failure when the output is powered on by comparing a voltage measurement to controller specific voltage threshold	Voltage measurement outside of controller specific acceptable range during driver on state indicates high sided driver for a short to low sided driver failure. Controller specific output driver circuit voltage thresholds are set to meet the following controller specification for high sided driver for a short to low sided driver failure.	25 amp >= through low side driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Over Temperature	P1255	To detect if an internal fuel pump driver over-temperature condition exists under normal operating conditions. The FTZM ERFS control may adjust the PWM slew rate or frequency as a self-protection method, but may not reduce pump rotational speed or impact pumping performance in any way due to an over-temperature condition.	Fuel Pump Driver Temperature	T > 160 degC	a) Diagnostic enabled [KeFABR_b_OvertempDiagEnbl] b) Sensor Bus Relay On c) CAN Sensor Bus message $3EC_Available d) Sensor Bus Message $3EC Temp Signal Message Counter Incorrect [CFMR_b_FTZM_Info7_ARC_ChkErr]	a) == TRUE b) == TRUE c) == TRUE d) <> TRUE	5.00 failures / 10.00 samples 1 sample / 100 millisec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 1 Internal Fault - Error Code	P126E	This DTC Diagnoses the SENT Fuel Temperature Sensor 1 internal failure	Fuel Temperature Sensor 1 SENT digital read value	>= 4,089.00			50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips
					No Fault Active on	Enabled when a code clear is not active or not exiting device control SENT Communication Fault Active (U0625, U101B, U0670, U0671) Fuel Temperature Sensor SENT Message Error Fault Active (P128C)		
					No Fault Pending on	Fuel Temperature Sensor SENT Message Error Fault Pending (P128C)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Temperature Sensor 2 Internal Fault - Error Code	P126F	This DTC Diagnoses the SENT Fuel Temperature Sensor 2 internal failure	Fuel Temperature Sensor 2 SENT digital read value	>= 4,089.00	No Fault Active on	Enabled when a code clear is not active or not exiting device control SENT Communication Fault Active (U0625, U101B, U0670, U0671) Fuel Temperature Sensor SENT Message Error Fault Active (P128D)	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips
					No Fault Pending on	Fuel Temperature Sensor SENT Message Error Fault Pending (P128D)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail High Pressure Sensor 2 Out of Range	P127C	This DTC diagnose SENT high pressure sensor 2 that is too low out of range. If the sensor digital value (represnting the refernce voltage) is below the lower digital threshold, the low fail counter then increments. If the low fail counter reaches its threshold then a fail is reported. A pass is reported for this DTC if the low sample counter reaches its threshold.	High Pressure Rail Sensor 2 SENT digital read value	=< 66			Time Based: 400 Failuer out of 500 Samples 6.25 ms per Sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure Sensor 1 Internal Performance	P128A	This DTC determines if there is internal error within the SENT pressure sensor 1 (i.e. Broken wire bond internal to the SENT Sensor). Once the internal error is detected a fixed faulted digital values is communicated to the ECU.	Digital pressure sesnor 1 value	>= 4,089		Enabled when a code clear is not active or not exiting device control	400 failures out of 500 samples	Type A, 1 Trips
					SENT Fuel Rail Pressure Sensor Internal Performance Enable	True	6.25 ms per Sample Continuous	
					No Fault Pending	U0625 P16E5 P128F		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure Sensor 2 Internal Performance	P128B	This DTC determines if there is internal error within the SENT pressure sensor 2 (i.e. Broken wire bond internal to the SENT Sensor). Once the internal error is detected a fixed faulted digital values is communicated to the ECU.	Digital pressure sesnor 2 value	>= 4,089		Enabled when a code clear is not active or not exiting device control	400 failures out of 500 samples	Type A, 1 Trips
					SENT Fuel Rail Pressure Sensor Internal Performance Enable	True	6.25 ms per Sample Continuous	
					No Fault Pending	U0625 P16E5 P128F		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure &Temperature Sensor Temperature 1 Message Incorrect	P128C	This DTC diagnoses the the communication errors on the temperature 1 serial data channel	Serial Message 1 Age	>= 0.04 ms	SENT signal Serial waveform diagnostics enable SENT power up delay No Fault Active	True >= 0.00 seconds U0625 P16E5	120 failures out of 150 samples 6.25 ms per sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure & Temperature Sensor Temperature 2 Message Incorrect	P128D	This DTC diagnoses the the communication errors on the temperature 2 serial data channel	Serial Message 2 Age	>= 0.04 ms	SENT signal Serial waveform diagnostics enable SENT power up delay No Fault Active	True >= 0.00 seconds U0625 P16E5	120 failures out of 150 samples 6.25 ms per sample Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SENT Fuel Rail Pressure & Temperature Sensor Pressure Message Incorrect	P128F	This DTC determines if there is any SENT signal waveform for discrepancies (i.e. too many pulse, too few pulse, clock shift). The SENT HWIO Determines message waveform fault (i.e.too many pulse, too few pulse, clock shift) and if the message age is too long.	SENT HWIO Determines message fault (i.e.too many pulse, too few pulse, clock shift) Message Age	= true > 1.81 ms	SENT signal Serial waveform diagnostics enable SENT power up delay No Fault Active on	True >= 0.00 seconds Enabled when a code clear is not active or not exiting device control U0625 P16E5	400 failures out of 500 samples 6.25 ms per sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module System Voltage Low (Only on applications that use an FTZM)	P129B	Detects low voltage of the fuel pump driver control module. This diagnostic reports the DTC when the fuel pump driver control module voltage drops below a calibrated value.	Fuel Pump Driver Control Module System Voltage Low	Fuel Tank Zone Module (FTZM) Battery Voltage <= 9.00	Fuel Tank Zone Module (FTZM) is present on vehicle Fuel Pump Driver Control Module System Voltage Low diagnostic is enabled Fuel Tank Zone Module (FTZM) serial messages are available Starter motor not engaged Sensor Bus relay is commanded ON	 = 1	400 failures out of 500 samples 12.5 ms / sample	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module System Voltage High (Only on applications that use an FTZM)	P129C	Detects high voltage of the fuel pump driver control module. This diagnostic reports the DTC when the fuel pump driver control module voltage exceeds a calibrated value.	Fuel Pump Driver Control Module System Voltage High	Fuel Tank Zone Module (FTZM) Battery Voltage >= 18.00	Fuel Tank Zone Module (FTZM) is present on vehicle Fuel Pump Driver Control Module System Voltage Low diagnostic is enabled Fuel Tank Zone Module (FTZM) serial messages are available Sensor Bus relay is commanded ON	= 1	400 failures out of 500 samples 12.5 ms / sample	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module Fuel Pump Speed Signal Incorrect	P129F	FTZM ERFS control samples back-Electromotive Force [EMF] for zero voltage-level crossings as a detection method to enable closed loop control brushless commutation. Back EMF is an electrical characteristic of the inactive phase of the 3-phase signal wherein only 2 phases are active at any moment. Brushless pump speed is inferred using rate of zero-crossings detection and number of motor pole-pairs. Speed is reported to the ECM as serial data every 10 millisecs. Diagnostic software [FABR ring] calculates the error between the commanded, arbitrated fuel pump speed [FCBR ring] and the FTZM sensed fuel pump speed. The error is filtered and evaluated against calibratable threshold limits to determine pass/fail status. Any failure that exists on the fuel pump output circuit (3 phases) will be manifested in a Fuel Pump Speed	Sensed Filtered Fuel Pump Speed Error	> Speed Error Low Threshold [Supporting Table] **P129F Threshold Low** OR < Speed Error High Threshold [Supporting Table] **P129F Threshold High**	a) Diagnostic Enabled FABR Speed Rationality Diagnostic b) CAN Sensor Bus message $0CB_Available c) FABR Fuel Control Enable Fault Active d) Fuel Pmp Speed Command Alive Rolling Count and Checksum Error [CAN Bus B $0CE] [CFMR_b_FTZM_Cmd1_ARC_ChkErr] e) FABR Fuel Pump Ckt FA f) FABR Driver OverTemp FA g) Run_Crank input Voltage h) Sensor Bus Relay On j) CAN Sensor Bus message $0CB Data Fault [CFMR_b_FTZM_Info8_ARC_ChkErr] k) CAN Sensor Bus message $0CB Comm Fault [CFMR_b_FTZM_Info8_UcodeCmFA] l) Fuel Pmp Spd Command ARC and Checksum Comm Fault Code [CFMR_b_FTZM_Cmd1_UcodeCmFA] m) Timer - FABR Rising Edge Diagnostic Delay n) Timer - FABR Falling Edge Diagn Delay	a) == TRUE b) == TRUE c) <> TRUE d) <> TRUE e) <> TRUE f) <> TRUE g) > 9.00 volts h) == TRUE j) <> TRUE k) <> TRUE l) <> TRUE m) > 2.30 seconds n) > 0.90 seconds	1 sample / 12.5 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		Rationality Diagnostic fault. Reported fuel pump speed data will only be consumed in this same diagnostic.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Driver Control Module Enable Circuit Performance	P12A6	The purpose of the Fuel Pump Driver Control Module Enable Circuit Performance diagnostic is to detect if the state of the fuel control enable circuit is valid. This is done by comparing the fuel control enable circuit state [high or low] sensed by the Fuel Tank Zone Module device to the commanded state of the fuel control enable signal from the ECM [in serial data]. When the sensed state does not match the commanded state, the fail counter increments.	Sensed Fuel Control Enable circuit state [Fuel Tank Zone Module device]	<> Fuel Control Enable Active command [serial data]	a) Diagnostic enabled [KeFABR_b_FuelCntrlEnblDiagEnbl] b) Sensor Bus message $0CC Fuel Pump Command Message Signal Counter Incorrect [CFMR_b_FTZM_Info2_ARC_ChkErr] c) CAN Sensor Bus message $0CC_Available d) Sensor Bus Relay On e) Timer [FABR_t_RunCrankActive]	a) == TRUE b) <> TRUE c) == TRUE d) == TRUE e) >= 0.51 seconds	40.00 failures / 80.00 samples 1 sample / 12.5 millisec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump Control Module (Fuel Tank Zone Module) Control Signal Message Counter Incorrect	P12A8	This DTC monitors for an error in communication with the Fuel Pump Control Module (FTZM) Control Signal Message	Communication of the Alive Rolling Count or Protection Value from the Fuel Pump Control Module (FTZM) over CAN bus is incorrect for out of total samples	>= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Ignition Run/ Start Voltage Signal Message Counter Incorrect	P130F	This DTC monitors for an error in the Ignition Run/Start Voltage Signal Message Counter	Communication of the Alive Rolling Count or Protection Value from the Fuel Pump Control Module (FTZM) over CAN bus is incorrect for out of total samples	 >= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module Torque Solver Performance	P134C	The performance of internal control module torque solver is monitored by the iteration number required to complete the computation as well as comparison of the values determined by the solver against constraints. The torque solver performance is monitored only if the torque control is enabled.	Reported iteration number exceeds threshold. Internal control module torque solver requires a certain number of iterations to complete the computation. During normal operation, this number should be smaller than a pre-defined threshold. Two cases are considered as failure: 1) the computation is not completed when the iteration number exceeds the threshold. The reported iteration number is set equal to 1+ maximum number of iterations allowed for the torque solver. 2) the computation is not completed before overrunning the control loop. In this case, the reported iteration number is set equal to the sum of the current iteration number and maximum number of iterations allowed for the torque solver.	> refer to **Maximum number of iterations allowed for torque solver** in supporting tables	Diagnostic enabled and Control module resource monitor enabled	= Enabled = Enabled	5.00 failures out of 8.00 samples 25 ms / sample	Type B, 2 Trips
			Reported solution exceeds lower/upper bounds by more than allowed value.	Solution minus lower bound < - 10.00 or	Diagnostic enabled	= Enabled	5.00 failures out of 8.00 samples 25ms / sample	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			If not in Case 1 or Case 3, the solution determined by internal control module torque solver should remain higher or equal to pre-determined lower bound and lower or equal to pre-determined upper bound. Due to the nature of floating point computation in ECM (engine control module), the solution is allowed to exceed its lower/upper bounds by a value determined by the threshold. Exceeding lower/upper bounds by more than allowed value is considered as failure.	Solution plus upper bound > 10.00 .				
			Reported iteration number is negative. The normal range of iteration number that allows the internal control module torque solver to find a solution is between 0 and maximum number of iterations allowed. The reported iteration number becomes negative in the following two cases which are both considered as failure: 1) the torque solver	Reported iteration number < 0.	Diagnostic enabled	= Enabled	1 failure	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			cannot further proceed before finding a solution AND before the iteration number reaches maximum allowed value. In this case, the reported iteration number is set equal to the negative of the current iteration number. 2) the torque solver returns a solution and is not in Case1, but the solution is not accurate due to error accumulation of floating point computation. In this case, the reported iteration number is set equal to the negative of the current iteration number minus the maximum allowed iteration number minus 1.					

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan 1 Status Signals Message Counter Incorrect	P135C	This DTC monitors for an error in communication with the Cooling Fan 1 Status Signals	Communication of the Alive Rolling Count or Protection Value of the Cooling Fan 1 Status Signals Message over LIN bus is incorrect for out of total samples	 >= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Block Coolant Valve Stop Performance	P1387	This is an intrusive diagnostic that runs at the end of every drive cycle for detecting the valve hardware integrity. The valve is commanded to both the lower range and upper range boundary. If the valve hardware is not broken, the valve shall return feedback at the endstop positions. Otherwise, the feedback will return out of range feedback. A diagnostic determination is reported at the completion of the procedures. If both endstops return pass, then a PASS is reported, If any of the endstops returns a fail, then a FAIL is reported.	**Lower Endstop:** Coolant Valve Position Feedback **Upper Endstop:** Coolant Valve Position Feedback	<= -7.00 ° >= 117.00 °	12V System Voltage No pending DTCs No Active DTCs Powertrain Relay Commanded On Engine Block Coolant Temperature is Used on this application Run Crank Active Coolant System Mode	>= 11.00 V (hystersis disable < 10.00 V) VECR_BRV_PstnFdbk_Av VECR_BRV_PstnFdbk_Fol PowertrainRelayStateOn_FA Powertrain Relay Feedback Circuit DTCs P0689, P0690 = True >= -40.00 °C (hystersis disable <= -41.00 °C) = False = Coolant System Initialization	Both endstop tests occur in series and both must complete before a decision is made. **Lower Endstop:** 4 seconds out of a 5 seconds window **Upper Endstop:** 4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Pressure High Control Circuit Low	P13B1	Controller specific output driver circuit diagnoses the oil pump high-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.	Short to Ground Circuit ≤ 0.5 Ω impedance between output and controller ground	Powertrain Relay Voltage Run/Crank Active Cranking State	≥ 11.00 = True = False	>= 40 errors out of 50 samples. Performed every 100 msec	Type A, 1 Trips Note: In certain controllers P06DA may also set (Oil Pump Control Circuit Open)

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cold Start Emissions Reduction System Fault	P1400	Model based test computes power from exhaust flow and thermal energy resulting from elevated idle speed and retarded spark advance. Detects if the cold start emission reduction system has failed resulting in the delivered power being out of range.	Average desired accumulated exhaust power - Average actual accumulated exhaust power (too much energy delivered to catalyst) Average desired accumulated exhaust power - Average actual accumulated exhaust power (too little energy delivered to catalyst) (EWMA filtered) Average Power = output of **P1400_EngineSpeedResidual_Table** * output of **P1400_SparkResidual_Table** NOTE: Desired accumulated power would use the desired catalyst light off spark and desired engine speed and the actual accumuated power would use the final commanded spark and actual engine speed. Refer to the Supporting Tables for details	< -32.00 KJ/s (high RPM failure mode) > 5.75 KJ/s (low RPM failure mode)	Cold Start Emission Reduction Strategy Diagnostic is Enabled To enable the diagnostic, the Cold Start Emission Reduction Strategy must be Active per the following: Catalyst Temperature AND Engine Coolant AND Engine Coolant AND Barometric Pressure The Cold Start Emission Reduction strategy must not be exiting. The strategy will exit per the following: Catalyst Temperature AND Engine Run Time OR Engine Run Time OR	 < 400.00 degC > -12.00 degC <= 66.00 degC >= 72.00 KPa >= 900.00 degC >= 24.00 seconds > **P050D_P1400_CatalystLightOffExtendedEngineRunTimeExit** This Extended Engine run time exit is a function of percent ethanol and Catmons NormRatioEWMA. Refer to "Supporting Tables" for	Runs once per trip when the cold start emission reduction strategy is active Frequency: 100ms Loop Test completes after 10 seconds of accumulated qualified data.	EWMA Based - Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						details.		
					Barometric Pressure	< 72.00 KPa		
					Other Enable Criteria:			
					OBD Manufacturer Enable Counter	0		
					Vehicle Speed	< 1.86 MPH		
					Allow diagnostic to calculate residual in an off-idle state. If the value of the OffIdleEnable is equal to 1 then the "DriverOffAccelPedal" will not be checked. However, if the value of OffIdleEnable is 0 then driver must be off the accel pedal	0 (A value of 1 allows diagnostic to run and calculate the residual while off idle. A value of 0 requires calculation of the residual at idle)		
					A change in throttle position (tip-in/tip-out) will initiate a delay in the calculation of the average qualified residual value. Therefore when the:			
					Pedal Close Delay Timer	> 5.00 seconds		
					the diagnostic will continue the calculation.			

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

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor A Reference Feedback Range/ Performance [For use on vehicles with FTZM]	P1434	This DTC will detect a fault in Primary fuel tank level sensor 5V reference by comparing DEC ECU commanded signal period and pulse width values against measured period and pulse width reported by the smart device	Reference Voltage 0 Period Error Maximum [Measured Ref V Period - Commanded Ref V Period]	> 25.00 millisec	a] CAN serial data available [$2D7] b] Calibration - Reference Voltage Command Source c] Timer - Reference Voltage Pulse Width Available Synchronization d] Timer - Reference Voltage Period Available Delay e] Diagnostic System Disabled f] FTZM Serial Data Info4 Rolling Counter Check Error g] Reference Voltage Performance 0 Diagnostic Enabled	a] == True b] == ECM c] > 1.25 sec d] > 0.75 sec e] <> True f] <> True g] == TRUE	250 ms / sample	Type B, 2 Trips
			Reference Voltage 0 Pulse Width Error Maximum [Measured Ref V PW - Commanded Ref V PW]	> 1.50 millisec	a] CAN serial data available [$2D7] b] Calibration - Reference Voltage Command Source c] Timer - Reference Voltage Pulse Width Available Synchronization d] Timer - Reference Voltage Period Available Delay e] Diagnostic System Disabled	a] == True b] == ECM c] > 1.25 sec d] > 0.75 sec e] <> True	250 ms / sample 16 Failures / 20 Samples	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					f] FTZM Serial Data Info4 Rolling Counter Check Error g] Reference Voltage Performance 0 Diagnostic Enabled	f] <> True g] == TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor B Reference Feedback Range/ Performance [For use on vehicles with FTZM and Secondary Fuel Tank]	P143E	This DTC will detect a fault in Secondary fuel tank level sensor 5V reference by comparing DEC ECU commanded signal period and pulse width values against measured period and pulse width reported by the smart device	Reference Voltage 1 Period Error Maximum [Measured Ref V Period - Commanded Ref V Period]	> 25.00 millisec	a] CAN serial data available [$2D7] b] Calibration - Reference Voltage Command Source c] Timer - Reference Voltage Pulse Width Available Synchronization d] Timer - Reference Voltage Period Available Delay e] Diagnostic System Disabled f] FTZM Serial Data Info4 Rolling Counter Check Error g] Reference Voltage Performance 1 Diagnostic Enabled	a] == True b] == ECM c] > 1.25 sec d] > 0.75 sec e] <> True f] <> True g] == TRUE	250 ms / sample 16 Failures / 20 Samples	Type B, 2 Trips
			Reference Voltage 1 Pulse Width Error Maximum [Measured Ref V PW - Commanded Ref V PW]	> 1.50 millisec	a] CAN serial data available [$2D7] b] Calibration - Reference Voltage Command Source c] Timer - Reference Voltage Pulse Width Available Synchronization d] Timer - Reference Voltage Period Available Delay e] Diagnostic System Disabled	a] == True b] == ECM c] > 1.25 sec d] > 0.75 sec e] <> True	250 ms / sample 16 Failures / 20 Samples	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					f] FTZM Serial Data Info4 Rolling Counter Check Error g] Reference Voltage Performance 1 Diagnostic Enabled	f] <> True g] == TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump On Speed Performance	P1467	Purge pump speed does not match requested pump speed when pump is commanded on	Purge pump speed	> refer to **Purge pump speed on value too high** in Supporting Tables. Calibration threshold for pump speed too high as func of pump supply voltage	Diagnostic is Enabled		100 failures out of 125 samples 100 msec / sample	Type B, 2 Trips
					Propulsion system on			
					Purge pump commanded on			
					LIN data available for	≥ 2 counts		
			Purge pump speed	< refer to **Purge pump speed on value too low** in Supporting Tables. Calibration threshold for pump speed too low as func of pump supply voltage	Outside Air Temp	≥ -20 °C		
					Powertrain relay voltage	≥ 11.0 volts		
					Barometric pressure	≥ 70 kPa		
					Time delay	≥ 14 seconds for purge pump speed to spool up (pump off to on)		
					Purge Pump Over Temperature Status	= False		
					No active DTCs	P1469 - Purge Pump Speed OOR Low P146A - Purge Pump Speed OOR High P148E - Purge Pump Voltage OOR Low P148F - Purge Pump Voltage OOR High P1490 - Purge Pump Voltage Performance P14A4 - EVAP Purge Pump Temperature Too High		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						LIN Communication Fault Active AmbientAirDefault OAT_AmbientSensorFA		
					No pending DTC's	P1469 - Purge Pump Speed OOR Low P146A - Purge Pump Speed OOR High LIN Communication Fault Pending		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Off Speed Performance	P1468	Purge pump speed does not match requested pump speed when pump is commanded off	Absolute value of purge pump speed	> 240 RPM	Diagnostic is Enabled		50 failures out of 63 samples 100 msec / sample	Type B, 2 Trips
					Propulsion system on			
					Purge pump commanded off			
					LIN data available for	≥ 2 counts		
					Powertrain relay voltage	≥ 11.0 volts		
					Time delay	≥ 21 seconds for purge pump speed to spool up (pump on to off)		
					No active DTCs	P1469 - Purge Pump Speed OOR Low Fault Active P146A - Purge Pump Speed OOR High Fault Active P148E - Purge Pump Voltage OOR Low P148F - Purge Pump Voltage OOR High P1490 - Purge Pump Voltage Performance LIN Communication Fault Active		
					No pending DTC's	P1469 - Purge Pump Speed OOR Low P146A - Purge Pump Speed OOR High		

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Speed Too Low	P1469	Purge pump speed signal is out of range low	Purge pump speed	< -100 RPM	Diagnostic is Enabled LIN data available for Powertrain relay voltage No active DTCs No pending DTC's	 ≥ 2 counts ≥ 11.0 volts P148E - Purge Pump Voltage OOR Low P148F - Purge Pump Voltage OOR High P1490 - Purge Pump Voltage Performance LIN Communication Fault Active LIN Communication Fault Pending	50 failures out of 63 samples 100 msec / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Speed Too High	P146A	Purge pump speed signal is out of range high	Purge pump speed	> 55,000 RPM	Diagnostic is Enabled		50 failures out of 63 samples 100 msec / sample	Type B, 2 Trips
					LIN data available for	≥ 2 counts		
					Powertrain relay voltage	≥ 11.0 volts		
					No active DTCs	P148E - Purge Pump Voltage OOR Low P148F - Purge Pump Voltage OOR High P1490 - Purge Pump Voltage Performance LIN Communication Fault Active		
					No pending DTC's	LIN Communication Fault Pending		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump System Performance (Continuous Flow Version)	P146B	Purge pump system flow performance, based on pressure sensor feedback, is too low or too high. A purge system, that employs a purge pump, will monitor the purge flow delivery through the evaporative emission system. The estimated purge flow is calculated as a function of pressure across the purge solenoid valve. The failure threshold purge flow is calculated as a function of purge valve duty cycle and barometric pressure. The ratio of the estimated purge flow and failure threshold purge flow is calculated and compared to a threshold. A fault pending is set when the calculated ratio is greater than or less than calibration thresholds. These fault pending states are processed by X out of Y logic.	Purge pump flow ratio low Purge pump flow ratio low = estimated purge flow as a function of pressure across purge solenoid valve / failure threshold for purge low flow as a function of purge valve duty cycle and barometric pressure Purge pump flow ratio high Purge pump flow ratio high = estimated purge flow as a function of pressure across purge solenoid valve / failure threshold for purge high flow as a function of purge valve duty cycle and barometric pressure	< refer to **Purge pump performance low flow ratio threshold** in Supporting Tables. Calibration threshold for performance too low as func of purge valve duty cycle and barometric pressue > refer to **Purge pump performance high flow ratio threshold** in Supporting Tables. Calibration threshold for performance too high as func of purge valve duty cycle and barometric pressure	Diagnostic is Enabled Propulsion system on Conditions for Estimated Ambient Temperature Using OAT Sensor to be Valid (read description for details) Outside Air Temperature Outside Air Temperature Barometric Pressure Pump speed on timer No device control Averaging of pump pressure sensor reading is valid Purge is enabled EVAP diagnostics are not running (This means purge valve leak (P0496), large leak (P0455), and canister vent restriction (P0446) diagnostics have completed or did not need to run) and delay timer LIN data available for LIN IAT data available Powertrain relay voltage	 = TRUE > 0 °C < 50 °C ≥ 70 kPa ≥ 14 seconds = TRUE = TRUE > 5.0 Seconds ≥ 2 counts ≥ 11.0 volts	80 failures out of 100 samples 100 msec / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					******************************	******************************		
					When entering or re-entering the enable criteria in this section a delay timer needs to expire	> 1.0 Seconds		
					Engine RPM to enable	400 RPM ≤X≤ 6,800 RPM		
					Engine RPM to remain enabled	350 RPM ≤X≤ 6,850 RPM		
					Engine airlow to enable	0 g/s ≤X≤ 30 g/s		
					Engine airlow to remain enabled	-5 g/s ≤X≤ 35 g/s		
					Purge solenoid DC to enable	5 ≤X≤ 101 %		
					Purge solenoid DC to remain enabled	2 ≤X≤ 104 %		
					Purge gas flow ratio to enable	**Purge System Low Purge Flow Enable** ≤X≤ **Purge System High Purge Flow Enable** in Supporting Tables.		
					Purge gas flow ratio to remain enabled	**Purge System Low Purge Flow Remain Enabled** ≤X≤ **Purge System High Purge Flow Remain Enabled** in Supporting Tables.		
					Purge flow to enable	0.0 ≤X≤ 1.5 g/s		
					Purge flow to remain enabled	-0.1 ≤X≤ 1.6 g/s		
					Induction vacuum to			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					enable	≤ 0.3 kPa		
					Induction vacuum to remain enabled	≤ 0.5 kPa		
					Vehicle Speed to enable	≥ 3.1 mph		
					Vehicle Speed to remain enabled	≥ 1.9 mph		
					IAT to enable	0.0 <X< 100.00 deg C		
					IAT to remain enabled	-5.0 ≤X≤ 105.00 deg C		
					Purge DC change per 100 ms loop to enable	X< 5.0 %		
					Purge DC change per 100 ms loop to remain enable	X< 6.0 %		
					******************************	******************************		
					No active DTCs	P1467 - EVAP Purge Pump On Speed Performance P1469 - Purge Pump Speed OOR Low P146A - Purge Pump Speed OOR High P146D - Purge Pump Pressure Sensor OOR Low P146E - Purge Pump Pressure Sensor OOR High P146F - Purge Pump Pressure Sensor Performance P148E - Purge Pump		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Voltage OOR Low P148F - Purge Pump Voltage OOR High P1490 - Purge Pump Voltage Performance P14A4 - EVAP Purge Pump Temperature Too High LIN Communication Fault Active AmbientAirDefault ConvVenting_FA ConvPurgeCkt_FA VehicleSpeedSensor_FA OAT_EstAmbTemp_FA IAT_SensorFA		
					No pending DTC's	P14A4 - EVAP Purge Pump Temperature Too High LIN Communication Fault Pending IAT_SensorFA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump System Misassembled	P146C	Purge pump pressure is too low for a given pump speed with the purge valve commanded closed. Detects a disconnected hose between the purge pump and purge valve.	Average Purge Pump Pressure Reading – Initial Purge Pump Pressure Reading Readings are averaged for 5 seconds.	< **Purge Pump Misassembled Failure Threshold** * (times) **Purge Pump Diagnostic IAT Multiplier Factor** both in Supporting Tables Calibration threshold (kPa) as a func of (Average Purge Pump Speed and barometric pressure) * IAT multiplier factor (unitless) as a func of IAT	Diagnostic is Enabled		Once per trip	Type B, 2 Trips
					Purge duty cycle is commanded to zero			
					Purge pump commanded on			
					Engine running			
					LIN data available for	**≥** 2 counts		
					LIN IAT data available			
					Powertrain relay voltage	≥ 11.0 volts		
					Barometric pressure	≥ 70 kPa		
					Purge pump initial speed	≤ 240 RPM		
					Outside Air Temperature	-20 °C ≤X≤ 50 °C		
					Initial average purge pump pressure calculated and in range	-3 kPa ≤X≤ 13 kPA		
					Outside air temperature	≥ 0 °C (only if pressure sensor is not in the range of -3 kPa ≤X≤ 13 kPA)		
					No device control			
					Pump spool up time delay	≥ 7 seconds		
					Allow test time	≤ 36 seconds		
					Purge pump over temperature status	= FALSE		
					Initial pump speed capture period	≥ 4 counts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Purge pump speed	≥ 35,000 RPM		
					No active DTCs	P1467 - EVAP Purge Pump On Speed Performance P1469 - Purge Pump Speed OOR Low P146A - Purge Pump Speed OOR High P146D - Purge Pump Pressure Sensor OOR Low P146E - Purge Pump Pressure Sensor OOR High P146F - Purge Pump Pressure Sensor Performance P148E - Purge Pump Voltage OOR Low P148F - Purge Pump Voltage OOR High P1490 - Purge Pump Voltage Performance P14A4 - EVAP Purge Pump Temperature Too High LIN Communication Fault Active AmbientAirDefault OAT_AmbientSensorFA ConvPurgeCkt_FA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						IAT_SensorFA ECT_Sensor_FA		
					No pending DTC's	P1469 - Purge Pump Speed OOR Low P146A - Purge Pump Speed OOR High P146D - Purge Pump Pressure Sensor OOR Low P146E - Purge Pump Pressure Sensor OOR High LIN Communication Fault Pending IAT_SensorFA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Pressure Sensor Circuit Low Voltage	P146D	This DTC will detect a Purge Pump Pressure sensor signal that is too low out of range. The Purge Pump Pressure sensor circuit out of range diagnostic compares the raw sensor % of 5 V ref to a lower threshold. It is an X out of Y diagnostic that runs continuously anytime the controller is awake. If the sensor % of 5 V ref is below the lower threshold, the low fail counter then increments. If the low fail counter reaches its threshold then a fail is reported for P146D DTC. A pass is reported for P146D DTC if the low sample counter reaches its threshold.	Purge pump pressure sensor signal The normal operating range of the purge pump pressure sensor is 0.5 volts (~ -6000 Pa) to 4.5 volts (~ 26000 Pa).	< 4.1 % of 5 Vref (0.2 V or -8,361 Pa)	Diagnostic is 1.00		1,280 failures out of 1,600 samples 6.25 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Pressure Sensor Circuit High Voltage	P146E	This DTC will detect a Purge Pump Pressure sensor signal that is too high out of range. The Purge Pump Pressure sensor circuit out of range diagnostic compares the raw sensor % of 5 V ref to a upper threshold. It is an X out of Y diagnostic that runs continuously anytime the controller is awake. If the sensor % of 5 V ref is above the upper threshold, the high fail counter then increments. If the high fail counter reaches its threshold then a fail is reported for P146E DTC. A pass is reported for P146E DTC if the high sample counter reaches its threshold.	Purge pump pressure sensor signal The normal operating range of the purge pump pressure sensor is 0.5 volts (~ -6000 Pa) to 4.5 volts (~ 26000 Pa).	> 95.9 % of 5 Vref (4.8 V or 28,361 Pa	Diagnostic is 1.00		1,280 failures out of 1,600 samples 6.25 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Pressure Sensor Performance	P146F	Purge pump pressure sensor offset pressure is out of range when sensor re-zero occurs. The DTC will be set if the purge pump pressure sensor offset is out of range when it tries to re-zero at the beginning of a cold start drive cycle. The re-zero test determines if the purge pump pressure sensor signal falls within a calibratable window about atmospheric pressure. The results of the re-zero test are used to determine if there is a re-zero problem. 1) An individual re-zero test generates a re-zero ratio. The ratio goes from 0.0 to 1.0. 2) A 0.0 means that the re-zero pressure signal achieved exactly the previous learned offset. 3) A ratio of 1.0 means that the re-zero pressure did not get within the window. 4) Re-zero pressure within the window generates values between 0.0 and 1.0.	The purge pump pressure sesnor signal is compared to a window about barometric pressure (sensor voltage offset (~1.25 volts)) Upper pressure threshold (pressure addition above the nominal barometric pressure) The learned delta above the previous learned offset needs to be Lower pressure threshold (pressure subtraction below the nominal barometric pressure) The learned delta below the previous learned offset needs to be The difference between purge pump pressure sensor signal and the previous learned offset is then normalized against the appropriate threshold listed above to produce a ratio between 0.0 and 1.0. This normalized re-zero ratio is then filtered with a EWMA (with 0= perfect pass and 1=perfect fail). When EWMA is the DTC light is	0.96 kPa rezero max < 1.68 kPa delta max -0.96 kPa rezero min > -1.68 kPa delta min > 0.73 (EWMA Fail Threshold),	Diagnostic is Enabled Soak timer Power up coolant temperature Barometric pressure Engine not cranking Power up IAT Power up IAT LIN IAT data available Power Up Coolant temp – Power Up IAT temp Average purge pump pressure calculated No Active DTC's No Pending DTC's	≥ 3,600 seconds ≤ 35 °C ≥ 70 kPa ≥ 4 °C ≤ 35 °C ≤ 8 °C P146D - Purge Pump Pressure Sensor OOR Low Fault Active P146E - Purge Pump Pressure Sensor OOR High Fault Active IAT_SensorFA ECT_Sensor_FA EngineModeNotRunTimer _FA AmbientAirDefault P146D - Purge Pump Pressure Sensor OOR Low Fault Active P146E - Purge Pump Pressure Sensor OOR High Fault Active	100 ms	Type A, 1 Trips EWMA Average run length: 6 Run length is 2 trips after code clear

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		The resulting re-zero ratio is filtered using an exponentially weighted moving average (EWMA). When the EWMA exceeds a fail threshold, the purge pump pressure sensor signal re-zero test reports a failure. Once the purge pump pressure sensor signal re-zero test fails, the EWMA fall below a lower re-pass threshold before it can pass the purge pump pressure sensor signal re-zero test again.	illuminated. The EWMA calculation uses a 0.20 weighting coefficient. The DTC light can be turned off if the EWMA is and stays below the EWMA fail threshold for 3 additional consecutive trips.	≤ 0.40 (EWMA Re-Pass Threshold				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Voltage Sensor Circuit Low	P148E	This DTC will detect a purge pump voltage sensor signal that is out of range low (short to ground or open circuit). The purge pump voltage sensor signal out of range diagnostic compares the voltage sensor signal reading to a lower voltage threshold. It is an X out of Y diagnostic that runs continuously anytime the controller is awake. If the voltage sensor signal reading 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 P148E DTC. A pass is reported for P148E DTC if the low sample counter reaches its threshold.	Purge pump voltage sensor reading	< 3.5 volts	Diagnostic is Enabled LIN data available for Powertrain relay voltage No active DTCs Np pending DTC's	 ≥ 2 counts ≥ 11.0 volts LIN Communication Fault Active LIN Communication Fault Pending	50 failures out of 63 samples 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Voltage Sensor Circuit High	P148F	This DTC will detect a purge pump voltage sensor signal that is out of range high (short to power). The purge pump voltage sensor signal out of range diagnostic compares the voltage sensor signal reading to a upper voltage threshold. It is an X out of Y diagnostic that runs continuously anytime the controller is awake. If the voltage sensor signal reading is above the upper voltage threshold, the low fail counter then increments. If the low fail counter reaches its threshold then a fail is reported for P148F DTC. A pass is reported for P148F DTC if the low sample counter reaches its threshold.	Purge pump voltage sensor reading	> 28.0 volts	Diagnostic is Enabled LIN data available for Powertrain relay voltage No active DTCs Np pending DTC's	 ≥ 2 counts ≥ 11.0 volts LIN Communication Fault Active LIN Communication Fault Pending	50 failures out of 63 samples 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Voltage Sensor Performance	P1490	This diagnostic fails when the difference between purge pump voltage sensor reading and powertrain relay voltage reading is too large.	Absolute value of (Purge pump voltage sensor - powertrain relay voltage)	> 2.0 volts	Diagnostic is Enabled		80 failures out of 100 samples 100 ms / sample	Type B, 2 Trips
					Propulsion system on			
					Powertrain relay voltage	≥ 11.0 volts		
					Engine not cranking			
					Voltage stabilization delay time after engine crank (> 2 seconds)	≥ 2.0 seconds		
					LIN data available for	≥ 2 counts		
					No Active DTC's	P148E - Purge Pump Voltage OOR Low P148F - Purge Pump Voltage OOR High LIN Communication Fault Active		
					No Pending DTC's	P148E - Purge Pump Voltage OOR Low P148F - Purge Pump Voltage OOR High LIN Communication Fault Pending		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 2 Not Plausible	P149A	This DTC detects either a biased high or low temperature sensor. This is done by comparing this sensor with two other temperature sensors.	This sensor is compared to two other sensors for this diagnostic to function. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr2 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6 The comparison sensors, temperature thresholds, and aux heater effects can be looked up by finding the location associated with the		No Active DTC's Propulsion system Inactive timer error Sensor under diagnosis is not faulted Used comparison sensors are not currently faulted: - BiasChkCylHdClntSnsr - BiasChkBlockClntSnsr - BiasChkEngInClntSnsr - BiasChkEngOutClntSnsr - BiasChkHtrCrInClntSnsr - BiasChkHtrCrOutClnSnsr - BiasChkRadOutClntSnsr - BiasChkBypInClntSnsr - BiasChkEngMetalSnsr - BiasChkIntakeAirSnsr - BiasChkHumTmpSnsr - BiasChkManfldAirSnsr - BiasChkOutsideAirSnsr - BiasChkEngOilSnsr - BiasChk_EGR_UpStrmSnsr - BiasChk_EGR_DwnStmSnsr -	OAT_PtEstFiltFA PSAR_PropSysInactveCrs_FA = FALSE EECR_TS2_CktFA EECR_CylHeadCoolant_CktFA EECR_BlockCoolant_CktFA EECR_EngineInlet_CktFA EECR_EngineOutlet_CktFA EECR_HeaterCoreInlet_CktFA EECR_HeaterCoreOutlet_CktFA EECR_RadiatorOutlet_CktFA EECR_BypassInlet_CktFA EECR_CylHeadMetal1_CktFA IAT_SensorFA HumTempSnsrFA MnfdTempSensorFA OAT_AmbientSensorFA EngOilTempFA EGRTempSensorUPSS_FA EGRTempSensorDNSS_FA	1 failure to set DTC 1 sec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			physical (Temperature) sensor number.		BiasChk_EGR_LowPrsSnsr - BiasChkFuelSnsr	LPE_TempSnsrFA HRTR_b_FuelSensor_FA_Bndl		
			Bypass Inlet: CeEECR_e_PhysSnsr1 Comparison sensor 1:		Comparison sensors	= Availible		
			CeEECR_e_BiasChkBlockClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr		================== The following thresholds are based on the sensor under diagnosis			
			Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater:		**Bypass Inlet:** Propulsion Off Soak Time Ambient Air Temperature	 ≥ 21,600 seconds ≥ -20.0 °C		
			CeEECR_e_AuxHeaterBiasLow		**Engine Block:**			
			Threshold A: Threshold B:	23.04 °C 10.15 °C	Propulsion Off Soak Time Ambient Air Temperature	≥ 21,600 seconds ≥ -20.0 °C		
			Engine Block: CeEECR_e_PhysSnsr7 Comparison sensor 1:		**Engine Inlet:** Propulsion Off Soak Time Ambient Air Temperature	 ≥ 21,600 seconds ≥ -20.0 °C		
			CeEECR_e_BiasChkBypInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkCylHdClntSnsr		**Head Coolant:** Propulsion Off Soak Time Ambient Air Temperature	 ≥ 21,600 seconds ≥ -20.0 °C		
			Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater:		**Heater Inlet:** Propulsion Off Soak Time Ambient Air Temperature	 ≥ 21,600 seconds ≥ -20.0 °C		
			CeEECR_e_AuxHeaterBiasHigh		**Heater Outlet:** Propulsion Off Soak Time	 ≥ 21,600 seconds		
			Threshold A: Threshold B:	41.99 °C 8.80 °C	Ambient Air Temperature	≥ -20.0 °C		
			Engine Inlet: CeEECR_e_PhysSnsr2		**Radiator Outlet:** Propulsion Off Soak Time Ambient Air Temperature	 ≥ 21,600 seconds ≥ -20.0 °C		
			Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr		=================			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Comparison sensor 2: CeEECR_e_BiasChkOutsideAirSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: **Head Coolant:** CeEECR_e_PhysSnsr6 Comparison sensor 1: CeEECR_e_BiasChkManfldAirSnsr Comparison sensor 2: CeEECR_e_BiasChkBlockClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasBoth Threshold A: Threshold B: **Heater Inlet:** CeEECR_e_PhysSnsr4 Comparison sensor 1: CeEECR_e_BiasChkHtrCrOutClnSnsr Comparison sensor 2: CeEECR_e_BiasChkRadOutClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater:	9.59 °C 9.59 °C 26.74 °C 8.80 °C	Comparison sensor 1 & 2 are not ================= Aux Heat Detection Aux heat detection can only be enabled the following are met: No Active DTCs At power-up a warm sensor and cool sensor are compared Warm sensor Cool sensor If the warm sensor is compared to the cool sensor Propulsion Off Soak Time Engine Off Soak Time Ambient Air Temperature There are 4 different types of aux heater detection for this application: 2x2 signature Absolute Drop	= CeEECR_e_BiasChkNoSelection Same set as listed above and EngineModeNotRunTimerError EngineModeNotRunTimer_FA VehicleSpeedSensor_FA CeAEHR_e_BlkHtrBlockClntSnsr CeAEHR_e_BlkHtrOutsideAirSnsr > 8.00 °C > 0 seconds > 21,595 seconds > -20.00 °C Enabled Enabled		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: **Heater Outlet:** CeEECR_e_PhysSnsr5 Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr Comparison sensor 2: CeEECR_e_BiasChkHtrCrInClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: **Radiator Outlet:** CeEECR_e_PhysSnsr3 Comparison sensor 1: CeEECR_e_BiasChkEngInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: A failure will be reported if any of the following conditions are met.	31.27 ºC 11.34 ºC 11.82 ºC 10.23 ºC 9.91 ºC 9.91 ºC	IAT Drop Temperature Derivative **2x2 Signature Criteria:** The warm sensors Sensor 1: Sensor 2: The cool sensors Sensor 1: Sensor 2: A block heater will be detected if the warm sensors are within AND The cool sensors are within AND The delta between the two groups (warm/cold) **Absolute Drop Criteria:** The is monitored for a drop. The drop will be monitored for once coolant flow is AND Flow time is between AND Engine runtime is A block heater is detected if a drop is **IAT Drop Criteria:**	Disabled Disabled CeAEHR_e_BlkHtrCylHdClntSnsr CeAEHR_e_BlkHtrFuelSnsr CeAEHR_e_BlkHtrEngInClntSnsr CeAEHR_e_BlkHtrRadOutClntSnsr 6.0 ºC 5.0 ºC > 6.3 ºC CeAEHR_e_BlkHtrBlockClntSnsr > 89.00 L/min 5.0 - 60.0 seconds < 120.0 seconds > 1.1 ºC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Evaluated in order: 1) This sensor is above both comparison sensors 2) This sensor is below both comparison sensors 3) This sensor is above both comparison sensors and an aux heat source has not been detected to cause this skew 4) This sensor is below both comparison sensors and an aux heat source has not been detected to cause this skew	>A ºC >A ºC >B ºC >B ºC	A block heater will be detected if: IAT has a drop of during a drive defined by: Drive time Vehicle speed Addtional drive time is provided when vehicle speed drops below above threshold as follows This detection method will abort if the engine is off OR Engine runtime **Temperature Derivative Criteria:** Derivative will be monitored using Derivative will be monitored once coolant flow is AND Flow time is between AND Engine runtime is Derivative count will increment if derivative is If counts are a block heater is detected ================	≥ 5.0 ºC ≥ 400.0 seconds ≥ 24.0 kph 0.5 times the seconds with vehicle speed below the threshold above > 180.0 seconds > 1,800 seconds CeAEHR_e_BlkHtrBlockClntSnsr > -1.00 L/min 5.0 - 15.0 seconds < 75.0 seconds < -0.10 ºC/sec ≥ 4 counts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 3 Not Plausible	P149B	This DTC detects either a biased high or low temperature sensor. This is done by comparing this sensor with two other temperature sensors.	This sensor is compared to two other sensors for this diagnostic to function. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr3 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6 The comparison sensors, temperature thresholds, and aux heater effects can be looked up by finding the location associated with the		No Active DTC's Propulsion system Inactive timer error Sensor under diagnosis is not faulted Used comparison sensors are not currently faulted: - BiasChkCylHdClntSnsr - BiasChkBlockClntSnsr - BiasChkEngInClntSnsr - BiasChkEngOutClntSnsr - BiasChkHtrCrInClntSnsr - BiasChkHtrCrOutClnSnsr - BiasChkRadOutClntSnsr - BiasChkBypInClntSnsr - BiasChkEngMetalSnsr - BiasChkIntakeAirSnsr - BiasChkHumTmpSnsr - BiasChkManfldAirSnsr - BiasChkOutsideAirSnsr - BiasChkEngOilSnsr - BiasChk_EGR_UpStrmSnsr - BiasChk_EGR_DwnStmSnsr -	OAT_PtEstFiltFA PSAR_PropSysInactveCrs_FA = FALSE EECR_TS3_CktFA EECR_CylHeadCoolant_CktFA EECR_BlockCoolant_CktFA EECR_EngineInlet_CktFA EECR_EngineOutlet_CktFA EECR_HeaterCoreInlet_CktFA EECR_HeaterCoreOutlet_CktFA EECR_RadiatorOutlet_CktFA EECR_BypassInlet_CktFA EECR_CylHeadMetal1_CktFA IAT_SensorFA HumTempSnsrFA MnfdTempSensorFA OAT_AmbientSensorFA EngOilTempFA EGRTempSensorUPSS_FA EGRTempSensorDNSS_FA	1 failure to set DTC 1 sec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			physical (Temperature) sensor number. **Bypass Inlet:** CeEECR_e_PhysSnsr1 Comparison sensor 1: CeEECR_e_BiasChkBlockClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: **Engine Block:** CeEECR_e_PhysSnsr7 Comparison sensor 1: CeEECR_e_BiasChkBypInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkCylHdClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: **Engine Inlet:** CeEECR_e_PhysSnsr2 Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr	23.04 ºC 10.15 ºC 41.99 ºC 8.80 ºC	BiasChk_EGR_LowPrsSnsr - BiasChkFuelSnsr Comparison sensors ================== The following thresholds are based on the sensor under diagnosis Bypass Inlet: Propulsion Off Soak Time Ambient Air Temperature Engine Block: Propulsion Off Soak Time Ambient Air Temperature Engine Inlet: Propulsion Off Soak Time Ambient Air Temperature Head Coolant: Propulsion Off Soak Time Ambient Air Temperature Heater Inlet: Propulsion Off Soak Time Ambient Air Temperature Heater Outlet: Propulsion Off Soak Time Ambient Air Temperature Radiator Outlet: Propulsion Off Soak Time Ambient Air Temperature =================	LPE_TempSnsrFA HRTR_b_FuelSensor_FA_Bndl = Availible ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Comparison sensor 2:		Comparison sensor 1 & 2			
			CeEECR_e_BiasChkOut		are not	=		
			sideAirSnsr			CeEECR_e_BiasChkNoS		
			Fuel Operated heater:			election		
			CeEECR_e_AuxHeaterN		=================			
			oEffect		Aux Heat Detection			
			Block Heater:					
			CeEECR_e_AuxHeaterN		Aux heat detection can			
			oEffect		only be enabled the			
			Threshold A:	9.59 °C	following are met:			
			Threshold B:	9.59 °C				
					No Active DTCs	Same set as listed above		
			Head Coolant:			and		
			CeEECR_e_PhysSnsr6			EngineModeNotRunTimer		
			Comparison sensor 1:			Error		
			CeEECR_e_BiasChkMa			EngineModeNotRunTimer		
			nfldAirSnsr			_FA		
			Comparison sensor 2:			VehicleSpeedSensor_FA		
			CeEECR_e_BiasChkBlo					
			ckClntSnsr		At power-up a warm			
			Fuel Operated heater:		sensor and cool sensor			
			CeEECR_e_AuxHeaterN		are compared			
			oEffect		Warm sensor	CeAEHR_e_BlkHtrBlock		
			Block Heater:			ClntSnsr		
			CeEECR_e_AuxHeaterBi		Cool sensor	CeAEHR_e_BlkHtrOutsid		
			asBoth			eAirSnsr		
			Threshold A:	26.74 °C				
			Threshold B:	8.80 °C	If the warm sensor is	> 8.00 °C		
					compared to the cool			
			Heater Inlet:		sensor			
			CeEECR_e_PhysSnsr4					
			Comparison sensor 1:		Propulsion Off Soak Time	> 0 seconds		
			CeEECR_e_BiasChkHtr		Engine Off Soak Time	> 21,595 seconds		
			CrOutClnSnsr		Ambient Air Temperature	> -20.00 °C		
			Comparison sensor 2:					
			CeEECR_e_BiasChkRad		There are 4 different			
			OutClntSnsr		types of aux heater			
			Fuel Operated heater:		detection for this			
			CeEECR_e_AuxHeaterN		application:			
			oEffect					
			Block Heater:		2x2 signature	Enabled		
					Absolute Drop	Enabled		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: **Heater Outlet:** CeEECR_e_PhysSnsr5 Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr Comparison sensor 2: CeEECR_e_BiasChkHtrCrInClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: **Radiator Outlet:** CeEECR_e_PhysSnsr3 Comparison sensor 1: CeEECR_e_BiasChkEngInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: A failure will be reported if any of the following conditions are met.	31.27 ºC 11.34 ºC 11.82 ºC 10.23 ºC 9.91 ºC 9.91 ºC	IAT Drop Temperature Derivative **2x2 Signature Criteria:** The warm sensors Sensor 1: Sensor 2: The cool sensors Sensor 1: Sensor 2: A block heater will be detected if the warm sensors are within AND The cool sensors are within AND The delta between the two groups (warm/cold) **Absolute Drop Criteria:** The is monitored for a drop. The drop will be monitored for once coolant flow is AND Flow time is between AND Engine runtime is A block heater is detected if a drop is	Disabled Disabled CeAEHR_e_BlkHtrCylHdClntSnsr CeAEHR_e_BlkHtrFuelSnsr CeAEHR_e_BlkHtrEngInClntSnsr CeAEHR_e_BlkHtrRadOutClntSnsr 6.0 ºC 5.0 ºC > 6.3 ºC CeAEHR_e_BlkHtrBlockClntSnsr > 89.00 L/min 5.0 - 60.0 seconds < 120.0 seconds > 1.1 ºC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Evaluated in order:		**IAT Drop Criteria:**			
			1) This sensor is above both comparison sensors	>A ºC	A block heater will be detected if:			
					IAT has a drop of during a drive defined by:	≥ 5.0 ºC		
			2) This sensor is below both comparison sensors	>A ºC	Drive time Vehicle speed	≥ 400.0 seconds ≥ 24.0 kph		
			3) This sensor is above both comparison sensors and an aux heat source has not been detected to cause this skew	>B ºC	Addtional drive time is provided when vehicle speed drops below above threshold as follows	0.5 times the seconds with vehicle speed below the threshold above		
			4) This sensor is below both comparison sensors and an aux heat source has not been detected to cause this skew	>B ºC	This detection method will abort if the engine is off	> 180.0 seconds		
					OR			
					Engine runtime	> 1,800 seconds		
					Temperature Derivative Criteria:			
					Derivative will be monitored using	CeAEHR_e_BlkHtrBlock ClntSnsr		
					Derivative will be monitored once coolant flow is	> -1.00 L/min		
					AND			
					Flow time is between	5.0 - 15.0 seconds		
					AND			
					Engine runtime is	< 75.0 seconds		
					Derivative count will increment if derivative is	< -0.10 ºC/sec		
					If counts are a block heater is detected	≥ 4 counts		
					================			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 4 Not Plausible	P149C	This DTC detects either a biased high or low temperature sensor. This is done by comparing this sensor with two other temperature sensors.	This sensor is compared to two other sensors for this diagnostic to function. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr4 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6 The comparison sensors, temperature thresholds, and aux heater effects can be looked up by finding the location associated with the		No Active DTC's Propulsion system Inactive timer error Sensor under diagnosis is not faulted Used comparison sensors are not currently faulted: - BiasChkCylHdClntSnsr - BiasChkBlockClntSnsr - BiasChkEngInClntSnsr - BiasChkEngOutClntSnsr - BiasChkHtrCrInClntSnsr - BiasChkHtrCrOutClnSnsr - BiasChkRadOutClntSnsr - BiasChkBypInClntSnsr - BiasChkEngMetalSnsr - BiasChkIntakeAirSnsr - BiasChkHumTmpSnsr - BiasChkManfldAirSnsr - BiasChkOutsideAirSnsr - BiasChkEngOilSnsr - BiasChk_EGR_UpStrmSnsr - BiasChk_EGR_DwnStmSnsr -	OAT_PtEstFiltFA PSAR_PropSysInactveCrs_FA = FALSE EECR_TS4_CktFA EECR_CylHeadCoolant_CktFA EECR_BlockCoolant_CktFA EECR_EngineInlet_CktFA EECR_EngineOutlet_CktFA EECR_HeaterCoreInlet_CktFA EECR_HeaterCoreOutlet_CktFA EECR_RadiatorOutlet_CktFA EECR_BypassInlet_CktFA EECR_CylHeadMetal1_CktFA IAT_SensorFA HumTempSnsrFA MnfdTempSensorFA OAT_AmbientSensorFA EngOilTempFA EGRTempSensorUPSS_FA EGRTempSensorDNSS_FA	1 failure to set DTC 1 sec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			physical (Temperature) sensor number. **Bypass Inlet:** CeEECR_e_PhysSnsr1 Comparison sensor 1: CeEECR_e_BiasChkBlo ckClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFue lSnsr Fuel Operated heater: CeEECR_e_AuxHeaterN oEffect Block Heater: CeEECR_e_AuxHeaterBi asLow Threshold A: Threshold B: **Engine Block:** CeEECR_e_PhysSnsr7 Comparison sensor 1: CeEECR_e_BiasChkByp InClntSnsr Comparison sensor 2: CeEECR_e_BiasChkCyl HdClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterN oEffect Block Heater: CeEECR_e_AuxHeaterBi asHigh Threshold A: Threshold B: **Engine Inlet:** CeEECR_e_PhysSnsr2 Comparison sensor 1: CeEECR_e_BiasChkRad OutClntSnsr	23.04 ºC 10.15 ºC 41.99 ºC 8.80 ºC	BiasChk_EGR_LowPrsSn sr - BiasChkFuelSnsr Comparison sensors ================== The following thresholds are based on the sensor under diagnosis **Bypass Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Engine Block:** Propulsion Off Soak Time Ambient Air Temperature **Engine Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Head Coolant:** Propulsion Off Soak Time Ambient Air Temperature **Heater Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Heater Outlet:** Propulsion Off Soak Time Ambient Air Temperature **Radiator Outlet:** Propulsion Off Soak Time Ambient Air Temperature =================	LPE_TempSnsrFA HRTR_b_FuelSensor_FA _Bndl = Availible ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Comparison sensor 2: CeEECR_e_BiasChkOutsideAirSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect		Comparison sensor 1 & 2 are not ================= Aux Heat Detection Aux heat detection can only be enabled the following are met:	= CeEECR_e_BiasChkNoSelection		
			Threshold A: Threshold B:	9.59 °C 9.59 °C				
			Head Coolant: CeEECR_e_PhysSnsr6 Comparison sensor 1: CeEECR_e_BiasChkManfldAirSnsr Comparison sensor 2: CeEECR_e_BiasChkBlockClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasBoth		No Active DTCs At power-up a warm sensor and cool sensor are compared Warm sensor Cool sensor	Same set as listed above and EngineModeNotRunTimerError EngineModeNotRunTimer_FA VehicleSpeedSensor_FA CeAEHR_e_BlkHtrBlockClntSnsr CeAEHR_e_BlkHtrOutsideAirSnsr		
			Threshold A: Threshold B:	26.74 °C 8.80 °C	If the warm sensor is compared to the cool sensor	> 8.00 °C		
			Heater Inlet: CeEECR_e_PhysSnsr4 Comparison sensor 1: CeEECR_e_BiasChkHtrCrOutClnSnsr Comparison sensor 2: CeEECR_e_BiasChkRadOutClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater:		Propulsion Off Soak Time Engine Off Soak Time Ambient Air Temperature There are 4 different types of aux heater detection for this application: 2x2 signature Absolute Drop	> 0 seconds > 21,595 seconds > -20.00 °C Enabled Enabled		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: **Heater Outlet:** CeEECR_e_PhysSnsr5 Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr Comparison sensor 2: CeEECR_e_BiasChkHtrCrInClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: **Radiator Outlet:** CeEECR_e_PhysSnsr3 Comparison sensor 1: CeEECR_e_BiasChkEngInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: A failure will be reported if any of the following conditions are met.	31.27 ºC 11.34 ºC 11.82 ºC 10.23 ºC 9.91 ºC 9.91 ºC	IAT Drop Temperature Derivative **2x2 Signature Criteria:** The warm sensors Sensor 1: Sensor 2: The cool sensors Sensor 1: Sensor 2: A block heater will be detected if the warm sensors are within AND The cool sensors are within AND The delta between the two groups (warm/cold) **Absolute Drop Criteria:** The is monitored for a drop. The drop will be monitored for once coolant flow is AND Flow time is between AND Engine runtime is A block heater is detected if a drop is	Disabled Disabled CeAEHR_e_BlkHtrCylHdClntSnsr CeAEHR_e_BlkHtrFuelSnsr CeAEHR_e_BlkHtrEngInClntSnsr CeAEHR_e_BlkHtrRadOutClntSnsr 6.0 ºC 5.0 ºC > 6.3 ºC CeAEHR_e_BlkHtrBlockClntSnsr > 89.00 L/min 5.0 - 60.0 seconds < 120.0 seconds > 1.1 ºC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Evaluated in order: 1) This sensor is above both comparison sensors 2) This sensor is below both comparison sensors 3) This sensor is above both comparison sensors and an aux heat source has not been detected to cause this skew 4) This sensor is below both comparison sensors and an aux heat source has not been detected to cause this skew	>A ºC >A ºC >B ºC >B ºC	**IAT Drop Criteria:** A block heater will be detected if: IAT has adrop of during a drive defined by: Drive time Vehicle speed Addtional drive time is provided when vehicle speed drops below above threshold as follows This detection method will abort if the engine is off OR Engine runtime **Temperature Derivative Criteria:** Derivative will be monitored using Derivative will be monitored once coolant flow is AND Flow time is between AND Engine runtime is Derivative count will increment if derivative is If counts are a block heater is detected ================	≥ 5.0 ºC ≥ 400.0 seconds ≥ 24.0 kph 0.5 times the seconds with vehicle speed below the threshold above > 180.0 seconds > 1,800 seconds CeAEHR_e_BlkHtrBlockClntSnsr > -1.00 L/min 5.0 - 15.0 seconds < 75.0 seconds < -0.10 ºC/sec ≥ 4 counts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 5 Not Plausible	P149D	This DTC detects either a biased high or low temperature sensor. This is done by comparing this sensor with two other temperature sensors.	This sensor is compared to two other sensors for this diagnostic to function. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr5 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6 The comparison sensors, temperature thresholds, and aux heater effects can be looked up by finding the location associated with the		No Active DTC's Propulsion system Inactive timer error Sensor under diagnosis is not faulted Used comparison sensors are not currently faulted: - BiasChkCylHdClntSnsr - BiasChkBlockClntSnsr - BiasChkEngInClntSnsr - BiasChkEngOutClntSnsr - BiasChkHtrCrInClntSnsr - BiasChkHtrCrOutClnSnsr - BiasChkRadOutClntSnsr - BiasChkBypInClntSnsr - BiasChkEngMetalSnsr - BiasChkIntakeAirSnsr - BiasChkHumTmpSnsr - BiasChkManfldAirSnsr - BiasChkOutsideAirSnsr - BiasChkEngOilSnsr - BiasChk_EGR_UpStrmSnsr - BiasChk_EGR_DwnStmSnsr -	OAT_PtEstFiltFA PSAR_PropSysInactveCrs_FA = FALSE EECR_TS5_CktFA EECR_CylHeadCoolant_CktFA EECR_BlockCoolant_CktFA EECR_EngineInlet_CktFA EECR_EngineOutlet_CktFA EECR_HeaterCoreInlet_CktFA EECR_HeaterCoreOutlet_CktFA EECR_RadiatorOutlet_CktFA EECR_BypassInlet_CktFA EECR_CylHeadMetal1_CktFA IAT_SensorFA HumTempSnsrFA MnfdTempSensorFA OAT_AmbientSensorFA EngOilTempFA EGRTempSensorUPSS_FA EGRTempSensorDNSS_FA	1 failure to set DTC 1 sec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			physical (Temperature) sensor number. **Bypass Inlet:** CeEECR_e_PhysSnsr1 Comparison sensor 1: CeEECR_e_BiasChkBlo ckClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFue lSnsr Fuel Operated heater: CeEECR_e_AuxHeaterN oEffect Block Heater: CeEECR_e_AuxHeaterBi asLow Threshold A: Threshold B: **Engine Block:** CeEECR_e_PhysSnsr7 Comparison sensor 1: CeEECR_e_BiasChkByp InClntSnsr Comparison sensor 2: CeEECR_e_BiasChkCyl HdClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterN oEffect Block Heater: CeEECR_e_AuxHeaterBi asHigh Threshold A: Threshold B: **Engine Inlet:** CeEECR_e_PhysSnsr2 Comparison sensor 1: CeEECR_e_BiasChkRad OutClntSnsr	23.04 ºC 10.15 ºC 41.99 ºC 8.80 ºC	BiasChk_EGR_LowPrsSn sr - BiasChkFuelSnsr Comparison sensors ================== The following thresholds are based on the sensor under diagnosis **Bypass Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Engine Block:** Propulsion Off Soak Time Ambient Air Temperature **Engine Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Head Coolant:** Propulsion Off Soak Time Ambient Air Temperature **Heater Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Heater Outlet:** Propulsion Off Soak Time Ambient Air Temperature **Radiator Outlet:** Propulsion Off Soak Time Ambient Air Temperature =================	LPE_TempSnsrFA HRTR_b_FuelSensor_FA _Bndl = Availible ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Comparison sensor 2: CeEECR_e_BiasChkOutsideAirSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: **Head Coolant:** CeEECR_e_PhysSnsr6 Comparison sensor 1: CeEECR_e_BiasChkManfldAirSnsr Comparison sensor 2: CeEECR_e_BiasChkBlockClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasBoth Threshold A: Threshold B: **Heater Inlet:** CeEECR_e_PhysSnsr4 Comparison sensor 1: CeEECR_e_BiasChkHtrCrOutClnSnsr Comparison sensor 2: CeEECR_e_BiasChkRadOutClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater:	 9.59 ºC 9.59 ºC 26.74 ºC 8.80 ºC	Comparison sensor 1 & 2 are not ================= Aux Heat Detection Aux heat detection can only be enabled the following are met: No Active DTCs At power-up a warm sensor and cool sensor are compared Warm sensor Cool sensor If the warm sensor is compared to the cool sensor Propulsion Off Soak Time Engine Off Soak Time Ambient Air Temperature There are 4 different types of aux heater detection for this application: 2x2 signature Absolute Drop	= CeEECR_e_BiasChkNoSelection Same set as listed above and EngineModeNotRunTimerError EngineModeNotRunTimer_FA VehicleSpeedSensor_FA CeAEHR_e_BlkHtrBlockClntSnsr CeAEHR_e_BlkHtrOutsideAirSnsr > 8.00 ºC > 0 seconds > 21,595 seconds > -20.00 ºC Enabled Enabled		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: **Heater Outlet:** CeEECR_e_PhysSnsr5 Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr Comparison sensor 2: CeEECR_e_BiasChkHtrCrInClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: **Radiator Outlet:** CeEECR_e_PhysSnsr3 Comparison sensor 1: CeEECR_e_BiasChkEngInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: A failure will be reported if any of the following conditions are met.	31.27 ºC 11.34 ºC 11.82 ºC 10.23 ºC 9.91 ºC 9.91 ºC	IAT Drop Temperature Derivative **2x2 Signature Criteria:** The warm sensors Sensor 1: Sensor 2: The cool sensors Sensor 1: Sensor 2: A block heater will be detected if the warm sensors are within AND The cool sensors are within AND The delta between the two groups (warm/cold) **Absolute Drop Criteria:** The is monitored for a drop. The drop will be monitored for once coolant flow is AND Flow time is between AND Engine runtime is A block heater is detected if a drop is	Disabled Disabled CeAEHR_e_BlkHtrCylHdClntSnsr CeAEHR_e_BlkHtrFuelSnsr CeAEHR_e_BlkHtrEngInClntSnsr CeAEHR_e_BlkHtrRadOutClntSnsr 6.0 ºC 5.0 ºC > 6.3 ºC CeAEHR_e_BlkHtrBlockClntSnsr > 89.00 L/min 5.0 - 60.0 seconds < 120.0 seconds > 1.1 ºC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Evaluated in order: 1) This sensor is above both comparison sensors 2) This sensor is below both comparison sensors 3) This sensor is above both comparison sensors and an aux heat source has not been detected to cause this skew 4) This sensor is below both comparison sensors and an aux heat source has not been detected to cause this skew	>A ºC >A ºC >B ºC >B ºC	**IAT Drop Criteria:** A block heater will be detected if: IAT has a drop of during a drive defined by: Drive time Vehicle speed Addtional drive time is provided when vehicle speed drops below above threshold as follows This detection method will abort if the engine is off OR Engine runtime **Temperature Derivative Criteria:** Derivative will be monitored using Derivative will be monitored once coolant flow is AND Flow time is between AND Engine runtime is Derivative count will increment if derivative is If counts are a block heater is detected ================	≥ 5.0 ºC ≥ 400.0 seconds ≥ 24.0 kph 0.5 times the seconds with vehicle speed below the threshold above > 180.0 seconds > 1,800 seconds CeAEHR_e_BlkHtrBlockClntSnsr > -1.00 L/min 5.0 - 15.0 seconds < 75.0 seconds < -0.10 ºC/sec ≥ 4 counts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 6 Not Plausible	P149E	This DTC detects either a biased high or low temperature sensor. This is done by comparing this sensor with two other temperature sensors.	This sensor is compared to two other sensors for this diagnostic to function. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr6 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6 The comparison sensors, temperature thresholds, and aux heater effects can be looked up by finding the location associated with the		No Active DTC's Propulsion system Inactive timer error Sensor under diagnosis is not faulted Used comparison sensors are not currently faulted: - BiasChkCylHdClntSnsr - BiasChkBlockClntSnsr - BiasChkEngInClntSnsr - BiasChkEngOutClntSnsr - BiasChkHtrCrInClntSnsr - BiasChkHtrCrOutClnSnsr - BiasChkRadOutClntSnsr - BiasChkBypInClntSnsr - BiasChkEngMetalSnsr - BiasChkIntakeAirSnsr - BiasChkHumTmpSnsr - BiasChkManfldAirSnsr - BiasChkOutsideAirSnsr - BiasChkEngOilSnsr - BiasChk_EGR_UpStrmSnsr - BiasChk_EGR_DwnStmSnsr -	OAT_PtEstFiltFA PSAR_PropSysInactveCrs_FA = FALSE EECR_TS6_CktFA EECR_CylHeadCoolant_CktFA EECR_BlockCoolant_CktFA EECR_EngineInlet_CktFA EECR_EngineOutlet_CktFA EECR_HeaterCoreInlet_CktFA EECR_HeaterCoreOutlet_CktFA EECR_RadiatorOutlet_CktFA EECR_BypassInlet_CktFA EECR_CylHeadMetal1_CktFA IAT_SensorFA HumTempSnsrFA MnfdTempSensorFA OAT_AmbientSensorFA EngOilTempFA EGRTempSensorUPSS_FA EGRTempSensorDNSS_FA	1 failure to set DTC 1 sec/ sample Once per valid cold start	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			physical (Temperature) sensor number. **Bypass Inlet:** CeEECR_e_PhysSnsr1 Comparison sensor 1: CeEECR_e_BiasChkBlockClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: **Engine Block:** CeEECR_e_PhysSnsr7 Comparison sensor 1: CeEECR_e_BiasChkBypInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkCylHdClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: **Engine Inlet:** CeEECR_e_PhysSnsr2 Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr	23.04 ºC 10.15 ºC 41.99 ºC 8.80 ºC	BiasChk_EGR_LowPrsSnsr - BiasChkFuelSnsr Comparison sensors ================== The following thresholds are based on the sensor under diagnosis **Bypass Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Engine Block:** Propulsion Off Soak Time Ambient Air Temperature **Engine Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Head Coolant:** Propulsion Off Soak Time Ambient Air Temperature **Heater Inlet:** Propulsion Off Soak Time Ambient Air Temperature **Heater Outlet:** Propulsion Off Soak Time Ambient Air Temperature **Radiator Outlet:** Propulsion Off Soak Time Ambient Air Temperature =================	LPE_TempSnsrFA HRTR_b_FuelSensor_FA_Bndl = Availible ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC ≥ 21,600 seconds ≥ -20.0 ºC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Comparison sensor 2:		Comparison sensor 1 & 2			
			CeEECR_e_BiasChkOut		are not	=		
			sideAirSnsr			CeEECR_e_BiasChkNoS		
			Fuel Operated heater:			election		
			CeEECR_e_AuxHeaterN		=================			
			oEffect		Aux Heat Detection			
			Block Heater:					
			CeEECR_e_AuxHeaterN		Aux heat detection can			
			oEffect		only be enabled the			
			Threshold A:	9.59 °C	following are met:			
			Threshold B:	9.59 °C				
					No Active DTCs	Same set as listed above		
			Head Coolant:			and		
			CeEECR_e_PhysSnsr6			EngineModeNotRunTimer		
			Comparison sensor 1:			Error		
			CeEECR_e_BiasChkMa			EngineModeNotRunTimer		
			nfldAirSnsr			_FA		
			Comparison sensor 2:			VehicleSpeedSensor_FA		
			CeEECR_e_BiasChkBlo					
			ckClntSnsr		At power-up a warm			
			Fuel Operated heater:		sensor and cool sensor			
			CeEECR_e_AuxHeaterN		are compared			
			oEffect		Warm sensor	CeAEHR_e_BlkHtrBlock		
			Block Heater:			ClntSnsr		
			CeEECR_e_AuxHeaterBi		Cool sensor	CeAEHR_e_BlkHtrOutsid		
			asBoth			eAirSnsr		
			Threshold A:	26.74 °C				
			Threshold B:	8.80 °C	If the warm sensor is	> 8.00 °C		
					compared to the cool			
			Heater Inlet:		sensor			
			CeEECR_e_PhysSnsr4					
			Comparison sensor 1:		Propulsion Off Soak Time	> 0 seconds		
			CeEECR_e_BiasChkHtr		Engine Off Soak Time	> 21,595 seconds		
			CrOutClnSnsr		Ambient Air Temperature	> -20.00 °C		
			Comparison sensor 2:					
			CeEECR_e_BiasChkRad		There are 4 different			
			OutClntSnsr		types of aux heater			
			Fuel Operated heater:		detection for this			
			CeEECR_e_AuxHeaterN		application:			
			oEffect					
			Block Heater:		2x2 signature	Enabled		
					Absolute Drop	Enabled		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: **Heater Outlet:** CeEECR_e_PhysSnsr5 Comparison sensor 1: CeEECR_e_BiasChkRadOutClntSnsr Comparison sensor 2: CeEECR_e_BiasChkHtrCrInClntSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasLow Threshold A: Threshold B: **Radiator Outlet:** CeEECR_e_PhysSnsr3 Comparison sensor 1: CeEECR_e_BiasChkEngInClntSnsr Comparison sensor 2: CeEECR_e_BiasChkFuelSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: A failure will be reported if any of the following conditions are met.	31.27 ºC 11.34 ºC 11.82 ºC 10.23 ºC 9.91 ºC 9.91 ºC	IAT Drop Temperature Derivative **2x2 Signature Criteria:** The warm sensors Sensor 1: Sensor 2: The cool sensors Sensor 1: Sensor 2: A block heater will be detected if the warm sensors are within AND The cool sensors are within AND The delta between the two groups (warm/cold) **Absolute Drop Criteria:** The is monitored for a drop. The drop will be monitored for once coolant flow is AND Flow time is between AND Engine runtime is A block heater is detected if a drop is **IAT Drop Criteria:**	Disabled Disabled CeAEHR_e_BlkHtrCylHdClntSnsr CeAEHR_e_BlkHtrFuelSnsr CeAEHR_e_BlkHtrEngInClntSnsr CeAEHR_e_BlkHtrRadOutClntSnsr 6.0 ºC 5.0 ºC > 6.3 ºC CeAEHR_e_BlkHtrBlockClntSnsr > 89.00 L/min 5.0 - 60.0 seconds < 120.0 seconds > 1.1 ºC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Evaluated in order: 1) This sensor is above both comparison sensors 2) This sensor is below both comparison sensors 3) This sensor is above both comparison sensors and an aux heat source has not been detected to cause this skew 4) This sensor is below both comparison sensors and an aux heat source has not been detected to cause this skew	>A ºC >A ºC >B ºC >B ºC	A block heater will be detected if: IAT has adrop of during a drive defined by: Drive time Vehicle speed Addtional drive time is provided when vehicle speed drops below above threshold as follows This detection method will abort if the engine is off OR Engine runtime **Temperature Derivative Criteria:** Derivative will be monitored using Derivative will be monitored once coolant flow is AND Flow time is between AND Engine runtime is Derivative count will increment if derivative is If counts are a block heater is detected ================	≥ 5.0 ºC ≥ 400.0 seconds ≥ 24.0 kph 0.5 times the seconds with vehicle speed below the threshold above > 180.0 seconds > 1,800 seconds CeAEHR_e_BlkHtrBlockClntSnsr > -1.00 L/min 5.0 - 15.0 seconds < 75.0 seconds < -0.10 ºC/sec ≥ 4 counts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
EVAP Purge Pump Temperature Too High	P14A4	Purge pump indicates it is too hot to operate and is in a protection mode (shuts down and/ or will not turn on). Diagnostic rationalizes the purge pump too hot status against environmental and vehicle operating conditions.	Purge pump over temperature status AND Intake Air Temperature AND OBD Max Coolant Achieved (read description for details)	= True < 45.0 °C = FALSE	Diagnostic is Enabled Propulsion system on LIN data available for LIN IAT data available Engine running time Powertrain relay voltage No Active DTC's No Pending DTC's	 ≥ 2 counts ≥ 30 seconds ≥ 11.0 volts IAT_SensorFA ECT_Sensor_FA LIN Communication Fault Active LIN Communication Fault Pending	80 failures out of 100 samples 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Mass Air Flow Sensor A Signal Message Counter Incorrect	P14B6	This DTC monitors for an error in communication with the Mass Air Flow Sensor A	Communication of the Alive Rolling Count Press_2B_C03 from the Mass Air Flow Sensor A over LIN bus is incorrect for out of total samples Or Communication of the Alive Rolling Count TmpHum_2A_C03 from the Mass Air Flow Sensor A over LIN bus is incorrect for out of total samples	>= 8.00 counts >= 10.00 counts >= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	LIN bus communication executes in 500ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission □ngine Speed Re□uest Circuit	P150C	This DTC monitors for an error in communication with the Transmission □ngine Speed Re□uest signal in □1□D	Communication of the Alive Rolling Count or Protection Value in the Transmission □ngine Speed signal over CAN bus is incorrect for out of total samples	 >= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	□xecutes in 25ms loop.	Type B, 2 Trips

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Communication Error with Active Grill Air Shutter Module “A”	P151E	This DTC monitors for an internal error or error in communication with the Active Grill Air Shutter Module A	Communication of the Alive Rolling Count from the Shutter Module A over LIN bus is incorrect or the Shutter Module A signals has an internal error for out of total samples	>= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	LIN bus communication executes in 500ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Adaptive Cruise Control Signal Circuit	P1553	Detects rolling count or protection value errors in Adaptive Cruise Control Axle Torque Command serial data signal "Emissions Neutral Default Action : When the ECM determines that a serial communication fault has occurred with the EOCM or the ACC module in data frame $2CB, the code is set and the Adaptive Control Cruise will be disabled and disengaged for the remainder of the key cycle regardless of current pass/fail condition once it fails." Only applicable for applications with ACC feature.	If x of y rolling count / protection value faults occur, disable adaptive cruise control for duration of fault		Adaptive Cruise Control Command Serial Data Error Diagnostic Enable	1.00	9 / 17 counts	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Switch State Undertermined	P155A	Detects when cruise switch state cannot be determined, such as low voltage conditions "Emissions Neutral Default Action : When the BCM tells the ECM that the cruise switch “Data Invalid” (latched on/off switch architectures) or “Indeterminate” (momentary on/off switch architectures) is detected for too long, ECM sets the code and cruise control will be disabled and disengaged for the remainder of the key cycle regardless of current pass/fail condition once it fails."	cruise switch state is received as "undetermined" for greater than a calibratable time	fail continuously for greater than 3.0 seconds			fail continuously for greater than 3.0 seconds	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage Signal Message Counter Incorrect	P155E	This DTC monitors for an error in communication with the DC/DC Converter Actuator Voltage Signal	Communication of the Alive Rolling Count or Protection Value from the DC/DC Converter over CAN bus is incorrect for out of total samples	>= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Ignition Switch Run/ Start Position Signal Message Counter Incorrect	P156D	This DTC monitors for an error in communication with the DC/DC Converter Run/ Crank Terminal Status Signal	Communication of the Alive Rolling Count or Protection Value from the DC/DC Converter over CAN bus is incorrect for out of total samples	>= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Crank Control Signal Message Counter Incorrect	P156E	This DTC monitors for an error in communication with the DC/DC Converter Crank Control Terminal Signal	Communication of the Alive Rolling Count or Protection Value from the DC/DC Converter over CAN bus is incorrect for out of total samples	>= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cruise Control Calibration Incorrect	P158A	Type of cruise in Body Control Module does not match that in the Engine Control Module for 2.5 seconds "Emissions Neutral Default Action : This diagnostic compares the BCM and the ECM configuration calibrations of whether No Cruise, Conventional Cruise Control, or ACC is available on the vehicle. If the calibration for the cruise system type in the ECM does not match the value in $4E9 signal Vehicle Speed Control System Type, a P158A DTC is set and cruise control is disabled."	Type of cruise system in GMLAN $4E9 does not match with that in the Engine Control Module for a fix time.	2.5 seconds	DID $40 from BCM says cruise system is present (ECM recieves programmble information from Body Control Module) OR ECM will not receive Programmable information for Cruise from Body Control Module	True	fail continuously for greater than 2.5 seconds.	Type C, No SVS "Emissions Neutral Diagnostics – Special Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Analog Mode Switch Circuit Low	P159F	This DTC will detect an analog driver mode switch input that is too low out of range.	For button type Normal_Button Analog Mode Switch low voltage threshold % of 5V range For button type Enhanced_Button Analog Mode Switch low voltage threshold % of 5V range For button type Mulitple_Button Analog Mode Switch low voltage threshold % of 5V range	< 29.00 % < 24.30 % < 21.20 %	Vehicle mode analog switch button type	= CeDMDG_e_Normal_Button	200 failures out of 250 samples 25 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Analog Mode Switch Circuit High	P15A0	This DTC will detect an analog driver mode switch input that is too high out of range.	For button type Normal_Button Analog Mode Switch high voltage threshold % of 5V range For button type Enhanced_Button Analog Mode Switch high voltage threshold % of 5V range For button type Mulitple_Button Analog Mode Switch high voltage threshold % of 5V range	>= 88.80 % >= 94.10 % >= 95.30 %	Vehicle mode analog switch button type	= CeDMDG_e_Normal_Button	200 failures out of 250 samples 25 ms / sample	Type B, 2 Trips

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Auto Start Stop Select Switch Signal Circuit For start stop conventional hybrid applications	P15A3	BCM to ECM Rolling Count check for CAN frame $1E1. -- Only utilize when calibration variable KeINFG_e_HybridType equals CeINFR_e_StartStopConv.	Rolling count value received from BCM does not match expected value	= TRUE	Engine Speed Engine Speed Engine speed between min/max for Vehicle Speed for Hybrid type	≥ 200 RPM ≤ 7,500 RPM ≥ 5.0 seconds ≤ 318.14 MPH ≥ 5.0 seconds =CeINFR_e_StartStopConv	> 3 error counts for > 10.0 seconds 100 ms / sample	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Front Object Detection Control Module Torque Request Signal Message Counter Incorrect	P15F6	Detects rolling count or protection value errors in Collision Preparation System Axle Torque Command serial data signal "Emissions Neutral Default Action : When the ECM determines that a serial communication fault has occurred with the EOCM in frame $2CD, the code is set and the Collision Preparation System is disabled." Only applicable for applications with Full Speed Range Adaptive Cruise Control and Collision Preparation System feature.	If x of y rolling count / protection value faults occur, disable collision preparation system for duration of fault		Front Object Detection Module Torque Request Serial Data Error Diagnostic Enable	1.00	4 / 10 counts	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Automatic Braking Engine Torque Request Signal Message Incorrect	P15F8	Detects rolling count or protection value errors Rear Virtual Bumper Axle Torque Command serial data signal "Emissions Neutral Default Action : When the ECM determines that a serial communication fault has occurred with the EOCM in frame $2F9, the code is set and the auto braking feature is disabled for the remainder of the key cycle." Only applicable for applications with Full Speed Range Adaptive Cruise Control and Collision Preparation System feature.	If x of y rolling count / protection value faults occur, disable rear virtual bumper or collision preparation system for duration of fault		Automatic Braking Engine Torque Request Serial Data Error Diagnostic Enable	1.00	4 / 10 counts	Type C, No SVS , "Emissions Neutral Diagnostics – special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Wheel Speed Sensor Sequence Number Incorrect	P15FD	This DTC monitors wheel speed signals for an incorrect sequence	Communication of the wheel speed sequence numbers from the ABS / Brake Control Module is incorrect. A complete set of sequence numbers has not been received for and this state is continuous for out of a total sample time of	> 10.00 seconds > 4.00 seconds > 5.00 seconds	Sequence Number Error DTC is enabled Power Mode Run/Crank Ignition Voltage Driven and non-driven wheel rotational status is currently being received and not failsoft.	= 1 (1 indicates enabled) = Run or Crank >= 11.00 Volts	Diagnostic executes in 25ms loop	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Sensor Signal Message Counter Incorrect	P15FF	This DTC monitors for an internal error or error in communication with the Battery Monitor Signal	Communication of the Alive Rolling Count from the Battery Monitor Module in frame 1E over LIN bus is incorrect or the Battery Monitor Module signals it has an internal error for out of total samples Or Communication of the Alive Rolling Count from the Battery Monitor Module in frame 15 over LIN bus is incorrect or the Battery Monitor Module signals it has an internal error for out of total samples Or Communication of the Alive Rolling Count from the Battery Monitor Module in frame 16 over LIN bus is incorrect or the Battery Monitor Module signals it has an internal error for out of total samples Or Communication of the Alive Rolling Count from	>= 8.00 counts >= 10.00 counts >= 8.00 counts >= 10.00 counts >= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Fastest periodic communication rate to Battery Monitor Module on LIN bus executes at 250ms.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			the Battery Monitor Module in frame 17 over LIN bus is incorrect or the Battery Monitor Module signals it has an internal error for	>= 8.00 counts				
			out of total samples	>= 10.00 counts				
			Or					
			Communication of the Alive Rolling Count from the Battery Monitor Module in frame 18 over LIN bus is incorrect or the Battery Monitor Module signals it has an internal error for	>= 8.00 counts				
			out of total samples	>= 10.00 counts				
			Or					
			Communication of the Alive Rolling Count from the Battery Monitor Module in frame 19 over LIN bus is incorrect or the Battery Monitor Module signals it has an internal error for	>= 8.00 counts				
			out of total samples	>= 10.00 counts				
			Or					
			Communication of the Alive Rolling Count from the Battery Monitor Module in frame 1D over LIN bus is incorrect or the					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Battery Monitor Module signals it has an internal error for out of total samples Or Communication of the Alive Rolling Count from the Battery Monitor Module in frame 1A over LIN bus is incorrect or the Battery Monitor Module signals it has an internal error for out of total samples Or Communication of the Alive Rolling Count from the Battery Monitor Module in frame 1B over LIN bus is incorrect or the Battery Monitor Module signals it has an internal error for out of total samples Or Communication of the Alive Rolling Count from the Battery Monitor Module in frame 1C over LIN bus is incorrect or the Battery Monitor Module signals it has an internal error for	>= 8.00 counts >= 10.00 counts >= 8.00 counts >= 10.00 counts >= 8.00 counts >= 10.00 counts >= 8.00 counts				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			out of total samples	>= 10.00 counts				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module SIDI High Pressure Pump current monitor	P163A	This DTC Diagnoses the current from the control area and compares it with calibrated thresholds to set current high and low flags	SIDI fuel pump High Current Test Current SIDI fuel pump Low Current Test Current	 >= 8.00 Amps <= 0.10 Amps	Battery Voltage Low Side Fuel Pressure Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) and Cam or Crank Sensor Not FA and IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not active and Device control commanded pressure is false and Device control pump ckt enabled on is false andEngine movement detected is true and Manufacturers enable counter is 0) Flex Fuel Sensor Not FA	>= 11 Volts > 0.275 MPa Enabled when a code clear is not active or not exiting device control Engine is not cranking	Current High/ Low 10 seconds failures out of 12.50 seconds sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Ignition voltage out of correlation error(P1682) not active and Barometric Pressure Inlet Air Temp Fuel Temp	 >= 70.0 KPA >= -12.0 degC -12 <= Temp degC <= 126		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Sensor Reference Voltage Status Message Counter Incorrect	P165C	This DTC monitors for an error in communication with the Sensor Reference Voltage Status Signals	Communication of the Alive Rolling Count or Protection Value from the Fuel Control System over CAN bus is incorrect for out of total samples	>= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage And Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 10ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Voltage Signal Message Counter Incorrect	P167F	This DTC monitors for an error in the FTZM Battery Voltage Signal Message Counter	Communication of the Alive Rolling Count or Protection Value from the Fuel Pump Control Module (FTZM) over CAN bus is incorrect for out of total samples	 >= 8 counts >= 10 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage Sensor Bus Relay	= Is available >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts = On (if present)	Executes in 10ms loop.	Type B, 2 Trips

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 and the Powertrain Relay Ignition Voltage. The diagnostic monitors the difference in voltage between Run/Crank Voltage and the Powertrain Relay Ignition Voltage and fails the diagnostic when the voltage difference is too high. This diagnostic only runs when the powertrain is commanded on and the Run/Crank Voltage is greater than a threshold based on IAT or the powertrain ignition voltage is high enough the Run/Crank voltage is high enough.	|Run/Crank – PT Relay Ignition| >	3.00 Volts		Powertrain Relay 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 Volts) AND Run/Crank voltage > 5.50 Volts	240 / 480 counts; or 0.175 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS SENT Comm Circuit Low (Gasoline applications ONLY)	P16A0	Detects a continuous or intermittent short low or open fault in the TPS SENT Communication Circuit by monitoring the voltage and failing the diagnostic when the voltage for the wave pulse is below state threshold as defined by SAE J2716 SENT Protocol. This diagnostic only runs when battery voltage is high enough.	Voltage for wave pulse is below state threshold as defined by SAE J2716 SENT Protocol	0.5 V	Run/Crank voltage	> 6.41 Volts	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS SENT Comm Circuit High (Gasoline applications ONLY)	P16A1	Detects a continuous or intermittent short high fault in the TPS SENT Communication Circuit by monitoring the voltage and failing the diagnostic when the voltage for the wave pulse is above state threshold as defined by SAE J2716 SENT Protocol. This diagnostic only runs when battery voltage is high enough. 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 Volts	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
TPS SENT Comm Circuit Performance (Gasoline applications ONLY)	P16A2	Detects a message fault in the TPS SENT Communication Circuit by monitoring the message pulse time and failing the diagnostic when the time for the pulse is below a low time threshold or above a high time threshold or if the message age limit is greater than a time threshold. This diagnostic only runs when battery voltage is high enough. 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 Volts	79 / 159 counts; 57 counts continuous; 3.125 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Ignition Voltage Correlation #2	P16A7	Detect a continuous or intermittent out of correlation between the Run/Crank Ignition Voltage and the Powertrain Relay Ignition Voltage #2. The diagnostic monitors the difference in voltage between Run/Crank Voltage and the Powertrain Relay Ignition Voltage and fails the diagnostic when the voltage difference is too high. This diagnostic only runs when the powertrain is commanded on and the Run/Crank Voltage is greater than a threshold based on IAT or the powertrain ignition voltage is high enough the Run/Crank voltage is high enough. Detect a continuous or intermittent out of correlation between the Run/Crank Ignition Voltage & the Powertrain Relay Ignition Voltage #2.	|Run/Crank – PT Relay Ignition| >	3.00 Volts		Powertrain commanded on AND (Run/Crank voltage > Table, f(IAT). See supporting tables: **P1682_PT Relay Pull-in Run/Crank Voltage f(IAT)** OR PT Relay Ignition voltage > 5.50 Volts) AND Run/Crank voltage > 5.50 Volts	240 / 480 counts; or 0.175 sec continuous; 12.5 ms/count in main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Controls Ignition Relay Feedback Circuit 2 Low Voltage - (GEN III Controllers ONLY)	P16AF	Detects low voltage in the engine controls ignition relay feedback circuit 2. This diagnostic reports the DTC when low voltage is present. Monitoring occurs when run crank voltage is above a calibrated value.	Engine controls ignition relay feedback circuit 2 low voltage	Relay voltage <= 5.00	Powertrain relay low diag enable Powertrain relay voltage Run Crank voltage Powertrain relay state	= 1.00 >= 11.00 > 9.00 = ON	5 failures out of 6 samples 1000 ms / sample	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Controls Ignition Relay Feedback Circuit 2 High Voltage - (GEN III Controllers ONLY)	P16B3	Detects high voltage in the engine controls ignition relay feedback circuit 2. This diagnostic reports the DTC when high voltage is present. Monitoring occurs when the relay state is inactive.	Engine controls ignition relay feedback circuit 2 high voltage	Relay voltage >= 4.00	Powertrain relay high diag enable Powertrain relay state	= 1.00 = INACTIVE	50 failures out of 63 samples 100 ms / sample	Type B, 2 Trips

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

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

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Sensor Bus Relay Control Circuit Open	P16D7	Detects an open circuit in the sensor bus relay circuit. This diagnostic reports the DTC when an open circuit is present. A decision is made by comparing a voltage measurement to a controller specific voltage threshold.	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.	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 controllers P16D8 may also set (Sensor Bus Relay Control Circuit Low).

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Sensor Bus Relay Control Circuit Low	P16D8	Detects a short to ground in the sensor bus relay circuit. This diagnostic reports the DTC when a short to ground is present. A decision is made by comparing a voltage measurement to a controller specific voltage threshold.	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.	Short to ground: ≤ 0.5 Ω 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 controllers P16D7 may also set (Sensor Bus Relay Control Circuit Open).

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Sensor Bus Relay Control Circuit High	P16D9	Detects a short to power in the sensor bus relay circuit. This diagnostic reports the DTC when a short to power is present. A decision is made by comparing a voltage measurement to a controller specific voltage threshold.	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.	Short to power: ≤ 0.5 Ω 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

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

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

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

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

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Battery Monitor Module Data Incompatible	P16E3	This DTC monitors for a battery module data incompatible fault	Battery Module data received over LIN bus is incompatible. (Measured by any of the following)		The historical mode diagnostic is enabled and / or The continuous mode diagnostic is enabled	= 1 (1 indicates enabled) = 1 (1 indicates enabled)	Diagnostic runs in the 250 ms loop	Type B, 2 Trips
			Historical Test	Upon IBS wakeup, if any of the below Historical Test conditions are satisfied, the diagnostic fails.	System Diagnostics Disabled	= False		
					Power Mode	Not equal off		
					12V System Reference Voltage	> 9.00 Volts		
			Absolute value of IBS battery capacity C20 data (IBS Return Nominal C20 - 70.00 Ah)	> 5.00 Ah	LIN Bus Off or Battery Module Communication Faults Active	= False		
			or		Outside Air Temperature	> -20.00 Celsius and < 50.00 Celsius		
			IBS Returns a battery type that is not equal to	CeBSER_e_IBS_Cfg BatAGM				
			or		Outside Air Temperature Validity Bit	= True		
			Absolute value of (IBS Return Battery Calibration#1 U40@25 C - 12.15 V)	> 0.50 Volts	IBS Configuration Data Available over LIN bus	= True		
			or		Historical Test Only Host Controller MEC Counter	<= 0		
			Absolute value of (IBS Return Battery Calibration#1 U80@25 C - 12.70 V)	> 0.50 Volts				
			Continuous Test	If any of the below conditions are satisfied for 16.00 fail counts				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Absolute value of IBS battery capacity C20 data (IBS Return Nominal C20 - 70.00 Ah) or IBS Returns a battery type that is not equal to or Absolute value of (IBS Return Battery Calibration#1 U40@25 C - 12.15 V) or Absolute value of (IBS Return Battery Calibration#1 U80@25 C - 12.70 V)	out of 20.00 sample counts, the diagnostic fails. > 5.00 Ah CeBSER_e_IBS_Cfg BatAGM > 0.50 Volts > 0.50 Volts				

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 (Gasoline applications ONLY)	P16F3	Detect Processor Calculation faults due to RAM corruptions, ALU failures and ROM failures For all of the following cases: If the individual diagnostic threshold is equal to 2048 ms, this individual case is not applicable. If any of the following cases are X out of Y diagnostics and the fail (x) is greater than the sample (Y), this individual case is also not applicable.	Equivance Ratio torque compensation exceeds threshold	-66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	Type A, 1 Trips
			Absolute difference between Equivance Ratio torque compensation and its dual store out of bounds given by threshold	66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Absolute difference of Accessory torque and its redundant calculation is out of bounds given by threshold range	66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

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	96.98 mg	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Absolute difference between the previous Final Advance and the current Final Advance not Adjusted for Equivalence Ratio is out of bounds given by threshold range	15.00 degrees		Engine speed >0rpm	Up/down timer 425 ms continuous, 0.5 down time multipier	
			Torque Learn offset is out of bounds given by threshold range	High Threshold 0.00 Nm Low Threshold 0.00	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor 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 > 780 rpm	Up/down timer 436 ms continuous, 0.5 down time multipier	
			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 multipier	
			Commanded Predicted Engine Torque and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor 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 693.85 Nm Low Threshold -65,535.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Creep Coast Axle Torque is out of bounds given by threshold range	High Threshold 693.85 Nm Low Threshold -65,535.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Absolute difference of Friction torque and its redundant calculation is out of bounds given by threshold range	66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

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 multipier	
			Launch spark is active but the launch spark redundant path indicates it should not be active	N/A		Engine speed < 7,000.00 or 7,200.00 rpm (hysteresis pair)	Up/down timer 136 ms continuous, 0.5 down time multipier	
			Rate limited vehicle speed and its dual store do not equal	N/A		Time since first CAN message with vehicle speed >= 0.500 sec	10 / 40 counts; 25.0msec/count	

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 multipier	
			Commanded engine torque due to slow actuators and its dual store do not equal	N/A	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			TOS to wheel speed conversion factor is out of bounds given by threshold range	High Threshold: 1.10 T/C Range Hi 0.10 T/C Range Lo Low Threshold: 1.10 T/C Range Hi 0.10 T/C Range Lo	Ignition State	Accessory, run or crank	255 / 6 counts; 25.0msec/count	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Cylinders active greater than commanded	2 cylinders		Engine run flag = TRUE > 2.00 s Number of cylinder events since engine run > 24 No fuel injector faults active	Up/down timer 436 ms continuous, 0.5 down time multipier	
			Transfer case neutral request from four wheel drive logic does not match with operating conditions	N/A	Ignition State	Accessory, run or crank Transfer case range valid and not over-ridden FWD Apps only	7.00 / 10.00 counts; 25.0msec/count	
			Driver progression mode and its dual store do not equal	N/A	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							multipier	
			Predicted torque for uncorrected zero pedal determination is greater than calculated limit.	Table, f(Engine, Oil Temp). **P16F3_Speed Control External Load f(Oil Temp, RPM)** + 66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Engine Predicted Request Without Motor is greater than its redundant calculation plus threshold	65.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Engine Immediate Request Without Motor is greater than its redundant calculation plus threshold	65.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							down time multipier	
			Positive Torque Offset is greater than its redundant calculation plus threshold OR Positive Torque Offset is less than its redundant calculation minus threshold	66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Commanded Predicted Engine Request is greater than its redundant calculation plus threshold	66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, down time	

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

Component/ System	Fault Code	Monitor 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 multipier	
			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 multipier	
			1. Cylinder Torque Offset exceeds step size threshold OR	1. 66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

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. 66.32 Nm				
			Engine Capacity Minimum Immediate Without Motor is greater than its dual store plus threshold	66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Engine Capacity Minimum Engine Off is greater than threshold	0 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor 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 multipier	
			Commanded Immediate Engine Request is greater than its redundant calculation plus threshold	66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Engine Speed Lores Intake Firing (event based) calculation does not equal its redundant calculation	N/A		Engine speed greater than 0rpm	Up/down timer 136 ms continuous, 0.5 down time multipier	

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 136 ms continuous, 0.5 down time multipier	
			Idle speed control calculated predicted minimum torque request exceeds calculated torque limit	Table, f(Oil Temp, RPM). See supporting tables: **P16F3_Speed Control External Load f(Oil Temp, RPM)** + 66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Idle speed control calculated predicted minimum torque without reserves exceeds calculated torque limit	Table, f(Oil Temp, RPM). See supporting tables: **P16F3_Speed Control External Load f(Oil Temp, RPM)** +	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				66.32 Nm				
			Difference between Driver Requested Immediate Torque primary path and its secondary exceeds threshold	693.85 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Driver Immediate Request is less than its redundant calculation minus threshold	693.85 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Commanded Immediate Request is greater than its redundant calculation plus threshold	693.85 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time	

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				multipier	
			Commanded Immediate Response Type is set to Inactive	N/A	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Difference between Cruise Axle Torque Arbitrated Request and Cruise Axle Torque Request exceeds threshold	50.00 Nm		Cruise has been engaged for more than 4.00 seconds	Up/down timer 2,048 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Desired engine torque request greater than redundant calculation plus threshold	65.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Engine min capacity above threshold	66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 138 ms continuous, 0.5 down time multipier	
			No fast unmanaged retarded spark above the applied spark plus the threshold	15.00 Degree		Engine speed greater than 0rpm	Up/down timer 425 ms continuous, 0.5 down time multipier	
			Absolute difference of adjustment factor based on temperature and its dual store above threshold	2.76 m/s	Ignition State	Accessory, run or crank	Up/down timer 193 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			1. Absolute difference of redundant calculated engine speed above threshold	500 RPM		Engine speed greater than 0 RPM	Up/down timer 136 ms continuous, 0.5 down time multipier	
			After throttle blade pressure and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Speed Control's Preditcted Torque Request and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	

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 438 ms continuous, 0.5 down time multipier	
			Desired throttle position greater than redundant calculation plus threshold	10.00 percent	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Absolute difference of the rate limited pre-throttle pressure and its redundant calculation greater than threshold	0.06 kpa	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Throttle desired torque above desired torque plus threshold	66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Difference of Final Torque feedback proportional plus integral term and its redundant calculation is out of bounds given by threshold range	High Threshold 66.32 Nm Low Threshold - 66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Difference of torque model coefficients and its redundant calculation is out of bounds given by threshold range	High Threshold 0.0000424 Low Threshold - 0.0000424	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Difference of base friction torque and its redundant calculation is out of bounds given by threshold	High Threshold 66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			range	Low Threshold - 66.32 Nm			down time multipier	
			Accessory drive friction torque is out of bounds given by threshold range	High Threshold 66.32 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			AC friction torque is greater than commanded by AC control software or less than threshold limit	High Threshold 25.00 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Difference of Oil temperature delta friction torque and its redundant calculation is out of bounds given by threshold range	High Threshold 66.32 Nm Low Threshold -66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Generator friction torque is out of bounds given by threshold range	High Threshold 66.32 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Absolute difference	66.32	Ignition State	Accessory, run or crank	Up/down timer	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			between the Supercharger friction torque and its redundant calculation greater than threshold	Nm			475 ms continuous, 0.5 down time multipier	
			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 66.32 Nm Low Threshold -66.32 Nm Rate of change threshold 4.15 Nm/loop		Engine speed >0rpm MAF, MAP and Baro DTCs are false	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Torque error compensation is out of bounds given by threshold range	High Threshold 66.32 Nm Low Threshold 0.00	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				Nm				
			Delta Torque Baro compensation is out of bounds given by threshold range	High Threshold 5.66 Nm Low Threshold 0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			1. Difference of reserve torque value and its redundant calculation exceed threshold OR 2. Reserve request does not agree with operating conditions or Difference of final predicted torque and its redundant calculation exeed threshold OR	1. 65.32 Nm 2. N/A 3. 65.32 Nm 4. 65.32 Nm	3. & 4.: Ignition State	1. & 2.: Torque reserve (condition when spark control greater than optimum to allow fast transitions for torque disturbances) > 66.32 Nm 3. & 4.:	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			3. Rate of change of reserve torque exceeds threshold, increasing direction only OR 4. Reserve engine torque above allowable capacity threshold			Accessory, run or crank		
			Engine Vacuum and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Absolute difference of the calculated Intake Manifold Pressure during engine event versus during time event is greater than threshold	Table, f(Desired Engine Torque). See supporting tables: **P16F3_Delta MAP Threshold f(Desired Engine Torque)**		Engine speed >0rpm	Up/down timer 136 ms continuous, 0.5 down time multipier	
			Min. Axle Torque Capacity is greater than threshold	0.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Driver Predicted Request is greater than its redundant calculation plus threshold OR Driver Predicted Request is less than its redundant calculation minus threshold	693.85 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Cold Delta Friction Torque and its dual store do not match	N/A	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Predicted torque for zero pedal determination is greater than calculated limit.	Table, f(Oil Temp, RPM). See supporting tables: **Speed Control External Load f(Oil**	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
				Temp, RPM) + 66.32 Nm			down time multipier	
			Commanded Predicted Axle Torque and its dual store do not match	1 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Steady State Estimated Engine Torque and its dual store are not equal	N/A		AFM not changing from Active to Inactive and preload torque not changing and one loop after React command Engine speed >0rpm	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Difference of Weighting factor for number of cylinders fueled and its redundant calculation is above threshold	0.26		Engine run flag = TRUE > 10.00 s	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Difference of minimum spark advance limit and its redundant calculation is out of bounds given by threshold range	15.00 degrees	Ignition State	Accessory, run or crank	Up/down timer 136 ms continuous, 0.5 down time multipier	
			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 425 ms continuous, 0.5 down time multipier	
			Absolute difference between Estimated Engine Torque and its dual store are above a threshold	66.32 Nm		Engine speed >0rpm	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Absolute difference between Estimated Engine Torque without reductions due to torque control and its dual store are above a threshold	66.32 Nm		Engine speed >0rpm	Up/down timer 475 ms continuous, 0.5 down time multipier	
			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) > 66.32 Nm	Up/down timer 436 ms continuous, 0.5 down time multipier	
			Absolute difference of Engine Capacity Minimum Running Immediate Brake Torque Excluding Cylinder Sensitivity and its redundant calculation is out of bounds given by threshold range	66 Nm		Engine speed >0rpm	Up/down timer 175 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			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 > 780 rpm	Up/down timer 436 ms continuous, 0.5 down time multipier	
			Rate limited cruise axle torque request and its dual store do not match within a threshold	50.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 163 ms continuous, 0.5 down time multipier	
			1. Absolute difference of Calculated accelerator pedal position compensated for carpet learn and error conditions and its redundant calculation is out of bounds given by threshold range OR	1. 5.00 % 2. N/A 3. N/A	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			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					
			Commanded axle torque is greater than its redundant calculation by threshold	693.85 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Commanded axle torque is less than its redundant calculation by threshold	1,040.78 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Preload timer and its redundant calculation do not equal	N/A	Ignition State	Accessory, run or crank AFM apps only	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			AC friction torque is greater than commanded by AC control software	25.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Engine Speed Lores Intake Firing (time based) calculation does not equal its redundant calculation	N/A		Engine speed >0rpm	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Absolute difference of the calculated spark offset for equivalence ratio and its redundant cacluation is greater than a threshold	15.00 degrees		Engine speed >0rpm	Up/down timer 136 ms continuous, 0.5 down time multipier	
			Transmission Torque Request cacluations do not equal their dual stores	N/A		Run or Crank = TRUE > 0.50 s	16 / 32 counts; 25.0msec/count	
			Absolute difference of the predicted motor torque ACS and its redundant cacluation is greater than a threshold	0.01 Nm			Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Absolute difference of maximum throttle area	15 mm2			Up/down timer 193	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			and its redundant cacluation is greater than a threshold				ms continuous, 0.5 down time multipier	
			Pedal learns and their redundant calculation do not equal		Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Throttle learns and their redundant calculation do not equal		Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Desired Throttle Position and its redundant calculation do not equal		Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Difference between Estimated Engine Torque and Commanded Engine Torque is greater than an offset -OR- Difference between Engine Torque Control Feedback and its redundant feedback calculation are beyond its safety bounds -OR-	66.32 Nm Greater than 66.32 Nm or Lower than 66.32 Nm	Engine State	Running	Up/down timer 200.00 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Immediate Feedback Control is active beyond allowed -OR- Torque Control Solver Failure is active	2.00 seconds				
			Calculated or Commanded Engine to Axle ratio is lower than a threshold -OR- Engine to Axle Offset is greater than a threshold	0.9 66.32 Nm	Ignition State	Accessory, run or crank	Up/down timer 175.00 ms continuous, 0.5 down time multipier	
			Difference between Cruise Arbritration Request and its redundant calcultion exceeds a threshold -OR- Difference between Cruise Accleration Request and its redundant calcultion exceeds a threshold	26.02 Nm 0.05 KPH/Second	Ignition State	Accessory, run or crank	Up/down timer 500.00 ms continuous, 0.5 down time multipier	
			Difference between commanded Engine Torque and its redundant calcultion is greater than a threshold -OR- Difference between commanded Engine	66.32 Nm 65,535.00 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,047.97 ms continuous, 0.5 down time multipier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Torque and its redundant calcultion is less than a threshold					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Powerflow Engaged Signal Message Incorrect	P1772	This DTC monitors for an error in communication with the Powerflow Engaged Signal.	Communication of the Alive Rolling Count or Protection Value of the Powerflow Engaged Signal over CAN bus is incorrect for out of total samples	 >= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is avaialble >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 250ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
IMS State Signal Message Incorrect	P1773	This DTC monitors for an error in communication with the IMS State Signal.	Communication of the Alive Rolling Count or Protection Value of the IMS State Signal over CAN bus is incorrect for out of total samples	>= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is avaialble >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 250ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Range Signal Message Counter Incorrect	P188B	This DTC monitors for an error in communication with the Transmission Range Signal	Communication of the Alive Rolling Count or Protection Value of the Transmission Range Signal over CAN bus is incorrect for out of total samples	 >= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is avaialble >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 250ms loop.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Park Assistance System Performance	P18CB	Determines if Park assist active bit from EBCM is valid	Speed Error - APA active ($1C6/$1C7) above a vehicle speed threshold OR Initialization Error - APA active ($1C6/$1C7) without an active torque request OR Exit Error - APA transitions to inactive during active torque request above a vehicle speed threshold	> 10.00 APA active boolean transitions from False to True with Torque Intervention = No request APA active boolean transitions from True to False with Torque Intervention <> No request when vehicle speed is > 1.00	Active Communication with EBCM Power Mode Engine Running Status of traction in GMLAN message ($4E9) Run/Crank Active Ignition Voltage	Received serial data = Run = True = Traction Present > 0.50 seconds > 6.41 volts	>= 6 failures out of 10 Performed every 12.5ms >= 6 failures out of 10 Performed every 12.5ms When transition occurs, no number of samples Performed every 12.5ms	Type C, No SVS Emissions Neutral Diagnostic - Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 2 Performance (For use on vehicles with two fuel senders and mechanical transfer pump)	P2066	This DTC will detect a secondary fuel tank level sensor stuck in-range.	1) If Deadband diagnostic subtest Enabled AND 2a) If fuel volume in primary tank is and 2b) if fuel volume in secondary tank is and 2c) and if 2a and 2b indications do not change while fuel volume consumed by engine is	1) == Disabled status 2a) ≥ 28.4 liters 2b) < 0.0 liters 2c) ≥ 18.0 liters	1a) Diagnostic Enabled 1b) Engine Operational Status	1a) == True 1b) == Running	250 ms / sample	Type B, 2 Trips
			1) If Secondary sensor rationality diagnostic subtest enabled AND 2a) Volume in primary tank is 2b) and volume in secondary tank is 2c) and remains in this condition for	1) == Disabled status 2a) < 28 liters 2b) > 0 liters 2c) ≥ 1,800 seconds	1a) Diagnostic Enabled 1b) Engine Operational StatusEngine Running	1a) == True 1b) == Running	250 ms / sample	
			a) If indicated fuel volume change is b) while fuel consumed by the engine is	a) ≤ 3.00 liters b) ≥ 24 liters	1a) Diagnostic Enabled 1b) Engine Operational StatusEngine Running 2) Secondary tank volume [Not Empty] is	1a) == True 1b) == Running 2) ≥ 0.0 liters	250 ms / sample	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 2 Circuit Low Voltage (For use on vehicles with two fuel senders)	P2067	This DTC will detect a fuel sender out-of-range low in the secondary fuel tank.	Fuel level Sender % of 5V range	< 10 % or 17.06 liters	a) Diagnostic enabled status b) Fuel Level Sensor Initialized status c) Fuel Level Sensor Data Available Status d) Communication faults status	a) == True b) == True c) == True d) <> True	100 failures out of 125 samples 100 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Level Sensor 2 Circuit High Voltage (For use on vehicles with two fuel senders)	P2068	This DTC will detect a fuel level sensor out-of-range high in the secondary fuel tank.	Fuel level Sender % of 5V range	> 60 % or 0.66 liters	a) Diagnostic enabled status b) Fuel Level Sensor Initialized status c) Fuel Level Sensor Data Available Status d) Communication faults status	a) == True b) == True c) == True d) <> True	100 failures out of 125 samples 100 ms / sample	Type B, 2 Trips

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.	≤ 0.5 Ω impedance between signal and controller ground	System supply voltage Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	20 failures out of 25 samples 250 ms /sample, continuous	Type A, 1 Trips

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.	≤ 0.5 Ω impedance between signal and controller power	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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Exhaust Camshaft Actuator Solenoid Circuit Low – Bank 1	P2090	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.	≤ 0.5 Ω impedance between signal and controller ground	System supply voltage Output driver is commanded on Ignition switch is in crank or run position	> 11.00 Volts	20 failures out of 25 samples 250 ms /sample, continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Exhaust Camshaft Actuator Solenoid Circuit High – Bank 1	P2091	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.	≤ 0.5 Ω impedance between signal and controller power	System supply voltage Output driver Ignition switch	> 11.00 Volts On Crank or Run	20 failures out of 25 samples 250 ms /sample, continuous	Type A, 1 Trips

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	The Average Integral Offset % Authority AND The Average Total Offset % Authority (Note: any value greater than or equal to +100% effectively nullifies the Average Total Offset % Authority criteria) 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 >= 29 % for >= 5.0 seconds AND the % Authority metric is approaching the failure threshold. Diagnosis resumes if the purge valve is closed OR the percent vapor is <= 25 % for >= 5.0 seconds. This was done to minimize disabling the diagnostic for longer than necessary.	>= 84.0 % >= 50.0 % If the P2096 is actively failing then the Average Integral Offset must be < 84.0 % and the Average Total Offset must be < 50.0 % for the diagnostic to report a pass.	The post cat fuel trim diagnostic is enabled 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 Ethanol Estimation in Progress O2 Heater Learned Resistance Long Term Secondary Fuel Trim Enabled for (see "**Long Term Secondary Fuel Trim Enable Criteria**" in Supporting Tables) High Vapor Conditions Green Cat System	 No No Yes No No >= 70 kPa >= 0.0 g/s <= 10,000.0 >= 0 kPa <= 256 >= -20 deg. C <= 200 >= -20 deg. C (or OBD Coolant Enable Criteria = TRUE) Not Active Not Active Not Active = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") >= 2.0 seconds Not Present = Not Valid,	Frequency: Continuous Monitoring in 100ms loop. The Integral and Total Offset % Authority metrics are sampled every 100ms and an average is calculated every 35.0 seconds (350 samples) before comparing to their respective failure thresholds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		and proportional offset values of "0" (i.e. 0% authority) and a post catalyst O2 sensor that is within its optimal operating range (neither rich nor lean).			Condition	Green Cat System condition is considered valid until the accumulated air flow is greater than 360,000 grams. Airflow accumulation is only enabled when estimated Cat temperature is above 600 Deg C and airflow is above 22 grams/sec.		
					No Fault Active for:	AmbientAirDefault AIR System FA Ethanol Composition Sensor FA ECT_Sensor_FA EGRValveCircuit_FA EGRValvePerformance_FA IAT_SensorFA CamSensorAnyLocationFA EvapEmissionSystem_FA EvapFlowDuringNonPurge_FA FuelTankPressureSnsrCkt_FA EvapPurgeSolenoidCircuit_FA EvapSmallLeak_FA EvapVentSolenoidCircuit_FA FuelInjectorCircuit_FA MAF_SensorFA MAF_SensorTFTKO MAP_SensorFA MAP_EngineVacuumStatus EngineMisfireDetected_FA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						A/F Imbalance Bank1 O2S_Bank_1_Sensor_1_FA O2S_Bank_1_Sensor_2_FA		
					For the cells identified as enabled (i.e. those containing a "Yes" at the beginning of the Enable Conditions column), the minimum accumulated samples required before the fuel control metric is considered usable for that cell (1 sample = 100ms):			
					Deceleration	250		
					Idle	250		
					Cruise	100		
					Light Acceleration	250		
					Heavy Acceleration	250		
					(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).			

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	The Average Integral Offset % Authority AND The Average Total Offset % Authority (Note: any value less than or equal to -100% effectively nullifies the Average Total Offset % Authority criteria) 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 >= 29 % for >= 5.0 seconds. Diagnosis resumes if the purge valve is closed OR the percent vapor is <= 25 % for >= 5.0 seconds. This was done to minimize disabling the diagnostic for longer than necessary.	<= -97.0 % <= -59.0 % If the P2097 is actively failing then the Average Integral Offset must be > -97.0 % and the Average Total Offset must be > -59.0 % for the diagnostic to report a pass.	Same as P2096	Same as P2096	Frequency: Continuous Monitoring in 100ms loop. The Integral and Total Offset % Authority metrics are sampled every 100ms and an average is calculated every 35.0 seconds (350 samples) before comparing to their respective failure thresholds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		and proportional offset values of "0" (i.e. 0% authority) and a post catalyst O2 sensor that is within its optimal operating range (neither rich nor lean).						

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 error. This is determined if the difference between measured throttle position and modeled throttle position is greater than a threshold or less than a threshold. This diagnostic only runs when the engine is running and the voltage is high enough and there is not a voltage failure and the throttle position minimum learn is not active and the throttle is being controlled 2) Throttle control is driving the throttle in the incorrect direction. This is determined if the throttle position is greater than a threshold percent and the powertrain relay voltage is high enough and the throttle position minimum learn is active.	Difference between measured throttle position and modeled position, (modeled = MAX (Commanded vs. Commanded Filtered)) > OR Difference between modeled position (modeled = MIN (Commanded vs. Commanded Filtered)) and measured throttle position >	10.00 percent 10.00 percent	TPS minimum learn is not active AND Powertrain Relay Contact1 Fault is FALSE (no P1682 fault) AND Throttle Control is not in Service or DVT control AND Throttle is being Controlled AND ((Engine Running AND Run/Crank Voltage) OR Run Crank Voltage) AND (PT Relay Command On OR ((Engine Running AND Powertrain Relay Voltage) OR Powertrain Relay Voltage))	> 5.50 Volts > 8.41 Volts > 5.50 Volts > 8.41 Volts	15 counts; 12.5 ms/count in the primary processor	Type A, 1 Trips
			Throttle Position >	36.00 percent	TPS minimum learn active AND Powertrain Relay Contact1 Fault is FALSE (no P1682 fault) AND Throttle Control is not in Service or DVT control	= TRUE	11 counts; 12.5 ms/count in the primary processor	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Throttle Return to Default Performance	P2119	Throttle unable to return to default throttle position after de-energizing ETC motor.	(Normalized TPS1 percent Vref > AND Normailzed TPS2 percent Vref > On the main processor) OR (Normalized TPS1 percent Vref < AND Normailzed TPS2 percent Vref < On the main processor)	1.7560 % Vref 1.7590 % Vref 1.4340 % Vref 1.4310 % Vref	Throttle de-energized due to one of the following conditions: Powerup Default Learn OR Default Throttle Authority OR PT Relay Voltage OR Main System Shutdown OR Battery Saver Active OR (Powertrain Relay On AND Run/Crank Active)	= TRUE = TRUE < 5.500 Volts = TRUE = TRUE = FALSE = FALSE	0.4969 s if ETC motor command is STOP (when Default Throttle Authority or Main System Shutdown is causing Throttle de-energize) 5.0000 s if ETC motor command is not STOP	Type C, No SVS

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	Detects a continuous or intermittent short low or open in the APP sensor #1 by monitoring the APP1 sensor percent Vref and failing the diagnostic when the APP1 percent Vref is too low. This diagnostic only runs when battery voltage is high enough. Detects a continuous or intermittent short low or open in the APP sensor #1 on the Main processor.	APP1 percent Vref	< 0.4625 % Vref	Run/Crank voltage No 5V reference error or fault for # 4 5V reference circuit	> 6.41 Volts P06A3	19 / 39 counts; or 14 counts continuous; 12.5 ms/count in the main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Accelerator Pedal Position (APP) Sensor 1 Hi	P2123	Detects a continuous or intermittent short high in the APP sensor #1 by monitoring the APP1 sensor percent Vref and failing the diagnostic when the APP1 percent Vref is too high. This diagnostic only runs when battery voltage is high enough. Detect a continuous or intermittent short high in the APP sensor #1 on the Main processor.	APP1 percent Vref >	4.7500 % Vref	Run/Crank voltage No 5V reference error or fault for # 4 5V reference circuit	> 6.41 Volts P06A3	19 / 39 counts; or 14 counts continuous; 12.5 ms/count in the main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Accelerator Pedal Position (APP) Sensor 2 Lo	P2127	Detects a continuous or intermittent short low or open in the APP sensor #2 by monitoring the APP2 sensor percent Vref and failing the diagnostic when the APP2 percent Vref is too low. This diagnostic only runs when battery voltage is high enough. Detects a continuous or intermittent short low or open in the APP sensor #2 on the Main processor.	APP2 percent Vref <	0.3250 % Vref	Run/Crank voltage No 5V reference error or fault for # 4 5V reference circuit	> 6.41 Volts P0697	19 / 39 counts; or 14 counts continuous; 12.5 ms/count in the main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Accelerator Pedal Position (APP) Sensor 2 Hi	P2128	Detects a continuous or intermittent short high in the APP sensor #2 by monitoring the APP2 sensor percent Vref and failing the diagnostic when the APP2 percent Vref is too high. This diagnostic only runs when battery voltage is high enough. Detect a continuous or intermittent short high in the APP sensor #2 on the Main processor.	APP2 percent Vref >	2.6000 % Vref	Run/Crank voltage No 5V reference error or fault for # 4 5V reference circuit	> 6.41 Volts P0697	19 / 39 counts; or 14 counts continuous; 12.5 ms/count in the main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Throttle Position (TP) Sensor 1-2 Correlation	P2135	Detect a continuous or intermittent correlation fault between TPS sensors #1 and #2 on Main processor. 1.) The diagnostic monitors the difference in position between TPS1 and the TPS2 and fails the diagnostic when the difference is too high. This diagnostic only runs when the battery voltage is high enough. 2.) The diagnostic monitors the difference in reference voltage between normalized min TPS1 and the normalized min TPS2 and fails the diagnostic when the difference is too high. This diagnostic only runs when the battery voltage is high enough. 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 No TPS sensor faults No 5V reference error or fault for # 4 5V reference circuit	> 6.41 Volts (P0122, P0123, P0222, P0223) 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 No TPS sensor faults No 5V reference error or fault for # 4 5V reference circuit	> 6.41 Volts (P0122, P0123, P0222, P0223) P06A3	79 / 159 counts; or 58 counts continuous; 3.125 ms/count in the main processor	

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	Detect a continuous or intermittent correlation fault between APP sensors #1 and #2 on Main processor. 1.) The diagnostic monitors the difference in position between APP1 and the APP2 and fails the diagnostic when the difference is too high. This diagnostic only runs when the battery voltage is high enough. 2.) The diagnostic also monitors the difference in reference voltage between normalized min APP1 and the normalized min APP2 and fails the diagnostic when the difference is too high. This diagnostic only runs when the battery voltage is high enough. 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 No APP sensor faults No 5V reference errors or faulst for # 3 & # 4 5V reference circuits	> 6.41 Volts (P2122, P2123,P2127, P2128) (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 No APP sensor faults No 5V reference errors or faulst for # 3 & # 4 5V reference circuits	> 6.41 Volts (P2122, P2123,P2127, P2128) (P06A3, P0697)	19 / 39 counts intermittent; or 15 counts continuous, 12.5 ms/count in the main processor	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 high side circuit shorted to ground	P2147	Controller specific output driver circuit diagnoses Injector 1 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.	25 amp >= through High Side Driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 1 high side circuit shorted to power	P2148	Controller specific output driver circuit diagnoses Injector 1 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.	 <= 1 volt between signal and controller power	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 high side circuit shorted to ground	P2150	Controller specific output driver circuit diagnoses Injector 2 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.	25 amp >= through High Side Driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 2 high side circuit shorted to power	P2151	Controller specific output driver circuit diagnoses Injector 2 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.	<= 1 volt between signal and controller power	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 high side circuit shorted to ground	P2153	Controller specific output driver circuit diagnoses Injector 3 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.	25 amp >= through High Side Driver	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector 3 high side circuit shorted to power	P2154	Controller specific output driver circuit diagnoses Injector 3 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.	<= 1 volt between signal and controller power	Battery Voltage Engine Run Time	>= 11 Volts >= 5 Seconds P062B not FA or TFTK	10.00 failures out of 20.00 samples 100 ms /sample Continuous	Type A, 1 Trips

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	Detect when the throttle position minimum learn on the main processor is not learned. This diagnostic detects this by monitoring if the throttle position is greater than a threshold and the number of learn attempts is greater than a threshold. This diagnostic only runs when the battery voltage is high enough and the throttle position minimum learn is active. Throttle position sensors were not in the minmum learn window after multiple attempts to learn the minimum.	During TPS min learn on the Main processor, TPS percent Vref > AND Number of learn attempts >	0.5740 % Vref 10 counts	Run/Crank voltage TPS minimum learn is active No previous TPS min learn values stored in long term memory	> 6.41 Volts = TRUE	2.0 secs	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 2 Circuit Low	P2184	Circuit Continuity This DTC detects a short to ground in the a temperature sensor signal circuit or the temperature 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 (@ 150ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr2 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	< X Ohms X is equal to: Temp Sensor 1: 55 Ohms Temp Sensor 2: 55.0 Ohms Temp Sensor 3: 41.1 Ohms Temp Sensor 4: 55.0 Ohms Temp Sensor 5: 41.1 Ohms Temp Sensor 6: 55.0 Ohms Temp Sensor 7: 55.0 Ohms			5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 2 Circuit High	P2185	Circuit Continuity This DTC detects a short to high or open in a temperature signal circuit or the temperature 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 (@ -60ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: RadCoolantTempSnsr Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	> X Ohms X is equal to: Temp Sensor 1: 174,069 Ohms Temp Sensor 2: 174,069 Ohms Temp Sensor 3: 354,667 Ohms Temp Sensor 4: 174,069 Ohms Temp Sensor 5: 354,667 Ohms Temp Sensor 6: 174,069 Ohms Temp Sensor 7: 174,069 Ohms	Engine run time OR IAT min	> 10.0 seconds ≥ -20.0 °C	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 2 Circuit Intermittent/ Erratic	P2186	Circuit Erratic This DTC detects large step changes in a temperature signal circuit or the temperature 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.	Temperature step change: 1) postive step change is greater than calculated high limit OR 2) negitive step change is lower than calculated low limit. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr2 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4		No Active DTC's	EECR_TS2_Erratic_TFTKO EECR_TS2_CktHiLo_FA	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 6: CeEECR_e_EngCoolantTempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolantTempSnsr6 The calculated high and low limits for the next reading use the following calibrations: Temperature Sensor 1: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 2: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 3: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 4: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 5: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 6: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit	 5.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.3 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 7: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit *****Generic Example***** If the last temp reading was 90 °C, the Time constant was calibrated at 10 seconds, the low limit was calibrated to -80 °C and the high limit was calibrated to 200 °C the caluculated limits are 101 °C and 73 °C. The next reading (after the 90 °C reading) must be between 73 °C and 101 °C to be valid. *****************************	 5.3 seconds -60.0 °C 150.0 °C				

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	This monitor determines if there is an Air Fuel Imbalance in the fueling system for a cylinder on 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). 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	Standard Mode Filtered Ratio Optional Mode Filtered Ratio For this program the Optional Mode is NOT used	> 0.40 If the diagnostic has reported a failure on the prior trip, the Filtered Ratio must fall below 0.35 in order to report a pass. This feature prevents the diagnostic from tog-gling between failing and passing. > 0.50 If the diagnostic has reported a failure on the prior trip, the Optional Mode Filtered Ratio must fall below 0.25 in order to report a pass. This feature prevents the diagnostic from toggling between failing and passing.	The A/F imbalance diagnostic is enabled System Voltage Fuel Level Engine Coolant Temperature Cumulative engine run time Diagnostic enabled at Idle (regardless of other operating conditions) Engine speed range Engine speed delta during a short term sample period Mass Airflow (MAF) range Cumulative delta MAF during a short term sample period Filtered MAF delta between samples Note: first order lag filter coefficient applied to MAF	No lower than 11.0 Volts for more than 0.2 seconds > 10.0 % The diagnostic will disregard the fuel level criteria if the fuel sender is faulty. > -20 deg. C (or OBD Coolant Enable Criteria = TRUE) > 0.0 seconds No 800 to 4,000 RPM < 200 RPM 3 to 500 g/s < 5 g/s < 0.50 g/s	Minimum of 1 test per trip, up to 9 tests per trip during RSR or FIR. The front O2 sensor voltage is sampled once per cylinder event. Therefore, the time required to complete a single test (when all enable conditions are met) decreases as engine speed increases. For example, 22.00 seconds of data is required at 1000 rpm while double this time is required at 500 rpm and half this time is required at 2000 rpm. This data is collected only when enable conditions are met, and as such significantly more operating time is required than is indicated above. Generally, a report will be	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		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			= 0.060 Air Per Cylinder (APC) APC delta during short term sample period Filtered APC delta between samples Note: first order lag filter coefficient applied to APC = 0.110 Spark Advance Throttle Area (percent of max) Intake Cam Phaser Angle Exhaust Cam Phaser Angle -------------------------------- Electronic Waste Gate (eWG) present If eWG = yes then Waste Gate Position Intrusive eWG Feature If intrusive Waste Gate positin is enabled then the electronic Waste Gate will be commanded to the following range when the other enable conditions have been met. Intrusive Waste Gate Position Min	 100 to 640 mg/cylinder < 85 mg/cylinder < 5.00 percent -10 to 55 degrees 2 to 200 percent 0 to 30 degrees 0 to 30 degrees -------------------------------- Yes -5.0 to 105.0 Disabled -5.0	made within 5 minutes of operation. For RSR or FIR, 18 tests must complete before the diagnostic can report.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		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 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 his feature. For programs using Active Fuel Management or Multiple Cam profiles a secondary Imbalance Ratio can be calculated while in the secondary operating modes. This secondary ratio is an optional calculation and is labeled as the "Optional Mode Ratio". The Optional Mode Ratio is calculated the same as explained above with the following supporting			Intrusive Waste Gate Position Max --------------------------------- Active Fuel Management Firing Fraction if the Optional Mode is enabled (see Malfunction Criteria) Active Fuel Management Firing fraction for Optional Mode calculations Intrusive Firing Fraction during Fast Initial Response or Rapid Step Response If the intrusive Firing Fraction feature is enabled the Active Fuel Management firing fraction will be forced to a value above this threshold when in Fast Initial Response or in Rapid Step Response. -------------------------------- For programs using multi-step cam profiles: High Lift Cam Profile will use: Low Lift Cam Profile will use:	105.0 --------------------------------- 0.00 to 1.10 0.00 to 1.00 Disabled >= 0.00 -------------------------------- Standard Mode Filtered Ratio Standard Mode Filtered Ratio		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		tables: **P219A Variance Threshold Bank1 Opt Table** , **P219A Normalizer Bank1 Opt Table** , and **P219A Quality Factor Bank1 Opt Table**			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.	>= 0.99		
					Fuel Control Status Closed Loop and Long Term FT Enabled for:	>= 1.2 seconds (Please see "**Closed Loop Enable Clarification**" and "**Long Term FT Enable Criteria**" in Supporting Tables)		
					Device Control AIR pump CASE learn EGR EVAP Engine Over Speed Protection Idle speed control PTO Injector base pulse width	Not active Not on Not active Not intrusive Not intrusive Not Active Normal Not Active Above min pulse limit		
					O2 learned htr resistance	= Valid (the O2 heater resistance has learned since NVM reset)		
					Rapid Step Response (RSR):			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					RSR will trigger if the Ratio result from the last test is	>= 0.40		
					AND it exceeds the last Filtered ratio by	>= 0.55		
					Once triggered, the filtered ratio is reset to:	0.00		
					Fast Initial Response (FIR): FIR will trigger when an NVM reset or code clear occurs. Once triggered, the filtered ratio is reset to:	0.00		
					No Fault Active for:	EngineMisfireDetected_FA MAP_SensorFA MAF_SensorFA ECT_Sensor_FA TPS_ThrottleAuthorityDefaulted FuelInjectorCircuit_FA AIR System FA EvapExcessPurgePsbl_FA CamSensorAnyLocationFA FuelTrimSystemB1_FA O2S_Bank_1_Sensor_1_FA O2S_Bank_1_Sensor_2_FA WRAF_Bank_1_FA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure (BARO) Sensor Circuit Low (applications with LIN MAF)	P2228	Detects an eroneously low value being reported over the LIN serial connection from the BARO sensor. The diagnostic monitors the BARO sensor pressure output and fails the diagnostic when the pressure is too low. The BARO sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure. The BARO pressure value is transmitted to the ECM by the MAF sensor using the LIN serial communication protocol.	BARO Pressure	< 44.0 kPa	LIN Communications established with MAF		160 failures out of 200 samples 1 sample every 25 msec	Type A, 1 Trips

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 (applications with LIN MAF)	P2229	Detects an eroneously high value being reported over the LIN serial connection from the BARO sensor. The diagnostic monitors the BARO sensor pressure output and fails the diagnostic when the pressure is too high. The BARO sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure. The BARO pressure value is transmitted to the ECM by the MAF sensor using the LIN serial communication protocol.	BARO Pressure	> 115.0 kPa	LIN Communications established with MAF		160 failures out of 200 samples 1 sample every 25 msec	Type A, 1 Trips

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 (applications with LIN MAF)	P2230	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. 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”. 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.	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current BARO reading - BARO reading from 25 milliseconds previous)	> 100 kPa 40 consecutive BARO readings	LIN Communications established with MAF		4 failures out of 5 samples Each sample takes 1.0 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Pumping Current Circuit/Open Bank 1 Sensor 1 (For use with WRAF & Gen IV ECM	P2237	This DTC determines if the B1S1 WRAF O2 Sensor Pump Current signal circuit is Open. When enabled, the diagnostic monitors the failure counters it receives from the WRAF Application-Specific Integrated Circuit (ASIC). The diagnostic failure counter is incremented based on the fault bit message received from the ASIC. The DTC is set based on fail and sample counters.	B1S1 WRAF ASIC indicates a Open circuit on the Pump Current circuit signal. Open fail counts are accumulated to determine fault status. <u>Note</u>: This ASIC is referred to as ATIC142 (Continental).	The ASIC provides a fault indication when the pumping current circuit pin is open, or pump cell voltage is > 1.2V and reference cell voltage is < 1.2V Note: the fault must exist for previous 2.5 seconds, it is split in two stages, a passive stage of 1.875 seconds and an active stage of 0.625 seconds.	Diagnostic is Enabled DTC's Not active this key cycle Measure Valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **************************	WRAF_Bank_1_FA P0135, P0030, P0031, P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds	20 failures out of 24 samples Continuous in 25 milli - second loop	Type B, 2 Trips
			B1S1 WRAF ASIC indicates a Open circuit on the Pump Current circuit signal. Open fail counts are accumulated to determine fault status. This application uses the following type of WRAF sensor: <u>For NGK_ZFAS_U2</u> <u>For Bosch_LSU_4p9</u>	The ASIC provides a fault indication when the pumping current circuit fails the following criteria; Based on the type of WRAF sensor used; CeWRSG_e_NGK_ZFAS_U2 element resistance > 400 ohms pump cell reference resistance > Nernst	Diagnostic is Enabled DTC's Not active this key cycle Measure Valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **************************	WRAF_Bank_1_FA P0135, P0030, P0031, P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds	20 failures out of 24 samples Continuous in 25 milli - second loop	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Note: This ASIC is referred to as CJ136 (next Gen version of CJ135 from Bosch).	reference resistance Note: the faults must exist for more than 10 msec to qualify for a fail flag.				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Pumping Current Performance Bank 1 (For use with WRAF - non E80	P223C	This DTC determines if the WRAF O2 sensor pumping current has an incorrect or out of range value. This DTC will detect open circuit faults to the Pump current, Ref Cell voltage, Ref Ground circuits. When enabled, the diagnostic monitors the pumping current in three different fault regions during DFCO. The individual diagnostic failure counters are incremented based on the diagnostic results in each region. The DTC is set based on any of the three individual fail and sample counters.	Fault condition present when the pump current is in any of the fault regions when this test is enabled during DFCO.	The three pump current fault regions are: A) Pump current > 5.00 ma B) Pump current ≤ 0.30 ma and ≥ - 0.30 ma C) Pump current < -0.30 ma The three fault regions have individual X out of Y calibrations. When the X out of Y is reached in any region this DTC is set.	Diagnostic is Enabled DTC's Not active this key cycle Measure Valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) ************************** Test starts when time in DFCO Test stops when time in DFCO	WRAF_Bank_1_FA P0135, P0030, P0031, P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds ≥ 5.0 seconds > 12.0 seconds	Region A: 128 failures out of 160 samples OR Region B: 128 failures out of 160 samples OR Region C: 128 failures out of 160 samples Sample rate is 25 msec. Test enabled during DFCO.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Reference Resistance Out Of Range Bank 1	P223E	This DTC determines if the WRAF O2 sensor reference cell has an incorrect or out of range resistance value. This test compares the element's resistance (from the WRAF sensor Application-Specific Integrated Circuit (ASIC)) to the expected values for the enabled condition. The element temperature is directly related to the element resistance based on the released sensor element specifications. The diagnostic failure counter is incremented if the element temperature is outside the expected range. This DTC is set based on the fail and sample counters.	Measured Reference cell temperature	< 650 Deg C OR > 1,000.0 Deg C	Diagnostic is Enabled DTC's Not active this key cycle Measure Valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then Delay after WRAF circuit diagnostic delay **************************	 WRAF_Bank_1_FA P0135, P0030, P0031, P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds	128 failures out of 160 samples Sample rate is 25 msec Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Reference Voltage Circuit/Open Bank 1 Sensor 1 (For use with WRAF & Gen IV ECM	P2243	This DTC determines if the B1S1 WRAF O2 Reference Voltage signal circuit is Open. When enabled, the diagnostic monitors the failure counters it receives from the WRAF Application-Specific Integrated Circuit (ASIC). The diagnostic failure counter is incremented based on the fault bit message received from the ASIC. The DTC is set based on fail and sample counters.	B1S1 WRAF ASIC indicates a Open circuit on the Reference Voltage circuit signal. Open fail counts are accumulated to determine fault status. Note: This ASIC is referred to as ATIC142 (Continental).	The ASIC provides a fault indication when the reference voltage circuit pin is open, or reference cell voltage is > 1.2V and pump cell voltage is < 1.2V Note: the fault must exist for previous 2.5 seconds, it is split in two stages, a passive stage of 1.875 seconds and an active stage of 0.625 seconds.	Diagnostic is Enabled DTC's Not active this key cycle Measure Valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **************************	 WRAF_Bank_1_FA P0135, P0030, P0031, P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds	20 failures out of 24 samples Continuous in 25 milli - second loop	Type B, 2 Trips
			B1S1 WRAF ASIC indicates a Open circuit on the Reference Voltage circuit signal. Open fail counts are accumulated to determine fault status. Note: This ASIC is referred to as CJ136 (next Gen version of CJ135 from Bosch).	The ASIC provides a fault indication when the reference voltage circuit fails the following criteria; |Nernst signal - 0.45| >1.0 volts Note: the faults must exist for more than 10 msec to qualify for a fail flag.	DTC's Not active this key cycle Measure Valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **************************	WRAF_Bank_1_FA P0135, P0030, P0031, P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds	20 failures out of 24 samples Continuous in 25 milli - second loop	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Reference Ground Circuit/Open Bank 1 Sensor 1 (For use with WRAF & Gen IV ECM	P2251	This DTC determines if the B1S1 WRAF O2 Reference Ground signal circuit is Open. When enabled, the diagnostic monitors the failure counters it receives from the WRAF Application-Specific Integrated Circuit (ASIC). The diagnostic failure counter is incremented based on the fault bit message received from the ASIC. The DTC is set based on fail and sample counters.	B1S1 WRAF ASIC indicates a Open circuit on the Reference Ground circuit signal. Open fail counts are accumulated to determine fault status. Note: This ASIC is referred to as ATIC142 (Continental).	The ASIC provides a fault indication when the reference ground circuit pin is open, or pump cell voltage is > 1.2V and reference cell voltage is > 1.2V Note: the fault must exist for previous 2.5 seconds, it is split in two stages, a passive stage of 1.875 seconds and an active stage of 0.625 seconds.	Diagnostic is Enabled DTC's Not active this key cycle Measure Valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **************************	 WRAF_Bank_1_FA P0135, P0030, P0031, P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds	20 failures out of 24 samples Continuous in 25 milli - second loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			B1S1 WRAF ASIC indicates a Open circuit on the Reference Ground circuit signal. Open fail counts are accumulated to determine fault status. Note: This ASIC is referred to as CJ136 (next Gen version of CJ135 from Bosch).	The ASIC provides a fault indication when the reference ground circuit fails the following criteria; CJ136 H/W detection Note: the faults must exist for more than 10 msec to qualify for a fail flag.	Diagnostic is Enabled DTC's Not active this key cycle Measure Valid status (ASIC) Controller status (ASIC) Engine Run or Auto stop ************************** Heater Warm-up delay Then WRAF circuit diagnostic delay (since heater Warm-up delay is complete) **************************	WRAF_Bank_1_FA P0135, P0030, P0031, P0032 = Valid = Ready = True = Complete ≥ 20.0 seconds	20 failures out of 24 samples Continuous in 25 milli - second loop	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Turbo/Super Charger Bypass Valve - Mechanical Turbocharger with wastegate. Not supercharger with mechanical compressor	P2261	This DTC indicates the compressor recirculation valve being stuck closed. This diagnostic is active at coast down let off conditions, where an airflow pulsation criteria is used as basis of this diagnostic.	When measuring time accumulated air mass flow derivate boost pressure is high pass filtered with filter frequency ***************************** A failure is detected when Acc. Filtered Air Mass Flow or Acc.Der.Filtered boost pressure	< 0.50 Second, = 3.18 Hz ************************* > 80.00 g/s > 99,999.00 kPa/s	Diagnostic enabled ***************************** Engine speed ***************************** Bypass valve commanded open duty cycle For at least ***************************** Pressure ratio over the compressor relative limit Condition keep true for x seconds extra ***************************** Negative transient -> TRUE Relative boost and Pressure derivate Hysteresis negative transient -> FALSE Relative boost or Pressure derivate ***************************** No Active DTCs:	True ***************************** >= 1,500 rpm ***************************** > 6.00 % >= 0.20 s ***************************** > refer to **P00C4 P2261: Compressor Surge Line** in Supporting Tables 1.50 s ***************************** TRUE >= 20.00 kPa <= -150.00 kPa/s < 3.00 kPa > 10.00 kPa/s ***************************** BSTR_b_TurboBypassCktFA BSTR_b_BoostSnsrFA MAF_SensorFA	3 Failed tests out of 5 tests 25ms/ sample	Type B, 2 Trips

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	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. 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.	Post O2 sensor signal AND The Accumulated mass air flow monitored during the Stuck Lean Voltage Test	< 850 mvolts > 68 grams	Diagnostic is Enabled No Active DTC's B1S2 DTC's Not active this key cycle System Voltage Learned heater resistance Green O2S Condition	 TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA O2S_Bank_ 1_TFTKO O2S_Bank_ 2_TFTKO P013A, P013B, P013E, P013F, P2270 or P2271 > 11.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = 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.	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.		
					Low Fuel Condition Only when FuelLevelDataFault	= False = False		
					Pedal position	≤ 3.0 %		
					Engine Airflow	2.0 ≤ gps ≤ 12.5		
					Closed loop integral Closed Loop Active	0.80 ≤ C/L Int ≤ 1.08 = TRUE (Please see "**Closed Loop Enable Clarification**" in Supporting Tables).		
					Evap	not in control of purge		
					Ethanol Estimation in Progress	= Not Active (Please see "**Ethanol Estimation in Progress**" in Supporting Tables).		
					Post fuel cell	= Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info.		
					Crankshaft Torque	< 100.0 Nm		
					EGR Intrusive diagnostic	= not active		
					All post sensor heater delays	= not active		
					O2S Heater (post sensor) on Time	≥ 60.0 sec		
					Transmission Temp	≥ -40.0 °C		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Predicted Catalyst temp Fuel State ================= All of the above met for at least 0.0 seconds, and then check the following Engine Speed to initially enable test Engine Speed range to keep test enabled (after 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	540 ≤ °C ≤ 870 = DFCO possible ================== 950 ≤ RPM ≤ 2,950 900 ≤ RPM ≤ 3,050 42.3 ≤ MPH ≤ 80.8 38.5 ≤ MPH ≤ 82.0 0.96 ≤ EQR ≤ 1.08 < 70.0 Nm		

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	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. 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.	Post O2 sensor signal AND The Accumulated mass air flow monitored during the Stuck Rich Voltage Test	> 100 mvolts > 25.0 grams	Diagnostic is Enabled No Active DTC's B1S2 DTC's Not Active this key cycle System Voltage Learned heater resistance Green O2S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_FA FuelTrimSystemB2_FA EngineMisfireDetected_FA Ethanol Composition Sensor FA O2S_Bank_ 1_TFTKO O2S_Bank_ 2_TFTKO P013A, P013B, P013E, P013F or P2270 > 11.0 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTC's") = 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.	Frequency: Once per trip Note: if NaPOPD_b_ResetFastRespFunc = FALSE for the given Fuel Bank OR NaPOPD_b_RapidResponseActive = TRUE, multiple tests per trip are allowed.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						Airflow accumulation is only enabled when airflow is above 22.0 grams/sec.		
					Low Fuel Condition	= False		
					Only when FuelLevelDataFault	= False		
					Fuel State	= DFCO possible		
					DTC's Passed	= P2270 = P013E = P013A		
					==================	=================		
					After above conditions are met: DFCO mode is continued (w/o driver initiated pedal input).			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure Sensor C Circuit Low (applications with LIN MAF)	P227C	Detects an eroneously low value being reported over the LIN serial connection from the BARO C sensor. The diagnostic monitors the BARO C sensor pressure output and fails the diagnostic when the pressure is too low. The BARO C sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure. The BARO C pressure value is transmitted to the ECM by the MAF sensor using the LIN serial communication protocol.	BARO C Pressure	< 44.0 kPa	LIN Communications established with MAF		160 failures out of 200 samples 1 sample every 25 msec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure Sensor C Circuit High (applications with LIN MAF)	P227D	Detects an eroneously high value being reported over the LIN serial connection from the BARO C sensor. The diagnostic monitors the BARO C sensor pressure output and fails the diagnostic when the pressure is too high. The BARO C sensor is a pressure transducer which outputs a voltage proportional to the absolute pressure. The BARO C pressure value is transmitted to the ECM by the MAF sensor using the LIN serial communication protocol.	BARO C Pressure	> 115.0 kPa	LIN Communications established with MAF		160 failures out of 200 samples 1 sample every 25 msec	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Barometric Pressure Sensor C Circuit Intermittent/ Erratic (applications with LIN MAF)	P227E	Detects a noisy or erratic signal in the barometric pressure (BARO) C circuit by monitoring the BARO C sensor and failing the diagnostic when the BARO C signal has a noisier output than is expected. When the value of BARO C 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 C readings. The result of this summation is called a “string length”. Since the BARO C signal is anticipated to be relatively smooth, a string length of a particular magnitude indicates a noisy or erratic BARO C signal. The diagnostic will fail if the string length is too high.	String Length Where: "String Length" = sum of "Diff" calculated over And where: "Diff" = ABS(current BARO C reading - BARO C reading from 25 milliseconds previous)	> 100 kPa 80 consecutive BARO C readings	LIN Communications established with MAF		4 failures out of 5 samples Each sample takes 2.0 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SIDI High Pressure Pump Performance	P228C	This DTC determines if the high pressure pump is not able to maintain target pressure. The fault is set if the measured fuel rail pressure is lower than desired fuel pressure by a value that can impact emission and drivability for a number of pump events.	Fuel Pressure Error (Desired Pressure - Measure Pressure)	>= **P228C P2C1F - High Pressure Pump Control (HPC) fail threshold of pressure too low** Mpa (see supporting tables)	High Pressure Pump Performance Diagnostic Enable	True	Positive Pressure Error - 10.00 second failures out of 12.50 second samples	Type A, 1 Trips
					Battery Voltage	>= 11 Volts		
					Low Side Fuel Pressure	> 0.275 MPa		
					Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) andCam or Crank Sensor Not FA and IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not active and Device control commanded pressure is false and Device control pump ckt enabled on is false and	Enabled when a code clear is not active or not exiting device control Engine is not cranking		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Engine movement detected is true and Manufacturers enable counter is 0) Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active Barometric Pressure Inlet Air Temp Fuel Temp	>= 70.0 KPA >= -12.0 degC -12 <=Temp degC <= 126		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SIDI High Pressure Pump Performance	P228D	This DTC determines if the high pressure pump is delivering high pressure that desired pressure. The fault is set if the measured fuel rail pressure is higher than desired fuel pressure by a value that can impact emission and drivability for a number of pump events.	Fuel Pressure Error (Desired Pressure - Measure Pressure)	<= **P228D P2C20 - High Pressure Pump Control (HPC) fail threshold for pressure too high** Mpa (see supporting tables)	High Pressure Pump Performance Diagnostic Enable Battery Voltage Low Side Fuel Pressure Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) and Cam or Crank Sensor Not FA and IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not active and Device control commanded pressure is false and Device control pump ckt enabled on is false and Engine movement	True >= 11 Volts > 0.275 MPa Enabled when a code clear is not active or not exiting device control Engine is not cranking	Negative Pressure Error - 10.00 second failures out of 12.50 second samples	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					detected is true andManufacturers enable counter is 0) Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active Barometric Pressure Inlet Air Temp Fuel Temp	 >= 70.0 KPA >= -12.0 DegC -12 <= Temp degC <= 126		

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. Controller specific output driver circuit diagnoses the 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 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.	≤ 100 Ω impedance between signal and controller ground	Engine running Ignition Voltage	 > 11.0	50 Failures out of 63 Samples 100 msec rate	Type A, 1 Trips

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. Controller specific output driver circuit diagnoses the 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.	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.	 ≤ 100 Ω impedance between signal and controller power	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type A, 1 Trips

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. Controller specific output driver circuit diagnoses the 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 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.	≤ 100 Ω impedance between signal and controller ground	Engine running Ignition Voltage	> 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type A, 1 Trips

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	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.	 $\leq$ 100 Ω impedance between signal and controller power	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type A, 1 Trips

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. Controller specific output driver circuit diagnoses the 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 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.	≤ 100 Ω impedance between signal and controller ground	Engine running Ignition Voltage	> 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type A, 1 Trips

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	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.	 ≤ 100 Ω impedance between signal and controller power	Engine running Ignition Voltage	 > 11.0 Volts	50 Failures out of 63 Samples 100 msec rate	Type A, 1 Trips

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 > 350 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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Hood Switch Performance	P257D	This DTC monitors the hood switch rationality	Hood Switch position is in an invalid position. The hood switch reading is invalid in these ranges. Hood Switch Type: CeVIOS_e_GlobalA If Hood Switch type is CeVIOS_e_GlobalA If Hood Switch type is CeVIOS_e_GlobalB	 59.34% to 66.96% 43.4% to 45.7%	The diagnostic is enabled Enabled when Run/Crank is active only, otherwise Run/Crank is not used as an enable	= 1 (1 indicates enabled) = 1 (1 indicates Run/ Crank active enabled)	80 failed samples within 100 total samples Diagnostic runs in the 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Hood Switch Short to Ground / Low Voltage	P257E	This DTC monitors the hood switch for a short to ground or low voltage condition	Hood Switch position reading is lower than an expected bounds for The hood switch reading is lower than expected bounds at: Hood Switch Type: CeVIOS_e_GlobalA If Hood Switch type is CeVIOS_e_GlobalA If Hood Switch type is CeVIOS_e_GlobalB	 < 17.2% < 8.54%	The diagnostic is enabled Enabled when Run/Crank is active only, otherwise Run/Crank is not used as an enable	= 1 (1 indicates enabled) = 1 (1 indicates Run/ Crank active enabled)	80 failed samples within 100 total samples Diagnostic runs in the 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Hood Switch Short to Voltage / High Voltage	P257F	This DTC monitors the hood switch for a short to voltage or high voltage condition	Hood Switch position reading is higher than an expected bounds for The hood switch reading is higher than expected bounds at: Hood Switch Type: CeVIOS_e_GlobalA If Hood Switch type is CeVIOS_e_GlobalA If Hood Switch type is CeVIOS_e_GlobalB	 > 85.2% > 67.8%	The diagnostic is enabled Enabled when Run/Crank is active only, otherwise Run/Crank is not used as an enable	= 1 (1 indicates enabled) = 1 (1 indicates Run/ Crank active enabled)	80 failed samples within 100 total samples Diagnostic runs in the 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake System Control Module Requested MIL Illumination	P25A2	Monitors the Brake System Control Module MIL request message to determine when the Brake System Control Module has detected a MIL illuminating fault.	Brake System Control Module Emissions-Related DTC set and module is requesting MIL	Brake System Control Module Emissions-Related DTC set and module is requesting MIL		Time since power-up ≥ 3 seconds	Continuous	Type A, No MIL

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position Signal Output Circuit Low	P2618	Controller specific output driver circuit diagnoses the crankshaft position 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 short to ground failure.	Short to ground: <= 0.5 Ohms impedance between signal and controller ground Open Circuit: >= 200 K Ohms impedance between signal and controller ground	 Powertrain Relay Voltage Engine is not cranking Crankshaft Position Output is commanded high	Test is Enabled >= 11.0 Volts	40 failures out of 50 samples 1 sample every 100 msec	Type C, No SVS Note: In certain controllers P2617 may also set (Crankshaft Position Signal Output Circuit / Open)

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Crankshaft Position Signal Output Circuit High	P2619	Controller specific output driver circuit diagnoses the crankshaft position 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.	Voltage measurement outside of controller specific acceptable range during driver on state indicates short to power failure.	Short to power: <= 0.5 Ohms impedance between signal and controller power	 Powertrain Relay Voltage Engine is not cranking Crankshaft Position Output is commanded low	Test is Enabled >= 11.0 Volts	40 failures out of 50 samples 1 sample every 100 msec	Type C, No SVS

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
O2 Sensor Pumping Current Trim Circuit/Open Bank 1 Sensor 1 (For use with WRAF & E81 or GenIV ECM	P2626	This DTC determines if the WRAF O2S trim circuit is open. The trim circuit fine tunes the WRAF O2S pump current signal. The diagnostic is an Application-Specific Integrated Circuit (ASIC) intrusive test which runs when the Run/Crank signal changes from False to True. The diagnostic failure counter is incremented if the ASIC test fails and the enable conditions are met. This DTC is set based on the fail and sample counters.	B1S1 Trim circuit Open test. This application uses the following type of WRAF sensor: The ASIC Open trim test detects a fault if the trim circuit resistance is: For NGK_ZFAS_U2 For Bosch_LSU_4p9 Note: This ASIC is referred to as ATIC142 (Continental).	CeWRSG_e_NGK_ZFAS_U2 > 4,644 ohms > 379.5 ohms	Diagnostic is Enabled DTC's Not active this key cycle Run/Crank Signal WRAF circuit diagnostic delay (since heater Warm-up delay is complete) Fuel Control State Off Stoich Closed Loop DFCO WRAF Pump current	WRAF_Bank_1_FA P0135, P0030, P0031, P0032 changes from false to true ≥ 20.0 seconds = Closed Loop = Not active = Not active ≤ 1.0 ma	1 fail counts out of 1 samples 25 ms / sample Continuous	Type B, 2 Trips
			B1S1 Trim circuit Open test. This application uses the following type of WRAF sensor: The ASIC Open trim test detects a fault if the trim circuit resistance is: For NGK_ZFAS_U2 For Bosch_LSU_4p9	CeWRSG_e_NGK_ZFAS_U2 < 118 ohms or > 4K ohms <30 ohms or >300 ohms AND	Diagnostic is Enabled DTC's Not active this key cycle Run/Crank Signal WRAF circuit diagnostic delay (since heater Warm-up delay is complete) Fuel Control State Off Stoich Closed Loop DFCO WRAF Pump current	WRAF_Bank_1_FA P0135, P0030, P0031, P0032 changes from false to true ≥ 20.0 seconds = Closed Loop = Not active = Not active	1 fail counts out of 1 samples 25 ms / sample Continuous	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Note: This ASIC is referred to as CJ136 (next Gen version of CJ135 from Bosch).	Pump current circuit not detected open		≤ 1.0 ma		

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	This DTC determines if the hardware timer does not initialize or count properly. There are two tests to ensure proper functioning of the timer: Count Up Test (CUT) and Range Test (RaTe). Count Up Test (CUT): Verifies that the HWIO timer is counting up with the proper increment. Range Test (RaTe): When the run/crank is not active both the hardware and mirror timers are started. The timers are compared when module shutdown is initiated or run/crank becomes active.	Count Up Test: Time difference between the current read and the previous read of the timer Range Test: The variation of the HWIO timer and mirror timer is	> 1.50 seconds > 0.25 %.			Count Up Test: 4 failures out of 20 samples 1 sec / sample Continuous while run/crank is not active and until controller shutdown is initiated. Range Test: Once per trip when controller shutdown is initiated or run/ crank becomes active.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Fuel Pump "A" Low Flow / Performance	P2635	This DTC detects degradation in the performance of the electronically regulated fuel system by calculating the difference between the sensed, filtered system [line] pressure versus the ECM-commanded pressure [error calculation]. The calculated error is then compared to calibrated fault threshold tables for a fault decision.	Sensed Filtered Fuel System [line] pressure error	<= Low Threshold [Supporting Table] **P2635 Threshold Low** OR >= High Threshold [Supporting Table] **P2635 Threshold High**	a) Diagnostic enabled [FDBR_b_FSRD] b) Timer Engine Running [FDBR_t_EngModeRunCoarse] c1) Fuel Flow Rate Valid c2) Ambient Air Pressure Value Defaulted c3) FDB_FuelPresSnsrCktFA c4) Reference Voltage Fault Status [DTC P0641] c5) Exhaust AfterTreatment Fuel Injector A Control Circuit Short Low Fault [HCIR_b_GshtFA DTC P20CD] c6) Fuel Pres Sensor Performance Fault Active [DTC P018B] c7) Use Calculated Flow Performance Fault Thresholds [FDBR_b_UseCalcFSRD_FltThrshs] c8) Engine Speed Status Valid c9) FAB_FuelPmpCktFA c10) Fuel Control Enable	a) == TRUE b) >= 30.00 seconds c1) == TRUE c2) <> TRUE c3) <> TRUE c4) <> TRUE c5) <> TRUE c6) <> TRUE c7) <> TRUE c8] == TRUE c9] <> TRUE c10) <> TRUE	1 sample / 12.5 millisec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Fault Active [DTC P12A6]			
					c11) Fuel Pump Driver Module OverTemp Fault Active [DTC P1255]	c11) <> TRUE		
					c12) Fuel Pump Speed Fault Active [DTC P129F]	c12) <> TRUE		
					c13) CAN Sensor Bus message $0C3 Comm Fault [CFMR_b_FTZM_Info1_UcodeCmFA DTC P165C]	c13) <> TRUE		
					c14) CAN Sensor Bus Fuel Pmp Spd Command ARC and Checksum Comm Fault Code [CFMR_b_FTZM_Cmd1_UcodeCmFA DTC]	c14] <> TRUE		
					c15) Sensor Configuration [FDBR_e_FuelPresSnsrConfig]	c15) == CeFDBR_e_WiredTo_FTZM		
					c16) Sensor Bus Relay On	c16) == TRUE		
					d) Emissions Fuel Level Low [Message $3FB]	d) <> TRUE		
					e) Fuel Control Enable	e) == TRUE		
					f) Fuel Pump Control State	f) == NORMAL		
					g) Run_Crank input circuit voltage	g) 11.00 volts <= Run_Crank_V <= 32.00 volts		
					h) High Pres Fuel Pump	h) <> TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Mode Management Enabled			
					j) High Pres Fuel Pump Control Mode	j) <> Disabled Mode AND a8b) <> ZeroFlow Mode		
					k) Instantaneous Fuel Flow [FCBR_dm_InstFuelFlow]	k) 0.05 grams/sec <= InstFuelFlow <= Max Allowed Flow [Supporting Table] **P2635 Max Fuel Flow**		
					m1) Fuel Pmp Speed Command Alive Rolling Count and Checksum Error [CAN Bus B $0CE] [CFMR_b_FTZM_Cmd1_ARC_ChkErr DTC]	m1) <> TRUE		
					m2) CAN Sensor Bus message $0C3_Available	m2) == TRUE		
					m3) Fuel Pres Sensor Ref Voltage Status Message Counter Incorrect Alive Rolling Count and Checksum Error [CAN Bus B $0C3] [CFMR_b_FTZM_Info1_ARC_ChkErr DTC]	m3) <> TRUE		
					n) Timer - Diagnostic Enable	n) > 2.00 seconds		

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	Detects an inoperative malfunction indicator lamp control circuit. This diagnostic reports the DTC when a short to ground is detected.	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)

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	Detects an inoperative malfunction indicator lamp control circuit. This diagnostic reports the DTC when a short to power is detected.	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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Bypass Valve C Control Circuit/Open	P26B7	Controller specific output driver circuit detects an open circuit in the load circuit for the Engine Coolant Bypass Valve C when the H-Bridge is energized.	Driver reports an open control cirucit condition	= TRUE	Run Crank Ignition in Range Engine not cranking Engine Diag System Driver control circuit open status is not	= True = True = Enabled = Indeterminate	4 seconds out of a 5 seconds window	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Bypass Valve C Range/ Performance	P26BB	This DTC will detect when the valve cannot achieve the desired position within a calibrated threshold (degrees (angle)) after the Target position has stabilized for a calibratable amount of time or is moving slower than a calibratable rate. A failure of this diagnostic would indicate a slow or stuck part.	Absolute position deviation between target and actual	> 12.0 Degrees	No DTCs Closed Loop position control Soft Closing function Soft Opening function Valve anti-sticking routine Engine Diag System Engine not cranking Run Crank Ignition in Range Engine Outlet Coolant OR OBD Coolant Enable Criteria	VECR_MRV_LoC_FA VECR_MRV_PstnSnsrCkt_FA VECR_MRV_PstnSnsrCkt_TFTKO VECR_MRV_PstnPerf_FA = Active = Inactive = Inactive = Inactive = Enabled = True = True ≥ -20.0 °C = TRUE	8 seconds out of a 10 seconds window	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Block Coolant Valve Stuck Open	P26C0	This diagnostic detects the performance of the Block Rotary Valve, bounded by the two mechanical endstops. It monitors the difference between raw position feedback and position request. If the enable criteria are met and the position difference exceeds the failed threshold and the raw position feedback reports a value that is above the calibrated threshold, the fail counter will increment. If the calibrated fail count threshold is met before the calibrated sample count, the diagnostic will report a Fail, and if not it will report a Pass. The diagnostic will continue to report as long as the enablement criteria are met.	Absolute value of the position difference between position request and position feedback AND Coolant Valve Position Feedback	>= 10.00 ° >= 55.00 °	The following shall be satisfied for [12V System Voltage VECR_BRV_PstnFdbk_Av , VECR_BRV_PstnFdbk_Fol , VECR_BRV_CktLo_FP, VECR_BRV_CktHi_FP VECR_BRV_CktLo_FA, VECR_BRV_CktHi_FA PowertrainRelayStateOn_FA , Powertrain Relay Feedback Circuit DTCs P0689, P0690 Powertrain Relay Commanded On Coolant Valve Position Command If Use Engine Block Coolant Temperature is TRUE, then the following shall be used [Engine Block Coolant Enable Temperature] Coolant Valve Calibration Run**	>= 0.10 seconds >= 11.00 V (hystersis disable < 10.00 V) = No Fault Pending = No Fault Active = No Fault Active = True = between -5.00 ° and 115.00 ° = 1.00 >= -40.00 °C (hystersis disable <= -41.00 °C) Has not been triggered for greater than 37.00 seconds	4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Change in Two Consecutive Coolant Valve Position Command] ** Calibration run is a set of pre-defined valve movements for calibrating the position sensor and learning the position of the endstops.	<= 3.00 ° for more than 1.60 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Block Coolant Valve Stuck Closed	P26C2	This diagnostic detects the performance of the Block Rotary Valve, bounded by the two mechanical endstops. It monitors the difference between raw position feedback and position request. If the enable criteria are met and the position difference exceeds the failed threshold and the raw position feedback reports a value that is below the calibrated threshold, the fail counter will increment. If the calibrated fail count threshold is met before the calibrated sample count, the diagnostic will report a Fail, and if not it will report a Pass. The diagnostic will continue to report as long as the enablement criteria are met.	Absolute value of the position difference between position request and position feedback AND Coolant Valve Position Feedback	>= 10.00 ° < 55.00 °	The following shall be satisfied for [12V System Voltage VECR_BRV_PstnFdbk_Av VECR_BRV_PstnFdbk_Fol VECR_BRV_CktLo_FP, VECR_BRV_CktHi_FP VECR_BRV_CktLo_FA, VECR_BRV_CktHi_FA PowertrainRelayStateOn_FA , Powertrain Relay Feedback Circuit DTCs P0689, P0690 Powertrain Relay Commanded On Coolant Valve Position Command If Use Engine Block Coolant Temperature is TRUE, then the following shall be used [Engine Block Coolant Enable Temperature] Coolant Valve Calibration Run**	>= 0.10 seconds >= 11.00 V (hystersis disable < 10.00 V) = No Fault Pending = No Fault Active = No Fault Active = True = between -5.00 ° and 115.00 ° = 1.00 >= -40.00 °C (hystersis disable <= -41.00 °C) Has not been triggered for greater than 37.00 seconds		Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Change in Two Consecutive Coolant Valve Position Command] ** Calibration run is a set of pre-defined valve movements for calibrating the position sensor and learning the position of the endstops.	<= 3.00 ° for more than 1.60 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Pump Overspeed	P26CE	The purpose of the performance diagnostic is to detect and report a failure of the component. If the enable criteria are met, the difference between the commanded speed and the component actual speed is calculated. An overspeed condition is when the commanded speed is less than the component actual speed. The speed difference is filtered and when the difference is less than the overspeed calibrated fault threshold, the diagnostic reports a FAIL. If filtered speed difference does not exceed the overspeed calibrated fault threshold, the diagnostic reports a PASS. The diagnostic will continue to report as long as the enablement criteria are met. There are two different failure criteria as the pump feedback speed is dependent on the system voltage.	Any of the following fail criteria is met: **Criteria1:** Filtered (Pump Command Speed - Pump Feedback Speed) 12V System Voltage **Criteria 2:** Filtered (Pump Command Speed - Pump Feedback Speed) 12V System Voltage	< **P26CE Pump Overspeed Fail Threshold** >= -9,999.00 V < **P26CE Pump Overspeed Fail Threshold Low Voltage** < -9,999.00 V	Difference in Pump Command Speed from previous data sample to present data sample ================= Any of the following criteria is met: **Criteria 1:** Calibration to use fault pending is TRUE PECR_EMP_SpeedOORL_FP PECR_EMP_SpeedOORH_FP **Criteria 2:** Calibration to use fault pending is FALSE If either condition is achieved PECR_EMP_SpeedOORL_FA AND PECR_EMP_SpeedOORL_TFTKO OR PECR_EMP_SpeedOORH_FA AND PECR_EMP_SpeedOORH_TFTKO ==================	< 50.00 RPM for >= 3.00 s = 1.00 (1 is TRUE) = Not Active = 1.00 (0 is FALSE) = Not Active = Not Active	8 seconds out of a 10 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					PECR_MainCoolPmpSpdAct_Av PECR_MainCoolPmpSpdAct_Fol Either of the following criteria is met: **Criteria 1:** Engine inlet coolant temperature check calibration is TRUE **Criteria 2:** a) EECR_EngineInlet_FA b) Engine Inlet Coolant Temperature All of the following criteria are met for 12V System Voltage Pump Command Speed Pump Enable	= Not Active = 0 (1 is TRUE) = Not Active >= -40.00 °C > **P2B85 26CE Pump Speed Performance Initialization Delay** > 11.00 V (with hysteresis disable < 10.00 V) >= 300.00 RPM = True		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Starter Relay Drive Pinion Circuit Open (12VSS)	P26E4	Controller specific output driver circuit diagnoses the Tandem Starter Pinion Relay 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.	 >= 200 KOhms impedance between signal and controller ground.	Starter relay pinion diag enable Engine speed Run Crank voltage	Enabled >= 0.00 RPM >= 11.00 volts	40 failures out of 50 samples 50 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Starter Relay Drive Pinion Circuit Low Voltage (12VSS)	P26E5	Controller specific output driver circuit diagnoses the Tandem Starter Pinion 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	Starter control diag enable Engine speed Run Crank voltage	Enabled >= 0.00 RPM >= 6.41 volts	8 failures out of 10 samples 50 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Starter Relay Drive Pinion Circuit High Voltage (12VSS)	P26E6	Controller specific output driver circuit diagnoses the Tandem Starter Pinion Relay 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.	<= 0.5 Ohms impedance between signal and controller power	Starter control diag enable Engine speed Run Crank voltage	Enabled >= 0.00 RPM >= 11.00 volts	40 failures out of 50 samples 50 ms / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Range Sensor B Circuit Low	P2802	Controller specific PWM circuit diagnoses the internal range sensor (IRS) B for a short to ground failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates short to ground failure Controller specific circuit voltage thresholds are set to meet the following controller specification for a short to ground	≤ 0.5 Ω impedance between signal and controller ground	diagnostic monitor enable battery voltage update battery voltage timer PWM % duty cycle when voltage directly proportional OR PWM % duty cycle when voltage inversly proportional circuit sensor type	= 1 Boolean ≥ 9.00 volts ≤ 8.79 % ≥ 8.79 % CeTRGD_e_VoltDirctProp	fail time ≥ 0.50 seconds out of sample time ≥ 1.00 seconds battery voltage timer ≥ 1.00 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Range Sensor B Circuit High	P2803	Controller specific PWM circuit diagnoses the internal range sensor (IRS) B for a power short or open circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates an open circuit or power short failure Controller specific circuit voltage thresholds are set to meet the following controller specification for an open circuit or power short	≤ 0.5 Ω impedance between signal and controller voltage source OR ≥ 200 K Ω impedance between signal and controller ground	diagnostic monitor enable battery voltage update battery voltage timer PWM % duty cycle when voltage directly proportional OR PWM % duty cycle when voltage inversly proportional circuit sensor type	= 1 Boolean ≥ 9.00 volts ≥ 91.21 % ≤ 91.21 % CeTRGD_e_VoltDirctProp	fail time ≥ 0.50 seconds out of sample time ≥ 1.00 seconds battery voltage timer ≥ 1.00 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Wastegate Position Sensor "A" Circuit Low	P2AB8	Detects a continuous or intermittent short low or open in eWG position circuit by monitoring the eWG position sensor percent Vref and failing the diagnostic when the eWG percent Vref is too low. This diagnostic only runs when powertrain relay voltage is high enough. In series applications, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In parallel applications, turbocharger 'A' is associated with engine bank 1.	Raw position value	< 0.1 %	Diagnostic enabled ***************************** Powertrain relay voltage ***************************** Engine does not crank Diagnostic system not disabled	True ***************************** >= 11.0 Volts *****************************	10 failures out of 12 samples 100ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Wastegate Position Sensor "A" Circuit High	P2AB9	Detects a continuous or intermittent short high in eWG position circuit by monitoring the eWG position sensor percent Vref and failing the diagnostic when the eWG percent Vref is too high. This diagnostic only runs when powertrain relay voltage is high enough. In series applications, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In parallel applications, turbocharger 'A' is associated with engine bank 1.	Raw position value	> 99.9 %	Diagnostic enabled ***************************** Powertrain relay voltage ***************************** Engine does not crank Diagnostic system not disabled	True ***************************** >= 11.0 Volts *****************************	10 failures out of 12 samples 100ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 4 Circuit Low	P2AFE	Circuit Continuity This DTC detects a short to ground in the a temperature sensor signal circuit or the temperature 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 (@ 150ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr4 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	< X Ohms X is equal to: Temp Sensor 1: 55 Ohms Temp Sensor 2: 55.0 Ohms Temp Sensor 3: 41.1 Ohms Temp Sensor 4: 55.0 Ohms Temp Sensor 5: 41.1 Ohms Temp Sensor 6: 55.0 Ohms Temp Sensor 7: 55.0 Ohms			5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 4 Circuit High	P2AFF	Circuit Continuity This DTC detects a short to high or open in a temperature signal circuit or the temperature 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 (@ -60ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: RadCoolantTempSnsr Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	> X Ohms X is equal to: Temp Sensor 1: 174,069 Ohms Temp Sensor 2: 174,069 Ohms Temp Sensor 3: 354,667 Ohms Temp Sensor 4: 174,069 Ohms Temp Sensor 5: 354,667 Ohms Temp Sensor 6: 174,069 Ohms Temp Sensor 7: 174,069 Ohms	Engine run time OR IAT min	> 10.0 seconds ≥ -20.0 °C	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 1 Injection Pulse Performance	P2B00	Diagnostic to determine if any of the commanded injection pulses for cylinder 1 was not delivered due to the injector pintle/ armature not moving. The detection is based on the voltage flux feedback that occurs in the injector coil from the pintle/armature movement. The voltage feedback is measured in the ECM across the enable & command wires using an analog to digital converter.	Injector voltage feedback is not able to detect an opening magnitude Or Measured Voltage feedback converted to Injector Opening Magnitude	=< **P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude Misisng Pulse Fail Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Ready (See Definition in Supporting Material below)	= True = True	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 2 Injection Pulse Performance	P2B01	Diagnostic to determine if any of the commanded injection pulses for cylinder 2 was not delivered due to the injector pintle/ armature not moving. The detection is based on the voltage flux feedback that occurs in the injector coil from the pintle/armature movement. The voltage feedback is measured in the ECM across the enable & command wires using an analog to digital converter.	Injector voltage feedback is not able to detect an opening magnitude Or Measured Voltage feedback converted to Injector Opening Magnitude	=< **P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude Misisng Pulse Fail Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Ready (See Definition in Supporting Material below)	= True = True	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cylinder 3 Injection Pulse Performance	P2B02	Diagnostic to determine if any of the commanded injection pulses for cylinder 3 was not delivered due to the injector pintle/ armature not moving. The detection is based on the voltage flux feedback that occurs in the injector coil from the pintle/armature movement. The voltage feedback is measured in the ECM across the enable & command wires using an analog to digital converter.	Injector voltage feedback is not able to detect an opening magnitude Or Measured Voltage feedback converted to Injector Opening Magnitude	=< **P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude Misisng Pulse Fail Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Ready (See Definition in Supporting Material below)	= True = True	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cold Start Cylinder 1 Injection Pulse Performance	P2B08	Diagnostic to determine if any of the commanded injection pulses for cylinder 1 during catalyst warm up was not delivered due to the injector pintle/armature not moving. The detection is based on the voltage flux feedback that occurs in the injector coil from the pintle/ armature movement. The voltage feedback is measured in the ECM across the enable & command wires using an analog to digital converter.	Injector voltage feedback is not able to detect an opening magnitude Or Measured Voltage feedback converted to Injector Opening Magnitude	=< **P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude Misisng Pulse Fail Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Catalyst Warm up enabled (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Ready (See Definition in Supporting Material below)	= True = True = True	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cold Start Cylinder 2 Injection Pulse Performance	P2B09	Diagnostic to determine if any of the commanded injection pulses for cylinder 2 during catalyst warm up was not delivered due to the injector pintle/armature not moving. The detection is based on the voltage flux feedback that occurs in the injector coil from the pintle/ armature movement. The voltage feedback is measured in the ECM across the enable & command wires using an analog to digital converter.	Injector voltage feedback is not able to detect an opening magnitude Or Measured Voltage feedback converted to Injector Opening Magnitude	=< **P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude Misisng Pulse Fail Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Catalyst Warm up enabled (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Ready (See Definition in Supporting Material below)	= True = True = True	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cold Start Cylinder 3 Injection Pulse Performance	P2B0A	Diagnostic to determine if any of the commanded injection pulses for cylinder 3 during catalyst warm up was not delivered due to the injector pintle/armature not moving. The detection is based on the voltage flux feedback that occurs in the injector coil from the pintle/ armature movement. The voltage feedback is measured in the ECM across the enable & command wires using an analog to digital converter.	Injector voltage feedback is not able to detect an opening magnitude Or Measured Voltage feedback converted to Injector Opening Magnitude	=< **P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude Misisng Pulse Fail Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Catalyst Warm up enabled (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Ready (See Definition in Supporting Material below)	= True = True = True	50.00 to 100.00 samples Continuous Cylinder event sample rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 5 Circuit Low	P2B2D	Circuit Continuity This DTC detects a short to ground in the a temperature sensor signal circuit or the temperature 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 (@ 150ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr5 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	< X Ohms X is equal to: Temp Sensor 1: 55 Ohms Temp Sensor 2: 55.0 Ohms Temp Sensor 3: 41.1 Ohms Temp Sensor 4: 55.0 Ohms Temp Sensor 5: 41.1 Ohms Temp Sensor 6: 55.0 Ohms Temp Sensor 7: 55.0 Ohms			5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 5 Circuit High	P2B2E	Circuit Continuity This DTC detects a short to high or open in a temperature signal circuit or the temperature 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 (@ -60ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: RadCoolantTempSnsr Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	> X Ohms X is equal to: Temp Sensor 1: 174,069 Ohms Temp Sensor 2: 174,069 Ohms Temp Sensor 3: 354,667 Ohms Temp Sensor 4: 174,069 Ohms Temp Sensor 5: 354,667 Ohms Temp Sensor 6: 174,069 Ohms Temp Sensor 7: 174,069 Ohms	Engine run time OR IAT min	> 10.0 seconds ≥ -20.0 °C	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Wastegate Position Sensor “A” Circuit Performance	P2B81	Detects a performance failure on the electronic wastegate acutuator system The diagnose will fail if at least one of supervision fails. * Position deviation supervision * Actuator current supervision * Actuator Duty Cycle supervision In series applications, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In parallel applications, turbocharger 'A' is associated with engine bank 1.	Actuator is in Normal operation Abs(Position Error) for at least	 > 5.0 % > 1.0 sec	Diagnostic enabled ***************************** Engine not in crank mode Engiene is not in cold start conditions Diagnostic system not disabled Device control Component test not active	True *****************************	25 failures out of 30 samples 100ms / sample	Type A, 1 Trips
			Abs(Actuator current) for at least	> 1.0 A > 1.0 sec	Diagnostic enabled ***************************** Engine not in crank mode Engiene is not in cold start conditions Diagnostic system not disabled Device control Component test not active	True *****************************	25 failures out of 30 samples 100ms / sample	
			Abs(Actuator DC) for at least	> 40.0 % DC > 1.0 sec	Diagnostic enabled ***************************** Engine not in crank mode Engiene is not in cold start conditions Diagnostic system not disabled Device control Component test not active	True *****************************	25 failures out of 30 samples 100ms / sample	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Pump Underspeed	P2B85	The purpose of the performance diagnostic is to detect and report a failure of the component. If the enable criteria are met, the difference between the commanded speed and the component actual speed is calculated. An underspeed condition is when the commanded speed is greater than the component actual speed. The speed difference is filtered and when the difference is greater than the underspeed calibrated fault threshold, the diagnostic reports a FAIL. If filtered speed difference does not exceed the underspeed calibrated fault threshold, the diagnostic reports a PASS. The diagnostic will continue to report as long as the enablement criteria are met. There are two different failure criteria as the pump feedback speed is dependent on the system voltage.	Any of the following fail criteria is met: Criteria1: Filtered (Pump Command Speed - Pump Feedback Speed) 12V System Voltage Criteria 2: Filtered (Pump Command Speed - Pump Feedback Speed) 12V System Voltage	 > **P2B85 Pump Underspeed Fail Threshold** >= -9,999.00 V > **P2B85 Pump Underspeed Fail Threshold Low Voltage** < -9,999.00 V	Difference in Pump Command Speed from previous data sample to present data sample ================= Any of the following criteria is met: **Criteria 1:** Calibration to use fault pending is TRUE PECR_EMP_SpeedOORL_FP PECR_EMP_SpeedOORH_FP **Criteria 2:** Calibration to use fault pending is FALSE If either condition is achieved PECR_EMP_SpeedOORL_FA AND PECR_EMP_SpeedOORL_TFTKO OR PECR_EMP_SpeedOORH_FA AND PECR_EMP_SpeedOORH_TFTKO ==================	< 50.00 RPM for >= 3.00 s = 1.00 (1 is TRUE) = Not Active = 1.00 (0 is FALSE) = Not Active = Not Active	8 seconds out of a 10 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					PECR_MainCoolPmpSpdAct_Av PECR_MainCoolPmpSpdAct_Fol Either of the following criteria is met: **Criteria 1:** Engine inlet coolant temperature check calibration is TRUE **Criteria 2:** a) EECR_EngineInlet_FA b) Engine Inlet Coolant Temperature All of the following criteria are met for 12V System Voltage Pump Command Speed Pump Enable	= Not Active = 0 (1 is TRUE) = Not Active >= -40.00 °C > **P2B85 26CE Pump Speed Performance Initialization Delay** > 11.00 V (with hysteresis disable < 10.00 V) >= 300.00 RPM = True		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Wastegate A Position Exceeded Learning Limit	P2B93	This DTC indicates a failure that the close position learning of the electronic waste gate 'A' was not successful. The learned raw close position was out of the boundaries. In series applications, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In parallel applications, turbocharger 'A' is associated with engine bank 1.	eWG raw position ***************************** OR ***************************** Never learned a valid Close Position and Engine speed	> 94.3 % ************************* ************************* = FALSE > 1000 rpm	Diagnostic enabled when electronic waste gate is present.	True	on event	Type A, 1 Trips
			eWG raw position and eWG Stable condition detected: Position deviation Stable Time	< 55.0 % < 1.00 % > 0.13 sec	Diagnostic enabled when electronic waste gate is present. ***************************** Coolant Temperature ***************************** No DTCs:	True ***************************** >= 80.0 °C *****************************	on event	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cold Start Injection Pulse Performance	P2B95	Monitors injector pulses when the cold start emission reduction strategy is active by accumulating and determining the percentage of engine cycles that missed a pulse relative to the total number of pulses when multi pulse is active.	Injector voltage feedback is not able to detect an opening magnitude on any pulse for any cylinder Or Measured Voltage feedback converted to Injector Opening Magnitude on any pulse for any cylinder	=< **P2B96 - Opening Magnitude Misisng Pulse Fail Limit** (See supporting table)	Missing Pulse Diagnostic. Enabled Missing Pulse Diagnostic CSED Enabled OBD Manufacturer Enable Counter To enable the diagnostic, the Cold Start Emission Reduction Strategy Must Be Active per the following: Catalyst Temperature AND Engine Coolant AND Engine Coolant AND Barometric Pressure In addition, Multi Pulse Strategy Is Enabled and Active Per the following: Engine Speed Accel Position Engine Run Time	= 0 < 400.00 degC > -12.00 degC <= 66.00 degC >= 72.00 KPa >= 300.00 RPM <= 2,600.00 RPM <= 25.00 Pct < 24 seconds	Runs once per trip when the cold start emission reduction strategy is active and Dual Pulse is enabled and active. Frequency: 100ms Test completes after Dual Pulse is no longer active	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					The Cold Start Emission Reduction strategy must not be exiting. The strategy will exit per the following:			
					Catalyst Temperature AND	>= 900.00 degC		
					Engine Run Time	>= 24.00 seconds		
					OR			
					Engine Run Time	> **P050D_P1400_CatalystLightOffExtendedEngineRunTimeExit** This Extended Engine run time exit table is a function of percent ethanol and Catmons NormRatioEWMA. Refer to "Supporting Tables" for details.		
					OR			
					Barometric Pressure	< 72.00 KPa		
					Multi Pulse Strategy will exit per the following:			
					Engine Speed OR	> 2,800.00 RPM		
					Accel Position	> 27.50 Pct		
					Engine Run Time	>= 24 seconds		
					Mulit Pulse Strategy will also exit if the any of the "Additional Dual Pulse Enabling Criteria" is not			

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injection Pulse Performance Global missing pulse diags	P2B96	Diagnostic to determine if any of the commanded injection pulses for any of the cylinders was not delivered due to the injector pintle/armature not moving (total engine based). The detection is based on the voltage flux feedback that occurs in the injector coil from the pintle/armature movement. The voltage feedback is measured in the ECM across the enable & command wires using an analog to digital converter.	Injector voltage feedback is not able to detect an opening magnitude on any pulse for any cylinder Or Measured Voltage feedback converted to Injector Opening Magnitude on any pulse for any cylinder	=< **P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude Misisng Pulse Fail Limit** (See supporting table)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Ready (See Definition in Supporting Material below)	= True = True	0.33 Second Fail count out of 1.00 seconds Samples Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Pump Stuck/ Stalled	P2BA2	The purpose of the diagnostic is to detect and report a failure of the component. This diagnostic checks the commanded off state of the pump to ensure that it is not reporting an actual speed that would represent a commanded on state. If the enable criteria are met when the pump is commanded off, the actual speed is evaluated. If the actual speed is greater than the calibrated fault threshold, the diagnostic reports a FAIL. If the actual speed does not exceed the calibrated fault threshold, the diagnostic reports a PASS. The diagnostic will continue to report as long as the enablement criteria are met.	Pump Feedback Speed	>= 10.00 RPM	12V System Voltage PECR_MainCoolPmpSpdAct_Av PECR_MainCoolPmpSpdAct_Fol Any of the following criteria are met for a) Pump Enable b) Pump Command Speed in Range	> 11.00 V (with hysteresis disable < 10.00 V) = Not Active >= 3.00 s = False 0.00 RPM to 4.00 RPM	8 seconds out of a 10 seconds window	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 4 Circuit Intermittent/ Erratic	P2BB4	Circuit Erratic This DTC detects large step changes in a temperature signal circuit or the temperature 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.	Temperature step change: 1) postive step change is greater than calculated high limit OR 2) negitive step change is lower than calculated low limit. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr4 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4		No Active DTC's	EECR_TS4_Erratic_TFTKO EECR_TS4_CktHiLo_FA	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6 The calculated high and low limits for the next reading use the following calibrations: Temperature Sensor 1: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 2: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 3: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 4: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 5: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 6: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit	 5.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.3 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 7: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit *****Generic Example***** If the last temp reading was 90 °C, the Time constant was calibrated at 10 seconds, the low limit was calibrated to -80 °C and the high limit was calibrated to 200 °C the caluculated limits are 101 °C and 73 °C. The next reading (after the 90 °C reading) must be between 73 °C and 101 °C to be valid. ******************************	 5.3 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 5 Circuit Intermittent/ Erratic	P2BB5	Circuit Erratic This DTC detects large step changes in a temperature signal circuit or the temperature 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.	Temperature step change: 1) postive step change is greater than calculated high limit OR 2) negitive step change is lower than calculated low limit. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr5 Temperature Sensor 1: CeEECR_e_EngCoolantTempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolantTempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolantTempSnsr Temperature Sensor 4: CeEECR_e_EngCoolantTempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolantTempSnsr4		No Active DTC's	EECR_TS5_Erratic_TFTKO EECR_TS5_CktHiLo_FA	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6 The calculated high and low limits for the next reading use the following calibrations: Temperature Sensor 1: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 2: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 3: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 4: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 5: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 6: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit	 5.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.3 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 7: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit *****Generic Example***** If the last temp reading was 90 °C, the Time constant was calibrated at 10 seconds, the low limit was calibrated to -80 °C and the high limit was calibrated to 200 °C the caluculated limits are 101 °C and 73 °C. The next reading (after the 90 °C reading) must be between 73 °C and 101 °C to be valid. *****************************	 5.3 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 6 Circuit Low	P2BB8	Circuit Continuity This DTC detects a short to ground in the a temperature sensor signal circuit or the temperature 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 (@ 150ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr6 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	< X Ohms X is equal to: Temp Sensor 1: 55 Ohms Temp Sensor 2: 55.0 Ohms Temp Sensor 3: 41.1 Ohms Temp Sensor 4: 55.0 Ohms Temp Sensor 5: 41.1 Ohms Temp Sensor 6: 55.0 Ohms Temp Sensor 7: 55.0 Ohms			5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 6 Circuit High	P2BB9	Circuit Continuity This DTC detects a short to high or open in a temperature signal circuit or the temperature 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 (@ -60ºC) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: RadCoolantTempSnsr Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4 Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6	> X Ohms X is equal to: Temp Sensor 1: 174,069 Ohms Temp Sensor 2: 174,069 Ohms Temp Sensor 3: 354,667 Ohms Temp Sensor 4: 174,069 Ohms Temp Sensor 5: 354,667 Ohms Temp Sensor 6: 174,069 Ohms Temp Sensor 7: 174,069 Ohms	Engine run time OR IAT min	> 10.0 seconds ≥ -20.0 °C	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Temperature Sensor 6 Circuit Intermittent/ Erratic	P2BBA	Circuit Erratic This DTC detects large step changes in a temperature signal circuit or the temperature 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.	Temperature step change: 1) postive step change is greater than calculated high limit OR 2) negitive step change is lower than calculated low limit. This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsr6 Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsr1 Temperature Sensor 2: CeEECR_e_EngCoolant TempSnsr2 Temperature Sensor 3: CeEECR_e_RadCoolant TempSnsr Temperature Sensor 4: CeEECR_e_EngCoolant TempSnsr3 Temperature Sensor 5: CeEECR_e_EngCoolant TempSnsr4		No Active DTC's	EECR_TS6_Erratic_TFTKO EECR_TS6_CktHiLo_FA	5 seconds out of a 6 seconds window Continuously sampled	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 6: CeEECR_e_EngCoolant TempSnsr5 Temperature Sensor 7: CeEECR_e_EngCoolant TempSnsr6 The calculated high and low limits for the next reading use the following calibrations: Temperature Sensor 1: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 2: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 3: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 4: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 5: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit Temperature Sensor 6: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit	5.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.5 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C 4.3 seconds -60.0 °C 150.0 °C 5.5 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Temperature Sensor 7: 1) Sensor time constant 2) Sensor low limit 3) Sensor high limit *****Generic Example***** If the last temp reading was 90 °C, the Time constant was calibrated at 10 seconds, the low limit was calibrated to -80 °C and the high limit was calibrated to 200 °C the caluculated limits are 101 °C and 73 °C. The next reading (after the 90 °C reading) must be between 73 °C and 101 °C to be valid. *****************************	 5.3 seconds -60.0 °C 150.0 °C				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Internal Control Module SIDI High Pressure Pump min/ max authority During Catalyst Warm Up	P2C1E	This DTC determines when the high pressure pump control has reached to its max or min authority during Cataylst Warm up	High Pressure Fuel Pump Delivery Angle OR High Pressure Fuel Pump Delivery Angle	>= 128 ° <= 0 °	Catalyst Warm Up High Pressure Pump Performance Diagnostic Enable Battery Voltage Low Side Fuel Pressure Barometric Pressure Inlet Air Temp Fuel Temp Catalyst Warm up enabled (See Definition in Supporting Material below) Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) andCam or	True >= 11 Volts > 0.275 MPa Enabled when a code clear is not active or not exiting device control Engine is not cranking >= 70.0 KPA >= -12.0 degC -12 <= Temp degC <= 126 = True	Windup High/ Low 10.00 seconds failures out of 12.50 Seconds samples	Type B, 2 Trips

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SIDI High Pressure Pump Performance During Catalyst Warm Up	P2C1F	This DTC determines if the high pressure pump is not able to maintain target pressure Catalyst Warm Up. The fault is set if the measured fuel rail pressure is lower than desired fuel pressure by a value that can impact emission and drivability for a number of pump events.	Fuel Pressure Error (Desired Pressure - Measure Pressure)	>= **P228C P2C1F - High Pressure Pump Control (HPC) fail threshold of pressure too low** Mpa (see supporting tables)	Catalyst Warm Up High Pressure Pump Performance Diagnostic Enable	True	Positive Pressure Error - 10.00 second failures out of 12.50 second samples	Type A, 1 Trips
					Battery Voltage	>= 11 Volts		
					Low Side Fuel Pressure	> 0.275 MPa		
					Catalyst Warm up enabled (See Definition in Supporting Material below)	= True		
					Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) andCam or Crank Sensor Not FA and IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not active and	Enabled when a code clear is not active or not exiting device control Engine is not cranking		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Device control commanded pressure is false and Device control pump ckt enabled on is false and Engine movement detected is true and Manufacturers enable counter is 0) Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active Barometric Pressure Inlet Air Temp Fuel Temp	 >= 70.0 KPA >= -12.0 degC -12 <=Temp degC <= 126		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
SIDI High Pressure Pump Performance During Catalyst Warm Up	P2C20	This DTC determines if the high pressure pump is delivering high pressure that desired pressure Catalyst Warm Up. The fault is set if the measured fuel rail pressure is higher than desired fuel pressure by a value that can impact emission and drivability for a number of pump events.	Fuel Pressure Error (Desired Pressure - Measure Pressure)	<= **P228D P2C20 - High Pressure Pump Control (HPC) fail threshold for pressure too high** Mpa (see supporting tables)	Catalyst Warm Up High Pressure Pump Performance Diagnostic Enable	True	Negative Pressure Error - 10.00 second failures out of 12.50 second samples	Type A, 1 Trips
					Battery Voltage	>= 11 Volts		
					Low Side Fuel Pressure	> 0.275 MPa		
					Catalyst Warm up enabled (See Definition in Supporting Material below)	= True		
					Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP or TFTKO) and High Pressure fuel pump ckt is Not (FA,FP or TFTKO) and Cam or Crank Sensor Not FA and IAT,IAT2,ECT Not FA and Low side Fuel Pump Relay ckt Not FA and Estimate fuel rail pressure is valid and Green Engine (In assembly plant) is not enabled and Not if low fuel condition and Low side Fuel Pump is on and Injector Flow Test is not	Enabled when a code clear is not active or not exiting device control Engine is not cranking		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					active and Device control commanded pressure is false and Device control pump ckt enabled on is false and Engine movement detected is true andManufacturers enable counter is 0) Flex Fuel Sensor Not FA Ignition voltage out of correlation error(P1682) not active Barometric Pressure Inlet Air Temp Fuel Temp	 >= 70.0 KPA >= -12.0 DegC -12 <= Temp degC <= 126		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Oil Temperature Sensor A/B Correlation	P2C21	Determines if one of the redundant oil temperature sensors is boased or stuck in range. Three independent tests can be used.1) Cold Start Test Compares EOT to ECT and IAT at powerup after a long soak (Fast and regular tests). 2) Warm Up Test Compares EOT to a target EOT after a large enough accumulated airflow has occurred. 3) Continuous Test Compares Sensor A to Sensor B.	**Fast Cold Start Test** <u>To indicate an fast fail:</u> Absolute value of Powerup EOT - Powerup ECT AND Absolute value of Powerup IAT - Powerup ECT <u>To indicate a fast pass</u>: Absolute value of Powerup EOT - Powerup ECT AND Absolute value of Powerup EOT - Powerup IAT	EOT Temp Diff > **P0196_FastFailTemp Diff** (See P0196 details on Supporting Tables Tab) AND < 16 degrees C < 16 degrees C AND < 16 degrees C	EOT Diagnostic main Status AND Engine Running Cold Start Specific EOT Test Conditions: Use Cold Start Diagnostic Engine Off Time Engine Off Timer Validity No active DTC's	Enabled = True Enabled > 540 Seconds = True Fault bundles: IgnitionOffTimer_FA IAT_SensorFA ECT_Sensor_Ckt_FA MAF_SensorFA EngOilTempSensorCircuit FA	Cold Start Fast Test - one failure out of one sample - test performed once per second	Type B, 2 Trips
			Cold Start Test <u>Pass Condition 1:</u> Absolute value of Powerup EOT - Powerup ECT AND Absolute value of Powerup EOT - minIAT OR <u>Pass Condition 2:</u> Absolute value of Powerup EOT - Powerup ECT	<= 16 Deg C <= 16 Deg C OR > 16 Deg C	All three tests (Cold/ Warm/Continuous) EOT Diagnostic main enable AND Engine Running Cold Start Specific EOT Test Conditions: Use Cold Start Diagnostic Engine Off Time Engine Off Timer Validity	Enabled = True Enabled > 540 Seconds = True	Cold Start Regular Test - one failure out of one sample - test performed once per second	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			AND (IAT minimum observed with Block Heater or (IAT minimum observed and Absolute value of power up IAT - min. observed IAT)) AND Absolute value of Powerup EOT - Powerup IAT AND Absolute value of Powerup EOT - minIAT Fail Condition: Absolute value of Powerup EOT - Powerup ECT AND (IAT minimum observed with Block Heater or (IAT minimum observed and Absolute value of power up IAT - min. observed IAT)) AND (Absolute value of Powerup EOT - Powerup IAT or Absolute value of Powerup EOT - minIAT) AND Absolute value of Powerup ECT - Powerup IAT	AND > -7 Deg C > -10 Deg C <= 5 Deg C AND <= 16 Deg C <= 16 Deg C > 16 Deg C AND > -7 Deg C > -10 Deg C <= 5 Deg C AND > 16 Deg C > 16 Deg C AND <= 16 Deg C	Time above Minimum Vehicle Speed Time less than Vehicle speed resets above timer No active DTC's	> 9 MPH for > 400 seconds < 15.0 for > 20.0 seconds Fault bundles: IgnitionOffTimer_FA IAT_SensorFA ECT_Sensor_Ckt_FA MAF_SensorFA EngOilTempSensorCircuitFA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			AND Absolute value of Powerup ECT - minIAT	AND <= 16 Deg C				
			Warmup Test <u>Warm Up Fail Condition:</u> EOT <u>Warm Up Test Pass Condition:</u> EOT	 < 74 Deg C => 74 Deg C	EOT Diagnostic main enable Engine Running Warm Up EOT Test Specific Conditions: Use Warm Up EOT Diagnostic Power up ECT Power up ECT Total accumulated engine airflow since engine start DISABLE CONDITIONS (for all three tests)No active DTC's	Enabled = True Disabled > 200 degrees C < 200 degrees C >= **P0196_TotalAccumulatedFlow** (See P0196 details on Supporting Tables Tab) Fault bundles: IAT_SensorFA ECT_Sensor_Ckt_FA MAF_SensorFA EngOilTempSensorCircuitFA	Warm up Tests - one failure out of one sample - test performed once per second	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			Continuous Test Pass Condition: (Measured Oil Temperature A - Measured Oil Temperature B) OR Absolute value of (Measured Oil Temperature A - Measured Oil Temperature B) Fail Condition: (Measured Oil Temperature A - Measured Oil Temperature B) AND Absolute value of (Measured Oil Temperature A - Measured Oil Temperature B)	>= 0 and <= 15.8 OR >= 0 and <= 15.8 > 15.8 AND > 15.8	Redundant Sensor Enable EOT Diagnostic main Enable Engine Running Continuous EOT Test Specific Conditions: Power up ECT and ECT All of three criteria above AND EOT Model Oil Temperature reach Equilibrium OR Use quick transition to equilibrium state and ECT DISABLE CONDITIONS (for all three tests)No active DTC's	Enabled Enabled = True Enabled >= -7 and <= 105 Deg C >= 45 and <= 110 Deg C >= 70 Deg C Enabled and >= ECT from 5 sec previous Fault bundles: IAT_SensorFA ECT_Sensor_Ckt_FA MAF_SensorFA EngOilTempSensorCircuit FA IAT_SensorCircuitFA EngOilModeledTempValid	Continuous Test 8 failures out of 10 samples performed once per second	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cold Start Wastegate Position Sensor A Circuit Performance	P2C9B	Detects a performance failure on the electronic wastegate acutuator system during engine cold start conditions The diagnose will fail if at least one of supervision fails. * Position deviation supervision * Actuator current supervision * Actuator Duty Cycle supervision In series applications, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In parallel applications, turbocharger 'A' is associated with engine bank 1.	Actuator is in Normal operation Abs(Position Error) for at least	> 5.0 % > 1.0 sec	Diagnostic enabled ***************************** Engine not in crank mode Engine is in cold stard conditions Diagnostic system not disabled Device control Component test not active	True *****************************	25 failures out of 30 samples 100ms / sample	Type A, 1 Trips
			Abs(Actuator current) for at least	> 1.0 A > 1.0 sec	Diagnostic enabled ***************************** Engine not in crank mode Engine is in cold stard conditions Diagnostic system not disabled Device control Component test not active	True *****************************	25 failures out of 30 samples 100ms / sample	
			Abs(Actuator DC) for at least	> 40.0 % DC > 1.0 sec	Diagnostic enabled ***************************** Engine not in crank mode Engine is in cold stard conditions Diagnostic system not disabled Device control Component test not active	True *****************************	25 failures out of 30 samples 100ms / sample	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage Sensor Circuit 1 Low Voltage	P3051	Diagnoses the DC/DC Converter Actuator Voltage Sensor Circuit 1 for short to ground faults.	DC/DC Converter Actuator Voltage Raw Value 1	< 1 Volt	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory) Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) Battery Voltage	1 0 TRUE TRUE FALSE >= 6.60 Volts	640 failed samples out of 800 samples in 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage Sensor Circuit 2 Low Voltage	P3052	Diagnoses the DC/DC Converter Actuator Voltage Sensor Circuit 2 for short to ground faults.	DC/DC Converter Actuator Voltage Raw Value 2	< 1 Volt	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory) Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) Battery Voltage	1 0 TRUE TRUE FALSE >= 6.60 Volts	640 failed samples out of 800 samples in 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage Sensor Circuit 1 High Voltage	P3053	Diagnoses the DC/DC Converter Actuator Voltage Sensor Circuit 1 for short to battery faults.	DC/DC Converter Actuator Voltage Raw Value 1	> 28 Volt	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory) Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) Battery Voltage	1 0 TRUE TRUE FALSE >= 6.60 Volts	640 failed samples out of 800 samples in 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage Sensor Circuit 2 High Voltage	P3054	Diagnoses the DC/DC Converter Actuator Voltage Sensor Circuit 2 for short to battery faults.	DC/DC Converter Actuator Voltage Raw Value 2	> 28 Volt	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory) Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) Battery Voltage	1 0 TRUE TRUE FALSE >= 6.60 Volts	640 failed samples out of 800 samples in 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage 1 Performance	P3055	Detects DC/DC Converter Actuator Voltage 1 Performance issues	Bypass Mode: Absolute value of voltage difference between DC/ DC Converter Actuator Voltage Raw Value 1 and ECM Run/Crank	> 1 Volt	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory) Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) Engine running OR Engine stopped Battery Voltage	1 0 TRUE TRUE FALSE for > 160 loops in 6.25 ms loop for > 160 loops in 6.25 ms loop >= 6.60 Volts	640 failed samples out of 800 samples in a 6.25 ms loop	Type B, 2 Trips
			Stabilize Mode- Auto-Cranking: Absolute value of voltage difference between DC/ DC Converter Actuator Voltage Raw Value 1 and ECM Run/Crank	> 1 Volt	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory) Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) Engine auto-cranking Battery Voltage	1 0 TRUE TRUE FALSE for > 0 loops in 6.25 ms loop >= 6.60 Volts	16 failed samples out of 32 samples in a 6.25 ms loop	
			Stablize Mode-Auto-Cranking Events: Number of failed auto-cranking events exceeds threshold	> 2 failed auto-cranking events	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory)	1 0 TRUE	2 failed auto-crank events out of 3 consecutive auto-crank events	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) Engine auto-cranking	 TRUE FALSE has occurred		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Actuator Voltage 2 Performance	P3056	Detects DC/DC Converter Actuator Voltage 2 Performance issues	Bypass Mode: Absolute value of voltage difference between DC/ DC Converter Actuator Voltage Raw Value 2 and ECM Run/Crank	> 1 Volt	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory) Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) Engine running OR Engine stopped Battery Voltage	1 0 TRUE TRUE FALSE for > 160 loops in 6.25 ms loop for > 160 loops in 6.25 ms loop >= 6.60 Volts	640 failed samples out of 800 samples in a 6.25 ms loop	Type B, 2 Trips
			Stabilize Mode- Auto-Cranking: Absolute value of voltage difference between DC/ DC Converter Actuator Voltage Raw Value 2 and ECM Run/Crank	> 1 Volt	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory) Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) Engine auto-cranking Battery Voltage	1 0 TRUE TRUE FALSE for > 0 loops in 6.25 ms loop >= 6.60 Volts	16 failed samples out of 32 samples in a 6.25 ms loop	
			Stablize Mode-Auto-Cranking Events: Number of failed auto-cranking events exceeds threshold	> 2 failed auto-cranking events	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory)	1 0 TRUE	2 failed auto-crank events out of 3 consecutive auto-crank events	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) Engine auto-cranking	 TRUE FALSE has occurred		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Ignition Switch Run/ Start Position Ciruit High Voltage	P305B	Diagnoses the DC/DC Converter Ignition Switch Run/Start Position circuit for circuit high faults	DC/DC Converter Ignition Switch Run/Start Position	<> ECM Ignition Switch Run/Start Position	Diagnostic enabled Run/Crank Accessory Battery Voltage	1 FALSE TRUE >= 6.60 Volts	320 failed samples out of 400 samples in a 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Ignition Switch Run/ Start Position Ciruit Low Voltage	P305C	Diagnoses the DC/DC Converter Ignition Switch Run/Start Position circuit for circuit low faults	DC/DC Converter Ignition Switch Run/Start Position	<> ECM Ignition Switch Run/Start Position	Diagnostic enabled Run/Crank Accessory Battery Voltage	1 TRUE TRUE >= 6.60 Volts	640 failed samples out of 800 samples in a 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Crank Control Circuit High Voltage	P305D	Diagnoses the DC/DC Converter Crank Control Circuit for circuit high faults	DC/DC Converter Crank Control	<> ECM Crank Control	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory) Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) ECM Crank Control Battery Voltage	1 0 TRUE TRUE FALSE FALSE >= 6.60 Volts	640 failed samples out of 800 samples in a 6.25 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
DC/DC Converter Crank Control Circuit Low Voltage	P305E	Diagnoses the DC/DC Converter Crank Control Circuit for circuit low faults	DC/DC Converter Crank Control	<> ECM Crank Control	Diagnostic enabled If Global B electrical architecture Then (Run/Crank or Accessory) Else (Sensor Bus Relay On AND Sensor Bus Relay Fault Active) ECM Crank Control Battery Voltage	1 0 TRUE TRUE FALSE TRUE >= 6.60 Volts	24 failed samples out of 32 samples in a 6.25 ms loop	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Pump Speed Out of Range Low	P3071	This diagnostic detects if the actual speed is out of range low. If the enable criteria are met and the actual speed is below a calibrated threshold, the fail counter will increment. If the calibrated fail count threshold is met before the calibrated sample count, the diagnostic will report a FAIL and if not it will report a PASS. The diagnostic will continue to report as long as the enablement criteria are met.	Pump Feedback Speed	<= -10.00 RPM	All of the following criteria are met for 12V System Voltage PECR_MainCoolPmpSpdAct_Av PECR_MainCoolPmpSpdAct_FoI	>= 3.00 s > 11.00 V (with hysteresis disable < 10.00 V) = Not Active	4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Pump Speed Out of Range High	P3072	This diagnostic detects if the actual speed is out of range high. If the enable criteria are met and the actual speed is above a calibrated threshold, the fail counter will increment. If the calibrated fail count threshold is met before the calibrated sample count, the diagnostic will report a FAIL and if not it will report a PASS. The diagnostic will continue to report as long as the enablement criteria are met.	Pump Feedback Speed	>= 6,280.00 RPM	All of the following criteria are met for 12V System Voltage PECR_MainCoolPmpSpdAct_Av PECR_MainCoolPmpSpdAct_FoI	>= 3.00 s > 11.00 V (with hysteresis disable < 10.00 V) = Not Active	4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Pump Current Out of Range Low	P3073	This diagnostic detects if the actual motor current is out of range low. If the enable criteria are met and the actual current is below a calibrated threshold, the fail counter will increment. If the calibrated fail count threshold is met before the calibrated sample count, the diagnostic will report a FAIL and if not it will report a PASS. The diagnostic will continue to report as long as the enablement criteria are met. There are two different failure criteria depending on the pump commanded state (ON, OFF), however one time window is used to mature the diagnostic, and is not independent for each commanded state.	Pump Motor AC Current	< 0.00 A	12V System Voltage PECR_MainCoolPmpMtrACC_Av PECR_MainCoolPmpMtrACC_Fol	> 11.00 V (with hysteresis disable < 10.00 V) = Not Active	4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Pump Current Out of Range High	P3074	This diagnostic detects if the actual motor current is out of range high. If the enable criteria are met and the actual current is above a calibrated threshold, the fail counter will increment. If the calibrated fail count threshold is met before the calibrated sample count, the diagnostic will report a FAIL and if not it will report a PASS. The diagnostic will continue to report as long as the enablement criteria are met.	Pump Motor AC Current	>= 80.00 A	12 System Voltage PECR_MainCoolPmpMtrACC_Av PECR_MainCoolPmpMtrACC_FoI	> 11.00 V (with hysteresis disable < 10.00 V) = Not Active	4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Pump Low Current Performance	P3075	The current performance diagnostic detects and reports failure of the pump or the cooling system flow. The diagnostic consists of an intrusive test performed each drive cycle if the necessary enable conditions are met and a passive test that runs continuously when the intrusive test is not executing. Only the intrusive test can report a diagnostic fail or pass result. Pump low current condition is when the actual electrical current is less than the expected electrical current for the reported pump speed. If the enable criteria are met, the intrusive test controls the pump to a calibratable speed for a calibratable time, during this time, if the actual current is less than the low current calibration failure threshold, the diagnostic reports a FAIL. If the actual current does not fall below the low current calibration failure threshold, the	Intrusive Test: Any of the following criteria is met Criteria 1: **P3075 3076 Pump** a) **Current Scaled** (A) b) EECR_EngineInlet_FA is Not Active Criteria 2: a) Pump Motor AC Current (See supporting tables for the above threshold values) The intrusive test runs at least once every drive cycle, but may be enabled again if the passive test has determined a potential failure after the intrusive diagnostic has passed.	< **P3075 Pump Low Current Performance Failure Threshold** (A) (See supporting tables for the above threshold values)	12V System Voltage PECR_MainCoolPmpMtrACC_Av PECR_MainCoolPmpMtrACC_FoI PECR_MainCoolPmpSpdAct_Av PECR_MainCoolPmpSpdAct_FoFA PECR_MainCoolPmpSpdAct_FoI PECR_MainCoolPmpSpdAct_LcFA PECR_EMP_CurrOORL_FA PECR_EMP_CurrOORH_FA PECR_EMP_SpdBndl_FA PECR_EMP_CurrPerfLo_TFTKO PECR_EMP_CurrPerfHi_TFTKO VECR_BRV_Ckt_FA VECR_BRV_Performance_FA VECR_MRV_ActrFA EECR_EngineOutlet_FA Pump Enable Engine Block Valve Coolant Flow in Range Coolant Flow Restriction Factor in Range Pump Intrusive Test Timer Pump Speed Feedback in Range	>= 10.20 V = Not Active = True 5.00 to 100.00 % 0.30 to 1.00 < 15.00 s 3,800.00 RPM to 4,200.00 RPM	4 seconds out of a 5 seconds window	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		diagnostic reports a PASS.			All of the following criteria are met for a) Coolant Distribution Mode (Criteria is met when the array table for the given distribution mode is TRUE) b) Coolant System Mode (Criteria is met when the array table for the given distribution mode is TRUE) Any of the following criteria is met for Criteria 1: a) Passive Test Result b) Desired Air Per Cylinder Criteria 2: a) Passive Test Result b) Desired Air Per Cylinder Any of the following criteria is met: Criteria 1: a) PECR_EMP_CurrPerfHi_TPTKO	>= 2.00 s **P3075 3076 Pump Current Performance Coolant Distribution** =**Mode** (1 is TRUE) **P3075 3076 Pump Current Performance Coolant System Mode** =**Select** (1 is TRUE) >= 2.00 s = Fail > 100.00 mg (with hysteresis disable < 80.00 mg) = Not Fail > 100.00 mg (with hysteresis disable < 80.00 mg)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					PECR_EMP_CurrPerfLo_TPTKO b) Pump Intrusive Test Attempts Criteria 2: a) Passive Test Result b) Pump Passive Requests Any of the following criteria is met: a) Engine Outlet Coolant Temperature b) OBD Coolant Enable	= Not Active <= 3.00 Count = Fail <= 3.00 Count >= 50.00 °C = True		
			Passive Test: Pump Motor AC Current The passive test has fewer enable conditions than the intrusive, and is disabled while the intrusive test runs. The passive test monitors the reported current at any given pump speed and flow restriction. Flow restriction is calculated based on the current system valve	<= **P3075 Pump Low Current Passive Test Fail Threshold** (A) (See supporting tables for the above threshold values)	12V System Voltage PECR_MainCoolPmpMtrACC_Av PECR_MainCoolPmpMtrACC_FoI PECR_MainCoolPmpSpdAct_Av PECR_MainCoolPmpSpdAct_FoFA PECR_MainCoolPmpSpdAct_FoI PECR_MainCoolPmpSpdAct_LcFA PECR_EMP_CurrOORL_FA PECR_EMP_CurrOORH_FA PECR_EMP_SpdBndl_FA PECR_EMP_CurrPerfLo_TFTKO	>= 10.20 V	8 seconds out of a 10 seconds window	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			configuration and pump speed. If the passive test determines a potential fault, then the intrusive test is re-enabled. All of the intrusive enable conditions must still be met prior to executing the intrusive test and making a diagnostic pass/fail decision.		PECR_EMP_CurrPerfHi_TFTKO VECR_BRV_Ckt_FA VECR_BRV_Performance_FA VECR_MRV_ActrFA EECR_EngineOutlet_FA Pump Enable Pump Intrusive Test Override Difference in Pump Command Speed from previous data sample to present data sample Pump Speed Feedback in Range Any of the following criteria is met: a) Engine Outlet Coolant Temperature b) OBD Coolant Enable	= Not Active = True = Not Active < 50.00 RPM for >= 3.00 s 810.00 RPM to 6,180.00 RPM for >= 2.00 s >= 50.00 °C = True		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Coolant Pump High Current Performance	P3076	The current performance diagnostic detects and reports failure of the pump or the cooling system flow. The diagnostic consists of an intrusive test performed each drive cycle if the necessary enable conditions are met and a passive test that runs continuously when the intrusive test is not executing. Only the intrusive test can report a diagnostic fail or pass result. Pump high current condition is when the actual electrical current is greater than the expected electrical current for the reported pump speed. If the enable criteria are met, the intrusive test controls the pump to a calibratable speed for a calibratable time, during this time, if the actual current is greater than the high current calibration failure threshold, the diagnostic reports a FAIL. If the actual current does not exceed the high current calibration failure threshold, the	Intrusive Test Any of the following criteria is met Criteria 1: **P3075 3076 Pump** a) **Current Scaled** (A) b) EECR_EngineInlet_FA is Not Active Criteria 2: a) Pump Motor AC Current (See supporting tables for the above threshold values) The intrusive test runs at least once every drive cycle, but may be enabled again if the passive test has determined a potential failure after the intrusive diagnostic has passed.	> **P3076 Pump High Current Performance Failure Threshold** (A) (See supporting tables for the above threshold values)	12V System Voltage PECR_MainCoolPmpMtrACC_Av PECR_MainCoolPmpMtrACC_FoI PECR_MainCoolPmpSpdAct_Av PECR_MainCoolPmpSpdAct_FoFA PECR_MainCoolPmpSpdAct_FoI PECR_MainCoolPmpSpdAct_LcFA PECR_EMP_CurrOORL_FA PECR_EMP_CurrOORH_FA PECR_EMP_SpdBndl_FA PECR_EMP_CurrPerfLo_TFTKO PECR_EMP_CurrPerfHi_TFTKO VECR_BRV_Ckt_FA VECR_BRV_Performance_FA VECR_MRV_ActrFA EECR_EngineOutlet_FA Pump Enable Engine Block Valve Coolant Flow in Range Coolant Flow Restriction Factor in Range Pump Intrusive Test Timer Pump Speed Feedback in Range	>= 10.20 V = Not Active = True 5.00 to 100.00 % 0.30 to 1.00 < 15.00 s 3,800.00 RPM to 4,200.00 RPM	4 seconds out of a 5 seconds window	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		diagnostic reports a PASS.			All of the following criteria are met for	>= 2.00 s		
					a) Coolant Distribution Mode (Criteria is met when the array table for the given distribution mode is TRUE)	**P3075 3076 Pump Current Performance Coolant Distribution** =**Mode** (1 is TRUE)		
					b) Coolant System Mode (Criteria is met when the array table for the given distribution mode is TRUE)	**P3075 3076 Pump Current Performance Coolant System Mode** =**Select** (1 is TRUE)		
					Any of the following criteria is met for	>= 2.00 s		
					Criteria 1: a) Passive Test Result	= Fail		
					b) Desired Air Per Cylinder	> 100.00 mg (with hysteresis disable < 80.00 mg)		
					Criteria 2: a) Passive Test Result	= Not Fail		
					b) Desired Air Per Cylinder	> 100.00 mg (with hysteresis disable < 80.00 mg)		
					Any of the following criteria is met: Criteria 1: a)			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					PECR_EMP_CurrPerfHi_TPTKO PECR_EMP_CurrPerfLo_TPTKO b) Pump Intrusive Test Attempts Criteria 2: a) Passive Test Result b) Pump Passive Requests Any of the following criteria is met: a) Engine Outlet Coolant Temperature b) OBD Coolant Enable	= Not Active <= 3.00 Count = Fail <= 3.00 Count >= 50.00 °C = True		
			Passive Test: Pump Motor AC Current The passive test has fewer enable conditions than the intrusive, and is disabled while the intrusive test runs. The passive test monitors the reported current at any given pump speed and flow restriction. Flow restriction is calculated	>= **P3076 Pump High Current Passive Test Fail Threshold** (A) (See supporting tables for the above threshold values)	12V System Voltage PECR_MainCoolPmpMtrACC_Av PECR_MainCoolPmpMtrACC_FoI PECR_MainCoolPmpSpdAct_Av PECR_MainCoolPmpSpdAct_FoFA PECR_MainCoolPmpSpdAct_FoI PECR_MainCoolPmpSpdAct_LcFA PECR_EMP_CurrOORL_FA PECR_EMP_CurrOORH_FA PECR_EMP_SpdBndl_FA	>= 10.20 V	8 seconds out of a 10 seconds window	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			based on the current system valve configuration and pump speed. If the passive test determines a potential fault, then the intrusive test is re-enabled. All of the intrusive enable conditions must still be met prior to executing the intrusive test and making a diagnostic pass/fail decision.		PECR_EMP_CurrPerfLo_TFTKO PECR_EMP_CurrPerfHi_TFTKO VECR_BRV_Ckt_FA VECR_BRV_Performance_FA VECR_MRV_ActrFA EECR_EngineOutlet_FA Pump Enable Pump Intrusive Test Override Difference in Pump Command Speed from previous data sample to present data sample Pump Speed Feedback in Range Any of the following criteria is met: a) Engine Outlet Coolant Temperature b) OBD Coolant Enable	= Not Active = True = Not Active < 50.00 RPM for >= 3.00 s 810.00 RPM to 6,180.00 RPM for >= 2.00 s >= 50.00 °C = True		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Injector Circuit Range/ Performance	P30D4	Diagnostic to determine if any of the voltage feedback measured from the analog to digital converter on any cylinder is rational (total engine based). The measured voltage is checked when the injection pulse width is large enough ensuring the injector pintle has achieved max travel and the injector voltage flux through the coil has reach the max stabilization limit.	Injector voltage feedback is not able to detect an opening magnitude OR Measured Voltage feedback converted to Injector Opening Magnitude OR Measured Voltage feedback converted to Injector Opening Magnitude OR Injector voltage feedback is not able to detect a closing time OR Measured Voltage feedback converted to Injector closing time OR Measured Voltage	=< **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Minimum Injector Opening Magnitude** (See supporting table) >= **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Maximum Injector Opening Magnitude** (See supporting table) =< **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Minimum Injector Closing Time** (See supporting table) >=	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Valid (See Definition in Supporting Material below) Injection Pulse Width	= True >= **P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Voltage Feedback Rationalities Minimum Pulse Width**	3.30 Second Fail count out of 10.00 seconds Samples Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			feedback converted to Injector closing time	**P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Maximum Injector Closing Time** (See supporting table)				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 1	P30D6	This DTC detects intermitent and continuous invalid SPI messages. This is based on the detection of missing or invalid receive message within the main processor before receiving a valid message.	This function detects a serial communications fault based upon the detection of missing or invalid (receive) message within the main processor.		Run/Crank voltage	>= 6.41 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 16 counts intermittent 12.5 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 2	P30D7	This DTC detects intermitent and continuous invalid SPI messages. This is based on the detection of missing or invalid receive message within the main processor before receiving a valid message.	This function detects a serial communications fault based upon the detection of missing or invalid (receive) message within the main processor.		Run/Crank voltage	>= 6.41 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 16 counts intermittent 12.5 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 3	P30D8	This DTC detects intermitent and continuous invalid SPI messages. This is based on the detection of missing or invalid receive message within the main processor before receiving a valid message.	This function detects a serial communications fault based upon the detection of missing or invalid (receive) message within the main processor.		Run/Crank voltage	>= 6.41 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 16 counts intermittent 12.5 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 4	P30D9	This DTC detects intermitent and continuous invalid SPI messages. This is based on the detection of missing or invalid receive message within the main processor before receiving a valid message.	This function detects a serial communications fault based upon the detection of missing or invalid (receive) message within the main processor.		Run/Crank voltage	>= 6.41 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 16 counts intermittent 12.5 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 5	P30DA	This DTC detects intermitent and continuous invalid SPI messages. This is based on the detection of missing or invalid receive message within the main processor before receiving a valid message.	This function detects a serial communications fault based upon the detection of missing or invalid (receive) message within the main processor.		Run/Crank voltage	>= 6.41 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 16 counts intermittent 12.5 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 6	P30DB	This DTC detects intermitent and continuous invalid SPI messages. This is based on the detection of missing or invalid receive message within the main processor before receiving a valid message.	This function detects a serial communications fault based upon the detection of missing or invalid (receive) message within the main processor.		Run/Crank voltage	>= 6.41 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 16 counts intermittent 12.5 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 7	P30DC	This DTC detects intermitent and continuous invalid SPI messages. This is based on the detection of missing or invalid receive message within the main processor before receiving a valid message.	This function detects a serial communications fault based upon the detection of missing or invalid (receive) message within the main processor.		Run/Crank voltage	>= 6.41 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 16 counts intermittent 12.5 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 8	P30DD	This DTC detects intermitent and continuous invalid SPI messages. This is based on the detection of missing or invalid receive message within the main processor before receiving a valid message.	This function detects a serial communications fault based upon the detection of missing or invalid (receive) message within the main processor.		Run/Crank voltage	>= 6.41 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 16 counts intermittent 12.5 ms /count in the ECM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan 1 Out of Range Low [LIN Bus Electric PWM Fans Only - Internal or External controller]	P30EE	The reported actual fan speed in RPM exceeds an lower limit for the fan speed, indicating that there is a failure of the measurement of the fan speed	Measured LIN Fan1 Speed	< = -110.00 rpm	a] Diagnostic Enabled b] Configuration calibration for number of fans c] Diagnostic System Disabled d] Battery Voltage In Range e] LIN Bus based Fan Operation Enabled f] LIN Serial data Lost communication Fault Active g] LIN Serial data Continuous Operation Fault Active	a] == 1.00 [True if 1; False if 0] b] >= 1 unit c] <> True d] > 11.00 volts e] == TRUE f] <> True g] <> True	16.00 failures out of 20.00 samples; 1000 millisec / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan 1 Out of Range High [LIN Bus Electric PWM Fans Only - Internal or External controller]	P30EF	The reported actual fan speed in RPM exceeds an upper limit for the fan speed, indicating that there is a failure of the measurement of the fan speed	Measured LIN Fan1 Speed	> = 4,000.00 rpm	a] Diagnostic Enabled b] Configuration calibration for number of fans c] Diagnostic System Disabled d] Battery Voltage In Range e] LIN Bus based Fan Operation Enabled f] LIN Bus Lost Communication Fault Active g] LIN Bus serial data Continuous Operation Fault Active	a] == 1.00 [True if 1; False if 0] b] >= 1 unit c] <> True d] > 11.00 volts e] == TRUE f] <> True g] <> True	16.00 failures out of 20.00 samples; 1000 millisec / sample	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Brake System Vehicle Speed Limit Request Signal Message Counter Incorrect	P314F	This DTC monitors for an error in communication with the Brake System Vehicle Speed Limit Request Signal	Communication of the Alive Rolling Count or Protection Value of the Brake System Vehicle Speed Limit Request Signal over CAN bus is incorrect for out of total samples	 >= 8.00 counts >= 10.00 counts	Message frame All the following conditions are met for Power Mode Powertrain Relay Voltage Run/Crank Ignition Voltage	= Is avaialble >= 3,000.00 milliseconds = Run >= 11.00 Volts >= 11.00 Volts	Executes in 250ms loop.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Communication Bus A Off	U0073	This DTC monitors for a BUS A off condition	Bus off failures equals or exceeds before the sample time of is reached	5 counts (equivalent to 810.01 milliseconds) 810.01 milliseconds	General Enable Criteria: Starter motor engaged for Or Run/Crank ignition voltage All below criteria have been met for CAN channel is requesting full communications Normal CAN transmission on Bus is enabled Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run If calibratable low voltage disable mode is not Never Disabled Low voltage disable mode: OBDII	 > 15,000.00 milliseconds > 8.41 Volts >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	Diagnostic runs in 12.5 ms loop	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If OBDII: Run/Crank ignition voltage If EOBD: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition voltage If Hybrid Secure: Run/Crank ignition voltage If power mode = Accessory: Off key cycle diagnostics are enabled Or Controller is an OBD controller Controller shutdown is not impending Power Mode is not run/ crank Battery voltage	 >= 11.00 Volts >= 9.00 Volts > 15,000.00 milliseconds > 8.41 Volts >= 6.41 Volts 1.00 (1 indicates enabled) >= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Communication on Bus B Off	U0074	This DTC monitors for a BUS B off condition	Bus off failures equals or exceeds before the sample time of is reached	5 counts (equivalent to 810.01 milliseconds) 810.01 milliseconds	General Enable Criteria: Starter motor engaged for Or Run/Crank ignition voltage All below criteria have been met for CAN channel is requesting full communications Normal CAN transmission on Bus is enabled Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run If calibratable low voltage disable mode is not Never Disabled Low voltage disable mode: OBDII	 > 15,000.00 milliseconds > 8.41 Volts >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If OBDII: Run/Crank ignition voltage If EOBD: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition voltage If Hybrid Secure: Run/Crank ignition voltage If power mode = Accessory: Off key cycle diagnostics are enabled Or Controller is an OBD controller Controller shutdown is not impending Power Mode is not run/ crank Battery voltage	 >= 11.00 Volts >= 9.00 Volts > 15,000.00 milliseconds > 8.41 Volts >= 6.41 Volts 1.00 (1 indicates enabled) >= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With TCM	U0101	This DTC monitors for a loss of communication with the Transmission Control Module.	Message is not received from controller for Message $0C7: Message $0F9: Message $189: Message $197: Message $19D: Message $1A6: Message $1AF: Message $1F5: Message $4C9:	≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 500.00 milliseconds	General Enable Criteria: All below criteria have been met for If message is on Bus A: U0073 not active If message is on Bus B: U0074 not active If message is on Bus S: U0076 not active CAN channel is requesting full communications Normal CAN transmission on Bus is enabled If bus type is Sensor Bus, sensor bus relay is on Accessory mode to off mode not pending Battery voltage Controller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run	>= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	Diagnostic runs in 12.5 ms loop	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If calibratable low voltage disable mode is not Never Disabled Low voltage disable mode: OBDII If OBDII: Run/Crank ignition voltage If EOBD: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition voltage If Hybrid Secure: Run/Crank ignition voltage If power mode = Accessory: Off key cycle diagnostics are enabled Or Controller is an OBD controller Controller shutdown is not impending Power Mode is not run/ crank Battery voltage	 >= 11.00 Volts >= 9.00 Volts > 15,000.00 milliseconds > 8.41 Volts >= 6.41 Volts 1.00 (1 indicates enabled) >= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Cruise Control Module	U0104	This DTC monitors for a loss of communication with the Cruise Control Module.	Message is not received from controller for Message $2CB Message $2CD	 ≥ 1,000.00 milliseconds ≥ 500.00 milliseconds	General Enable Criteria: All below criteria have been met for If message is on Bus A: U0073 not active If message is on Bus B: U0074 not active If message is on Bus S: U0076 not active CAN channel is requesting full communications Normal CAN transmission on Bus is enabled If bus type is Sensor Bus, sensor bus relay is on Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run	 >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	Diagnostic runs in 12.5 ms loop	Type C, No SVS "Emissions Neutral Diagnostics – Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If calibratable low voltage disable mode is not Never Disabled			
					Low voltage disable mode: OBDII			
					If OBDII: Run/Crank ignition voltage	>= 11.00 Volts		
					If EOBD: Run/Crank ignition voltage	>= 9.00 Volts		
					If Secure: Starter motor engaged for	> 15,000.00 milliseconds		
					Or			
					Run/Crank ignition voltage	> 8.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>= 6.41 Volts		
					If power mode = Accessory:			
					Off key cycle diagnostics are enabled	1.00 (1 indicates enabled)		
					Or			
					Controller is an OBD controller			
					Controller shutdown is not impending			
					Power Mode is not run/ crank			
					Battery voltage	>= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Brake System Control Module	U0129	This DTC monitors for a loss of communication with the Brake System Control Module.	Message is not received from controller for Message $0C1 Message $0C5 Message $0D1 Message $1C6 Message $1C7 Message $1E9 Message $2F1 Message $2F9	 ≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 10,000.00 milliseconds ≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 10,000.00 milliseconds ≥ 500.00 milliseconds	General Enable Criteria: All below criteria have been met for If message is on Bus A: U0073 not active If message is on Bus B: U0074 not active If message is on Bus S: U0076 not active CAN channel is requesting full communications Normal CAN transmission on Bus is enabled If bus type is Sensor Bus, sensor bus relay is on Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run	 >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	Diagnostic runs in 12.5 ms loop	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If calibratable low voltage disable mode is not Never Disabled			
					Low voltage disable mode: OBDII			
					If OBDII: Run/Crank ignition voltage	>= 11.00 Volts		
					If EOBD: Run/Crank ignition voltage	>= 9.00 Volts		
					If Secure: Starter motor engaged for Or Run/Crank ignition voltage	> 15,000.00 milliseconds > 8.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>= 6.41 Volts		
					If power mode = Accessory:			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller	1.00 (1 indicates enabled)		
					Controller shutdown is not impending			
					Power Mode is not run/ crank			
					Battery voltage	>= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Power Steering Control Module	U0131	This DTC monitors for a loss of communication with the Power Steering Control Module.	Message is not received from controller for Message $1E5	 ≥ 10,000.00 milliseconds	General Enable Criteria: All below criteria have been met for If message is on Bus A: U0073 not active If message is on Bus B: U0074 not active If message is on Bus S: U0076 not active CAN channel is requesting full communications Normal CAN transmission on Bus is enabled If bus type is Sensor Bus, sensor bus relay is on Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run	 >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	Diagnostic runs in 12.5 ms loop	Type C, No SVS "Safety Emissions Neutral Diagnostic"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If calibratable low voltage disable mode is not Never Disabled			
					Low voltage disable mode: OBDII			
					If OBDII: Run/Crank ignition voltage	>= 11.00 Volts		
					If EOBD: Run/Crank ignition voltage	>= 9.00 Volts		
					If Secure: Starter motor engaged for	> 15,000.00 milliseconds		
					Or Run/Crank ignition voltage	> 8.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>= 6.41 Volts		
					If power mode = Accessory:			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller	1.00 (1 indicates enabled)		
					Controller shutdown is not impending			
					Power Mode is not run/ crank			
					Battery voltage	>= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Body Control Module	U0140	This DTC monitors for a loss of communication with the Body Control Module.	Message is not received from controller for Message $0F1 Message $12A Message $1E1 Message $1F1 Message $1F3 Message $3C9 Message $3CB Message $3F1 Message $451 Message $4D7 Message $4E1 Message $4E9	≥ 500.00 milliseconds ≥ 1,000.00 milliseconds ≥ 500.00 milliseconds ≥ 500.00 milliseconds ≥ 10,000.00 milliseconds ≥ 10,000.00 milliseconds ≥ 10,000.00 milliseconds ≥ 10,000.00 milliseconds ≥ 500.00 milliseconds ≥ 10,000.00 milliseconds ≥ 10,000.00 milliseconds ≥ 10,000.00 milliseconds	General Enable Criteria: All below criteria have been met for If message is on Bus A: U0073 not active If message is on Bus B: U0074 not active If message is on Bus S: U0076 not active CAN channel is requesting full communications Normal CAN transmission on Bus is enabled If bus type is Sensor Bus, sensor bus relay is on Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run	>= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	Diagnostic runs in 12.5 ms loop	Type C, No SVS "Emissions Neutral Diagnostics – Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If calibratable low voltage disable mode is not Never Disabled Low voltage disable mode: OBDII If OBDII: Run/Crank ignition voltage If EOBD: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition voltage If Hybrid Secure: Run/Crank ignition voltage If power mode = Accessory: Off key cycle diagnostics are enabled Or Controller is an OBD controller Controller shutdown is not impending Power Mode is not run/ crank Battery voltage	 >= 11.00 Volts >= 9.00 Volts > 15,000.00 milliseconds > 8.41 Volts >= 6.41 Volts 1.00 (1 indicates enabled) >= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Gateway A	U0146	This DTC monitors for a loss of communication with Gateway A.	Message is not received from controller for Message $3CF Message $4D4	 ≥ 10,000.00 milliseconds ≥ 10,000.00 milliseconds	General Enable Criteria: All below criteria have been met for If message is on Bus A: U0073 not active If message is on Bus B: U0074 not active If message is on Bus S: U0076 not active CAN channel is requesting full communications Normal CAN transmission on Bus is enabled If bus type is Sensor Bus, sensor bus relay is on Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run	 >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If calibratable low voltage disable mode is not Never Disabled Low voltage disable mode: OBDII If OBDII: Run/Crank ignition voltage If EOBD: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition voltage If Hybrid Secure: Run/Crank ignition voltage If power mode = Accessory: Off key cycle diagnostics are enabled Or Controller is an OBD controller Controller shutdown is not impending Power Mode is not run/ crank Battery voltage	 >= 11.00 Volts >= 9.00 Volts > 15,000.00 milliseconds > 8.41 Volts >= 6.41 Volts 1.00 (1 indicates enabled) >= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Battery Monitor Module	U01B0	This DTC monitors for a loss of communication with the Battery Monitor Module on the LIN bus.	Message is not received from device for		General Enable Criteria:		LIN bus communication executes in 500ms loop.	Type B, 2 Trips
					Diagnostic is enabled	1.00 (1 indicates enabled)		
			IBSAmpHourChg_18_C02	>= 1,500.00 milliseconds	LIN channel is enabled	1.00 (1 indicates enabled)		
					LIN module is initialized			
			IBSAmpHourDisChrg_19_C02	>= 1,500.00 milliseconds	Slave is calibrated as present			
			IBSCalcData_16_C02	>= 3,000.00 milliseconds	All below criteria have been met for	>= 3,000.00 milliseconds		
			IBSCfgDataRtn_1E_C02	>= 3,000.00 milliseconds	Accessory mode to off mode not pending			
			IBSCurrentFOMData_1A_C02	>= 6,000.00 milliseconds	Battery voltage	> 11.00 Volts		
					Conroller is an OBD controller Or			
			IBSFOMData_1C_C02	>= 6,000.00 milliseconds	Battery Voltage	<= 18.00 Volts		
			IBSMeasuredTemp_17_C02	>= 750.00 milliseconds	Controller type: OBD Controller			
			IBSMVIData_15_C02	>= 750.00 milliseconds	If power mode = Run/ Crank:			
					Power Mode is run			
			IBSVehStartData_1D_C02	>= 3,000.00 milliseconds	If calibratable low voltage disable mode is not Never Disabled			
			IBSVoltageFOMData_1B_C02	>= 6,000.00 milliseconds	Low voltage disable mode: OBDII			
					If OBDII: Run/Crank ignition	>= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					voltage If EOBD: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition voltage If Hybrid Secure: Run/Crank ignition voltage If power mode = Accessory: Off key cycle diagnostics are enabled Or Controller is an OBD controller Controller shutdown is not impending Power Mode is not run/ crank Battery voltage	 >= 9.00 Volts > 15,000.00 milliseconds > 8.41 Volts >= 6.41 Volts 1.00 (1 indicates enabled) >= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication with Active Grill Air Shutter Module A	U0284	This DTC monitors for a loss of communication on the LIN bus with Shutter Module A.	Message is not received from device for Global A: ACM1Rsp_31_C02	>= 1,500.00 milliseconds	General Enable Criteria: Diagnostic is enabled LIN channel is enabled LIN module is initialized Slave is calibrated as present Actuator relay is powered Or Powertrain Relay is on and powertrain relay state feedback is enabled All below criteria have been met for Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank:	 Global A architecture: 1.00 (1 indicates enabled) Global A architecture: 1.00 (1 indicates enabled) 1.00 (1 indicates enabled) >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	LIN bus communication executes in 500ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Power Mode is run			
					If calibratable low voltage disable mode is not Never Disabled			
					Low voltage disable mode: OBDII			
					If OBDII: Run/Crank ignition voltage	>= 11.00 Volts		
					If EOBD: Run/Crank ignition voltage	>= 9.00 Volts		
					If Secure: Starter motor engaged for Or Run/Crank ignition voltage	> 15,000.00 milliseconds > 8.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>= 6.41 Volts		
					If power mode = Accessory:			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller	1.00 (1 indicates enabled)		
					Controller shutdown is not impending			
					Power Mode is not run/ crank			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Battery voltage	>= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Invalid Data Received From Body Control Module	U0422	Signal between the BCM and door switches is unreliable	Driver Door Ajar Switch Virtual Device Availability OR Driver Door Open Switch Virtual Device Availability	= INVALID = INVALID	Battery voltage A diagnostic code clear event or diagnostic re-enable event is not in progress for	within proper operating range for 3,000 msec. for a time 3,000 msec.	12.5 ms loop 8 failures out of 10 samples.	Emissions-neutral Type C No MIL

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Mass or Volume Air Flow Sensor A	U060F	This DTC monitors for a loss of communication on the LIN bus with Mass or Volume Air Flow Sensor A.	Message is not received from device for		General Enable Criteria:		LIN bus communication executes in 500ms loop.	Type B, 2 Trips
					Diagnostic is enabled	1.00 (1 indicates enabled)		
			MAF_Rsp_Press_2B_C03	>= 75.00 milliseconds				
					LIN channel is enabled	1.00 (1 indicates enabled)		
					LIN module is initialized			
			MAF_Rsp_TmpHum_2A_C03	>= 300.00 milliseconds				
					Slave is calibrated as present			
					All below criteria have been met for	>= 3,000.00 milliseconds		
					Accessory mode to off mode not pending			
					Battery voltage	> 11.00 Volts		
					Conroller is an OBD controller Or Battery Voltage	<= 18.00 Volts		
					Controller type: OBD Controller			
					If power mode = Run/ Crank:			
					Power Mode is run			
					If calibratable low voltage disable mode is not Never Disabled			
					Low voltage disable mode: OBDII			
					If OBDII: Run/Crank ignition	>= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					voltage If EOBD: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition voltage If Hybrid Secure: Run/Crank ignition voltage If power mode = Accessory: Off key cycle diagnostics are enabled Or Controller is an OBD controller Controller shutdown is not impending Power Mode is not run/ crank Battery voltage	 >= 9.00 Volts > 15,000.00 milliseconds > 8.41 Volts >= 6.41 Volts 1.00 (1 indicates enabled) >= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Engine Coolant Bypass Valve C	U0617	Communication Check This DTC will detect if SENT communication was lost for the Engine Coolant Bypass Valve C Sensor	If any of the following conditions are met a failure count will be recorded: **Condition 1:** HWIO message faults **Condition 2:** Pulse count delta AND Message age **Condition 3:** Voltage on SENT pin is greater than a controller specific threshold AND Message age **Condition 4:** Voltage on SENT pin is less than a controller specific threshold AND Message age	= No Fault >0 > 6.25 ms > 6.25 ms > 6.25 ms	Run Crank Ignition in Range Engine not cranking Engine Diag System	= True = True = Enabled	4 seconds out of a 5 seconds window	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication with Fuel Rail Pressure Sensor Bank 1	U0625	This DTC determines if the SENT signal shorted low, this is determined by monitoring the number pulses on the SENT signal line received at the ECU and the SENT Signal Line State always indicating low.	The number pulses on the SENT signal line SENT Signal Line State	<= 40 = Low	SENT Sensor Communication Circuit Diagnostic Enabled SENT power up delay	True >= 0.00 seconds Enabled when a code clear is not active or not exiting device control	400 failures out of 500 samples 6.25 ms per sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Cooling Fan 1 LIN Communication Failure	U0632	This DTC monitors for a loss of communication on the LIN bus with Cooling Fan 1.	Message is not received from device for CFM1_Rsp_2D_C02	>= 3,000.00 milliseconds	General Enable Criteria: Diagnostic is enabled LIN channel is enabled LIN module is initialized Slave is calibrated as present Engine is running Or Engine cooling fan operation is enabled via received CAN signal and propulsion system is active for All below criteria have been met for Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run If calibratable low voltage	 1.00 (1 indicates enabled) 1.00 (1 indicates enabled) >= 1.00 seconds >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	LIN bus communication executes in 500ms loop.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					disable mode is not Never Disabled			
					Low voltage disable mode: OBDII			
					If OBDII: Run/Crank ignition voltage	>= 11.00 Volts		
					If EOBD: Run/Crank ignition voltage	>= 9.00 Volts		
					If Secure: Starter motor engaged for Or Run/Crank ignition voltage	> 15,000.00 milliseconds > 8.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>= 6.41 Volts		
					If power mode = Accessory:			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller	1.00 (1 indicates enabled)		
					Controller shutdown is not impending			
					Power Mode is not run/ crank			
					Battery voltage	>= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Loss of communication with wastegate position sensor "A"	U0644	Detects a continuous communication fault on the eWG "A" SENT interface. The diagnostic monitors the SENT message in respect to message pulses and timing validity. In series applications, turbocharger 'A' is the first turbocharger in the direction of exhaust flow. In parallel applications, turbocharger 'A' is associated with engine bank 1.	SENT Mesage Faults SENT Mesage age	> 0 cnt > 6.25 ms	Diagnostic enabled and Sent Interface used ***************************** Powertrain relay voltage ***************************** Engine does not crank Diagnostic system not disabled	True True ***************************** >= 11.0 Volts *****************************	10 failures out of 12 samples 100ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication with Fuel Temperature Sensor A	U0670	This DTC determines if the SENT signal shorted low, this is determined by monitoring the number pulses on the SENT signal line received at the ECU and the SENT Signal Line State always indicating high.	The number pulses on the SENT signal line SENT Signal Line State	<= 40 = High	SENT Sensor Communication Circuit Diagnostic Enabled SENT power up delay	True >= 0.00 seconds Enabled when a code clear is not active or not exiting device control	400 failures out of 500 samples 6.25 ms per sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication with Fuel Temperature Sensor B	U0671	This DTC determines if the SENT signal shorted low, this is determined by monitoring the number pulses on the SENT signal line received at the ECU and the SENT Signal Line State always indicating high.	The number pulses on the SENT signal line SENT Signal Line State	<= 40 = High	SENT Sensor Communication Circuit Diagnostic Enabled SENT power up delay	True >= 0.00 seconds Enabled when a code clear is not active or not exiting device control	400 failures out of 500 samples 6.25 ms per sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication with Engine Coolant Pump	U0672	This DTC monitors for a loss of communication on the LIN bus with the Engine Coolant Pump	Message is not received from controller for MWP_Rsp_0F_C05	>= 250.00 milliseconds	Normal transmission on LIN Bus Actuator relay Or Powertrain Relay and Powertrain Relay state feedback is enabled LIN channel is enabled Diagnostic is enabled The following criteria have been enabled for Transition from accessory mode to off is pending Battery Voltage Ignition Voltage Criteria: Power Mode Run/Crank Voltage Off Cycle Enable Criteria: KeCMGD_b_OffKeyCycleDiagEnbl KeDFIR_e_OBD_ControllerType is an OBD Controller Controller shutdown	Enabled is powered is on 1.00 (1 indicates enabled) 1.00 (1 indicates enabled) 1.00 (1 indicates enabled) >= 3,000.00 milliseconds = False > 11.00 Volts = Run >= 11.00 Volts 1.00 (1 indicates enabled) OBD Controller = False	LIN bus communication executes in 500ms loop	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					impending			
					Power Mode	= Not Run/Crank		
					Engine Coolant Pump	is present on the bus and initialized		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Fuel Rail Pressure Sensor Bank1 Sensor 2	U101B	This DTC determines if the SENT signal shorted low, this is determined by monitoring the number pulses on the SENT signal line received at the ECU and the SENT Signal Line State always indicating high.	The number pulses on the SENT signal line SENT Signal Line State	<= 40 = High	SENT Sensor Communication Circuit Diagnostic Enabled SENT power up delay	True >= 0.00 seconds Enabled when a code clear is not active or not exiting device control	400 failures out of 500 samples 6.25 ms per sample Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication with Engine Coolant Bypass Valve D	U111A	This DTC monitors for a loss of communication on the LIN bus with Engine Coolant Bypass Valve D	Message is not received from controller for		Normal transmission on LIN Bus	Enabled	LIN bus communication executes in 500ms loop	Type A, 1 Trips
			BRV_Rsp_29_C05	>= 250.00 milliseconds	Actuator relay	is powered		
					Or			
					Powertrain Relay and Powertrain Relay state feedback is enabled	is on 1.00 (1 indicates enabled)		
					LIN channel is enabled	1.00 (1 indicates enabled)		
					Diagnostic is enabled	1.00 (1 indicates enabled)		
					The following criteria have been enabled for	>= 3,000.00 milliseconds		
					Transition from accessory mode to off is pending	= False		
					Battery Voltage	> 11.00 Volts		
					Ignition Voltage Criteria:			
					Power Mode	= Run		
					Run/Crank Voltage	>= 11.00 Volts		
					Off Cycle Enable Criteria:			
					KeCMGD_b_OffKeyCycleDiagEnbl	1.00 (1 indicates enabled)		
					KeDFIR_e_OBD_ControllerType is an OBD Controller	OBD Controller		
					Controller shutdown	= False		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					impending			
					Power Mode	= Not Run/Crank		
					Engine Coolant Bypass Valve D	is present on the bus and initialized		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication with EVAP Purge Pump	U111E	This DTC monitors for a loss of communication on the LIN bus with the EVAP Purge Pump	Message is not received from controller for		Normal transmission on LIN Bus	Enabled	LIN bus communication executes in 500ms loop	Type B, 2 Trips
			EVAPP_Rsp_01_C05	>= 250.00 milliseconds	Actuator relay	is powered		
					Or			
					Powertrain Relay and Powertrain Relay state feedback is enabled	is on 1.00 (1 indicates enabled)		
					LIN channel is enabled	1.00 (1 indicates enabled)		
					Diagnostic is enabled	1.00 (1 indicates enabled)		
					The following criteria have been enabled for	>= 3,000.00 milliseconds		
					Transition from accessory mode to off is pending	= False		
					Battery Voltage	> 11.00 Volts		
					Ignition Voltage Criteria:			
					Power Mode	= Run		
					Run/Crank Voltage	>= 11.00 Volts		
					Off Cycle Enable Criteria:			
					KeCMGD_b_OffKeyCycleDiagEnbl	1.00 (1 indicates enabled)		
					KeDFIR_e_OBD_ControllerType is an OBD Controller	OBD Controller		
					Controller shutdown	= False		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					impending			
					Power Mode	= Not Run/Crank		
					EVAP Purge Pump	is present on the bus and initialized		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Control Module LIN Bus 2	U1346	This DTC monitors for a LIN bus off condition on LIN Bus 2.	Loss of Communication Method: The total number of diagnostic enabled slave nodes on LIN Bus 2 Or LIN channel Wakeup Method: LIN channel wakeup repetition counter	 = Total number of slave nodes on LIN Bus 2 that have reported lost communications DTCs >= 10.00 counts	Loss of Communication Method: Diagnostic is enabled LIN channel is enabled LIN module is initialized The following criteria have been enabled for: LIN channel is requesting full communications Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run If calibratable low voltage disable mode is not Never Disabled Low voltage disable mode: OBDII If OBDII:	 1.00 (1 indicates enabled) 1.00 (1 indicates enabled) >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	Dependent on bus loading.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Run/Crank ignition voltage	>= 11.00 Volts		
					If EOBD: Run/Crank ignition voltage	>= 9.00 Volts		
					If Secure: Starter motor engaged for	> 15,000.00 milliseconds		
					Or Run/Crank ignition voltage	> 8.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>= 6.41 Volts		
					If power mode = Accessory			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller	1.00 (1 indicates enabled)		
					Controller shutdown not impending			
					Power Mode is not run/ crank			
					Battery voltage	>= 11.00 Volts		
					LIN channel Wakeup Method:			
					Diagnostic is enabled	1.00 (1 indicates enabled)		
					LIN channel is enabled	1.00 (1 indicates enabled)		
					LIN channel is requesting			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					full communications LIN module is initialized The following criteria have been enabled for: Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage	 >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Control Module LIN Bus 4	U1348	This DTC monitors for a LIN bus 4 off condition.	Loss of Communication Method:		Loss of Communication Method:		Dependent on bus loading.	Type B, 2 Trips
			The total number of diagnostic enabled slave nodes on LIN Bus 4	= Total number of slave nodes on LIN Bus 4 that have reported lost communications DTCs	Diagnostic is enabled	1.00 (1 indicates enabled)		
					LIN channel is enabled	1.00 (1 indicates enabled)		
					LIN module is initialized			
			Or		The following criteria have been enabled for:	>= 3,000.00 milliseconds		
			LIN channel Wakeup Method:		LIN channel is requesting full communications			
			LIN channel wakeup repetition counter	>= 10.00 counts				
					Accessory mode to off mode not pending			
					Battery voltage	> 11.00 Volts		
					Conroller is an OBD controller Or Battery Voltage	<= 18.00 Volts		
					Controller type: OBD Controller			
					If power mode = Run/ Crank:			
					Power Mode is run			
					If calibratable low voltage disable mode is not Never Disabled			
					Low voltage disable mode: OBDII			
					If OBDII:			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Run/Crank ignition voltage	>= 11.00 Volts		
					If EOBD: Run/Crank ignition voltage	>= 9.00 Volts		
					If Secure: Starter motor engaged for Or Run/Crank ignition voltage	> 15,000.00 milliseconds > 8.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>= 6.41 Volts		
					If power mode = Accessory			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller	1.00 (1 indicates enabled)		
					Controller shutdown not impending			
					Power Mode is not run/ crank			
					Battery voltage	>= 11.00 Volts		
					LIN channel Wakeup Method:			
					Diagnostic is enabled	1.00 (1 indicates enabled)		
					LIN channel is enabled	1.00 (1 indicates enabled)		
					LIN channel is requesting			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					full communications			
					LIN module is initialized			
					The following criteria have been enabled for:	>= 3,000.00 milliseconds		
					Accessory mode to off mode not pending			
					Battery voltage	> 11.00 Volts		
					Conroller is an OBD controller Or Battery Voltage	<= 18.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Fuel Pump Driver Control Module on Bus S	U18A2	This DTC monitors for a loss of communication with the Fuel Pump Driver Control Module on Bus S.	Message is not received from controller for		General Enable Criteria:		Diagnostic runs in 12.5 ms loop	Type B, 2 Trips
					All below criteria have been met for	>= 3,000.00 milliseconds		
			Message $0C3	≥ 10,000.00 milliseconds				
			Message $0C4	≥ 10,000.00 milliseconds	If message is on Bus A: U0073 not active			
			Message $0CB	≥ 10,000.00 milliseconds	If message is on Bus B: U0074 not active			
			Message $0CC	≥ 10,000.00 milliseconds	If message is on Bus S: U0076 not active			
			Message $1E6	≥ 10,000.00 milliseconds	CAN channel is requesting full communications			
			Message $2C1	≥ 10,000.00 milliseconds	Normal CAN transmission on Bus is enabled			
			Message $2D7	≥ 10,000.00 milliseconds	If bus type is Sensor Bus, sensor bus relay is on			
			Message $2D9	≥ 10,000.00 milliseconds	Accessory mode to off mode not pending			
			Message $3EC	≥ 10,000.00 milliseconds	Battery voltage	> 11.00 Volts		
			Message $3EE	≥ 10,000.00 milliseconds	Conroller is an OBD controller Or Battery Voltage	<= 18.00 Volts		
					Controller type: OBD Controller			
					If power mode = Run/ Crank:			
					Power Mode is run			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If calibratable low voltage disable mode is not Never Disabled Low voltage disable mode: OBDII If OBDII: Run/Crank ignition voltage If EOBD: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition voltage If Hybrid Secure: Run/Crank ignition voltage If power mode = Accessory: Off key cycle diagnostics are enabled Or Controller is an OBD controller Controller shutdown is not impending Power Mode is not run/ crank Battery voltage	 >= 11.00 Volts >= 9.00 Volts > 15,000.00 milliseconds > 8.41 Volts >= 6.41 Volts 1.00 (1 indicates enabled) >= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With DC/DC Converter Control Module on Bus B	U18A7	This DTC monitors for a loss of communication with the DC/DC Converter Control Module on Bus B.	Message is not received from controller for Message $0A0: Message $1D2:	 ≥10,000 milliseconds ≥10,000 milliseconds	General Enable Criteria: All below criteria have been met for If message is on Bus A: U0073 not active If message is on Bus B: U0074 not active If message is on Bus S: U0076 not active CAN channel is requesting full communications Normal CAN transmission on Bus is enabled If bus type is Sensor Bus, sensor bus relay is on Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage Controller type: OBD Controller If power mode = Run/ Crank: Power Mode is run	 >= 3,000.00 milliseconds > 11.00 Volts <= 18.00 Volts	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					If calibratable low voltage disable mode is not Never Disabled Low voltage disable mode: OBDII If OBDII: Run/Crank ignition voltage If EOBD: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition voltage If Hybrid Secure: Run/Crank ignition voltage If power mode = Accessory: Off key cycle diagnostics are enabled Or Controller is an OBD controller Controller shutdown is not impending Power Mode is not run/ crank Battery voltage	 >= 11.00 Volts >= 9.00 Volts > 15,000.00 milliseconds > 8.41 Volts >= 6.41 Volts 1.00 (1 indicates enabled) >= 11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
CGM Lost Communication with ECM	U18D5	This DTC monitors for a CGM Lost Communication with ECM error as determined by the CGM	The CGM Diagnostic Status Message signal in GMLAN frame $3CF indicates that the CGM Lost Communication with ECM DTC has set in the CGM.		General Enable Criteria: Message $3CF Central Gateway Module ECM	 is being received is present on the bus is present on the bus	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
CGM Lost Communication with TCM	U18D7	This DTC monitors for a CGM Lost Communication with TCM error as determined by the CGM	The CGM Diagnostic Status Message signal in GMLAN frame $3CF indicates that the CGM Lost Communication with TCM DTC has set in the CGM.		General Enable Criteria: Message $3CF Central Gateway Module TCM	 is being received is present on the bus is present on the bus	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
CGM Lost Communication with BSCM1	U18DC	This DTC monitors for a CGM Lost Communication with BSCM1 error as determined by the CGM	The CGM Diagnostic Status Message signal in GMLAN frame $3CF indicates that the CGM Lost Communication with BSCM1 DTC has set in the CGM.		General Enable Criteria: Message $3CF Central Gateway Module BSCM1	 is being received is present on the bus is present on the bus	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Central Gateway Module High Speed CAN Bus Off	U2413	This DTC monitors for a Central Gateway Module High Speed CAN Bus Off error as determined by the CGM	The CGM Diagnostic Status Message signal in GMLAN frame $3CF indicates that the Central Gateway Module High Speed CAN Bus Off DTC has set in the CGM.		General Enable Criteria: Message $3CF Central Gateway Module	 is being received is present on the bus	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lateral Acceleration Sensor Circuit Low	C124F	Controller specific analog circuit diagnoses the raw lateral acceleration signal for a short to ground or open fault by comparing raw signal value to fail thresholds. Emission neutral default state sets lateral acceleration signal = 0.0 g.	raw lateral acceleration signal when sensor type is directly proportional OR raw lateral acceleration signal when sensor type is inversely proportional update raw lateral acceleration signal stability time, fail and sample time, 50 millisecond update rate	≤ -3.8500 g ≥ -3.8500 g (≤ 0.5 Ω impedance between signal and controller ground)	battery voltage run crank voltage diagnostic monitor enable sensor type is either directly proportional or inversely proportional U0073 fault active U0073 test fail this key on	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = CeLATR_e_VoltageDirectProp = FALSE = FALSE	raw lateral acceleration signal stability time ≥ 30.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lateral Acceleration Sensor Circuit High	C1250	Controller specific analog circuit diagnoses the raw lateral acceleration signal for a short to power or open fault by comparing raw signal value to fail thresholds. Emission neutral default state sets lateral acceleration signal = 0.0 g.	raw lateral acceleration signal when sensor type is directly proportional OR raw lateral acceleration signal when sensor type is inversely proportional update raw lateral acceleration signal stability time, fail and sample time, 50 millisecond update rate	≥ 3.8500 g ≤ 3.8500 g (≤ 0.5 Ω impedance between signal and controller power)	battery voltage run crank voltage diagnostic monitor enable sensor type is either directly proportional or inversely proportional U0073 fault active U0073 test fail this key on	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = CeLATR_e_VoltageDirectProp = FALSE = FALSE	raw lateral acceleration signal stability time ≥ 30.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lateral Acceleration Sensor Performance	C1251	Controller specific analog circuit diagnoses the raw lateral acceleration signal for a signal value that is stuck in a valid range by comparing raw signal value to fail thresholds. Emission neutral default state sets lateral acceleration signal = 0.0 g.	ABS(raw lateral acceleration signal) AND ABS(raw lateral acceleration signal) update raw lateral acceleration signal fail, 50 millisecond update rate	≥ 0.5300 g ≤ 3.8500 g	battery voltage run crank voltage diagnostic monitor enable update raw lateral acceleration signal stablity time: TOSS vehicle speed automatic transmission is clutch to clutch OR dual clutch high side drive 1 enable high side drive 2 enable diagnsotic fault sequence gear active P0716 fault active P0716 test fail this key on P0717 fault active P0717 test fail this key on P07BF fault active P07BF test fail this key on P07C0 fault active P07C0test fail this key on attained gear ABS(raw lateral acceleration signal) update sample time U0073 fault active U0073 test fail this key on DTCs not fault active	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean ≥ 15.0 KPH = TRUE = TRUE = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = 1st thru 10th < 0.5300 g = FALSE = FALSE VehicleSpeedSensor_FA	raw lateral acceleration signal stability time ≥ 30.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Longitudinal Acceleration Sensor Circuit Low	C1252	Controller specific analog circuit diagnoses the raw longitudinal acceleration signal for a short to ground or open fault by comparing raw signal value to fail thresholds. Emission neutral default state sets lateral longitudinal acceleration signal = 0.0 g.	raw longitudinal acceleration signal when sensor type is directly proportional OR raw longitudinal acceleration signal when sensor type is inversely proportional update raw longitudinal acceleration signal stability time, fail and sample time, 50 millisecond update rate	≤ -3.8500 g ≥ -3.8500 g (≤ 0.5 Ω impedance between signal and controller ground)	battery voltage run crank voltage diagnostic monitor enable sensor type is either directly proportional or inversely proportional U0073 fault active U0073 test fail this key on	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = CeLATR_e_VoltageDirectProp = FALSE = FALSE	raw longitudinal acceleration signal stability time ≥ 15.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Longitudinal Acceleration Sensor Circuit High	C1253	Controller specific analog circuit diagnoses the raw longitudinal acceleration signal for a short to power or open fault by comparing raw signal value to fail thresholds. Emission neutral default state sets lateral longitudinal acceleration signal = 0.0 g.	raw longitudinal acceleration signal when sensor type is directly proportional OR raw longitudinal acceleration signal when sensor type is inversely proportional update raw longitudinal acceleration signal stability time, fail and sample time, 50 millisecond update rate	≥ 3.8500 g ≤ 3.8500 g (≤ 0.5 Ω impedance between signal and controller power)	battery voltage run crank voltage diagnostic monitor enable sensor type is either directly proportional or inversely proportional U0073 fault active U0073 test fail this key on	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = CeLATR_e_VoltageDirectProp = FALSE = FALSE	raw longitudinal acceleration signal stability time ≥ 30.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Longitudinal Acceleration Sensor Performance	C1254	Controller specific analog circuit diagnoses the raw longitudinal acceleration signal rationalized against the TOSS vehicle speed acceleration. The diagnostic monitor can be designed to detect an invalid longitudinal acceleration signal based on the TOSS vehicle speed windows and TOSS vehicle speed acceleration, 4 windows can be enabled. The delta between the TOSS vehicle speed acceleration and longitudinal acceleration signal is taken within each window to verify the delta is small, no failure indicated, or the delta is large indicating the longitudinal acceleration signal is in error. Emission neutral default state sets lateral longitudinal acceleration signal = 0.0 g.	ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal region 1 fail time, 50 millisecond update rate	≥ 0.5300 g	battery voltage run crank voltage diagnostic monitor enable region 1 specific enable update raw lateral longitudinal acceleration signal stablity time: TOSS vehicle speed TOSS vehicle speed acceleration automatic transmission is clutch to clutch OR dual clutch high side drive 1 enable high side drive 2 enable diagnsotic fault sequence gear active P0716 fault active P0716 test fail this key on P0717 fault active P0717 test fail this key on P07BF fault active P07BF test fail this key on P07C0 fault active P07C0test fail this key on attained gear ABS(raw longitudinal acceleration signal) AND ABS(raw longitudinal acceleration signal) update region 1 sample time: brake pedal position engine torque TOSS vehicle speed acceleration TOSS vehicle speed TOSS vehicle speed	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = 1 Boolean ≥ 15.0 KPH ≤ 0.5300 g = TRUE = TRUE = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = 1st thru 10th ≥ 0.5300 g ≤ 3.8500 g ≤ 0.70 % ≥ 80.0 Nm ≥ 0.1500 g ≥ 15.0 KPH ≤ 200.0 KPH	raw lateral longitudinal acceleration signal stability time ≥ 10.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate region 1 fail time ≥ 75.0 seconds out of region 1 sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					ABS(raw longitudinal acceleration signal) update sample time	< 0.5300 g		
					U0073 fault active U0073 test fail this key on DTCs not fault active	= FALSE = FALSE VehicleSpeedSensor_FA VehicleSpeedSensorError		
			ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal region 2 fail time, 50 millisecond update rate	≥ 0.0000 g	battery voltage run crank voltage diagnostic monitor enable region 2 specific enable update raw lateral longitudinal acceleration signal stablity time: TOSS vehicle speed TOSS vehicle speed acceleration automatic transmission is clutch to clutch OR dual clutch high side drive 1 enable high side drive 2 enable diagnsotic fault sequence gear active P0716 fault active P0716 test fail this key on P0717 fault active P0717 test fail this key on P07BF fault active P07BF test fail this key on P07C0 fault active P07C0test fail this key on attained gear ABS(raw longitudinal acceleration signal) AND ABS(raw longitudinal acceleration signal)	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = 0 Boolean ≥ 15.0 KPH ≤ 0.5300 g = TRUE = TRUE = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = 1st thru 10th ≥ 0.5300 g ≤ 3.8500 g	raw lateral longitudinal acceleration signal stability time ≥ 10.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					update region 2 sample time: brake pedal position engine torque TOSS vehicle speed acceleration TOSS vehicle speed TOSS vehicle speed ABS(raw longitudinal acceleration signal) update sample time U0073 fault active U0073 test fail this key on DTCs not fault active	 ≤ 0.70 % ≥ 80.0 Nm ≥ 0.1500 g ≥ 0.0 KPH ≤ 0.0 KPH < 0.5300 g = FALSE = FALSE VehicleSpeedSensor_FA VehicleSpeedSensorError	region 2 fail time ≥ 75.0 seconds out of region 2 sample time ≥ 120.0 seconds, 50 millisecond update rate	
			ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal region 3 fail time, 50 millisecond update rate	≥ 0.0000 g	battery voltage run crank voltage diagnostic monitor enable region 3 specific enable update raw lateral longitudinal acceleration signal stablity time: TOSS vehicle speed TOSS vehicle speed acceleration automatic transmission is clutch to clutch OR dual clutch high side drive 1 enable high side drive 2 enable diagnsotic fault sequence gear active P0716 fault active P0716 test fail this key on P0717 fault active P0717 test fail this key on P07BF fault active P07BF test fail this key on	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = 0 Boolean ≥ 15.0 KPH ≤ 0.5300 g = TRUE = TRUE = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE	raw lateral longitudinal acceleration signal stability time ≥ 10.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P07C0 fault active P07C0test fail this key on attained gear ABS(raw longitudinal acceleration signal) AND ABS(raw longitudinal acceleration signal) update region 3 sample time: brake pedal position engine torque ABS(TOSS vehicle speed acceleration) TOSS vehicle speed ABS(raw longitudinal acceleration signal) update sample time U0073 fault active U0073 test fail this key on DTCs not fault active	= FALSE = FALSE = 1st thru 10th ≥ 0.5300 g ≤ 3.8500 g ≤ 0.70 % ≥ 80.0 Nm ≤ 0.1000 g ≥ 0.0 KPH < 0.5300 g = FALSE = FALSE VehicleSpeedSensor_FA VehicleSpeedSensorError	region 3 fail time ≥ 75.0 seconds out of region 3 sample time ≥ 120.0 seconds, 50 millisecond update rate	
			ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal region 4 fail time, 50 millisecond update rate	≥ 0.0000 g	battery voltage run crank voltage diagnostic monitor enable region 3 specific enable update raw lateral longitudinal acceleration signal stablity time: TOSS vehicle speed TOSS vehicle speed acceleration automatic transmission is clutch to clutch OR dual clutch high side drive 1 enable high side drive 2 enable	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = 0 Boolean ≥ 15.0 KPH ≤ 0.5300 g = TRUE = TRUE = TRUE	raw lateral longitudinal acceleration signal stability time ≥ 10.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					diagnsotic fault sequence gear active P0716 fault active P0716 test fail this key on P0717 fault active P0717 test fail this key on P07BF fault active P07BF test fail this key on P07C0 fault active P07C0test fail this key on attained gear ABS(raw longitudinal acceleration signal) AND ABS(raw longitudinal acceleration signal) update region 4 sample time: brake pedal position engine torque TOSS vehicle speed acceleration TOSS vehicle speed TOSS vehicle speed ABS(raw longitudinal acceleration signal) update sample time U0073 fault active U0073 test fail this key on DTCs not fault active	= FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = 1st thru 10th ≥ 0.5300 g ≤ 3.8500 g ≤ 0.70 % ≤ 80.0 Nm ≤ 0.1500 g ≥ 0.0 KPH ≤ 0.0 KPH < 0.5300 g = FALSE = FALSE VehicleSpeedSensor_FA VehicleSpeedSensorError	region 4 fail time ≥ 75.0 seconds out of region 4 sample time ≥ 120.0 seconds, 50 millisecond update rate	

Initial Supporting table - Maximum number of iterations allowed for torque solver

Description: Maximum number of iterations allowed for torque solver versus controller identifier name

Value Units: Number of iterations allowed
X Unit: Controller identifier enumeration name.
Y Units: Number of iterations allowed, integer values.

Maximum number of iterations allowed for torque solver - Part 1

y/x	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
1	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30

Maximum number of iterations allowed for torque solver - Part 2

y/x	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	
1	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	

Initial Supporting table - P0128 Maximum Acculated Energy - Primary

Description: KtETHD_E_EOR_WrmUpEnrgyLimTest0

Value Units: Cooling system energy failure threshold (kJ)
X Unit: Minimum ECT for the key cycle (°C)

y/x	-20.0	-5.0	10.0	30.0	45.0	60.0	75.0
1.0	8,977.5	7,646.4	6,315.3	4,540.5	3,209.4	1,878.3	1,878.3

Initial Supporting table - P0128 Maximum Acculated Energy - Secondary

Description: KtETHD_E_EOR_WrmUpEnrgyLimTest1

Value Units: Cooling system energy failure threshold (kJ)
X Unit: Minimum ECT for the key cycle (°C)

y/x	-20.0	-5.0	10.0	30.0	45.0	60.0	75.0
1.0	9,441.5	7,571.2	5,700.8	3,207.0	1,336.7	1,336.7	1,336.7

Initial Supporting table - P0128 Maximum Acculated Energy - Tertiary

Description: KtETHD_E_EOR_WrmUpEnrgyLimTest2

Value Units: Cooling system energy failure threshold (kJ)
X Unit: Minimum ECT for the key cycle (°C)

y/x	-20.0	-5.0	10.0	30.0	45.0	60.0	75.0
1.0	9,441.5	7,571.2	5,700.8	3,207.0	1,336.7	1,336.7	1,336.7

Initial Supporting table - P01F0 - Heat To Coolant Min 2D

Description: KtETHD_P_CDD_HeatToCoolantMin

Value Units: Indicated Power (kW)
X Unit: Firing Fraction
Y Units: Ambient temperature (°C)

y/x	0.00	0.25	0.50	0.75	1.00
-9.0	15.0	15.0	15.0	15.0	15.0
10.0	9.0	9.0	9.0	9.0	9.0
20.0	5.0	5.0	5.0	5.0	5.0
30.0	3.0	3.0	3.0	3.0	3.0
40.0	3.0	3.0	3.0	3.0	3.0

Initial Supporting table - P0234 P0299: Desired torque minimum limit overAmbient pressure to enable the WG deviation diagnosis.

Description: Desired torque minimum limit overAmbient pressure to enable the WG deviation diagnosis.

Value Units: [M] Engine torque threshold
X Unit: [p] KnBSTD_p_WG_DevAmbAirPresBP - Ambient pressure

y/x	60	80	100
1	125	125	125

Initial Supporting table - P0234 P0299: Engine speed minimum limit over Ambient pressure to enable the WG deviation diagnosis.

Description: Engine speed minimum limit over Ambient pressure to enable the WG deviation diagnosis.

Value Units: [rpm] Engine speed threshold
X Unit: [p] KnBSTD_p_WG_DevAmbAirPresBP - Ambient pressure

y/x	60	80	100
1	2,800	2,800	2,800

Supporting table - P0234 P0299: Wastegate position deviation diagnostic enable delay as a function of engine speed and ambient pressure

Description: Timer to stabilize enable conditions for wastegate position deviation diagnosis.

Value Units: [sec] Pressure control deviation diagnosis enable delay.
X Unit: [rpm] KnBSTD_n_WG_DevEngSpdBP - Engine Speed
Y Units: [kPa] KnBSTD_p_WG_DevAmbAirPresBP - Ambient Pressure

y/x	2,800	3,400	4,000	4,600	5,200	5,800	6,400
60	1	1	1	1	1	1	1
80	1	1	1	1	1	1	1
100	1	1	1	1	1	1	1

Initial Supporting table - P0299: Additive offset on WG negative deviation ambient correction.

Description: Additive offset on WG negative deviation ambient correction.

Value Units: [Pct] Position deviation ambient correction
X Unit: [kPa] KnBSTD_p_WG_DevAmbAirPresBP - Ambient Air Pressure
Y Units: [rpm] KnBSTD_n_WG_DevEngSpdBP - Engine Speed

y/x	60.0	80.0	100.0
2,800.0	0.0	0.0	0.0
3,400.0	0.0	0.0	0.0
4,000.0	0.0	0.0	0.0
4,600.0	0.0	0.0	0.0
5,200.0	0.0	0.0	0.0
5,800.0	0.0	0.0	0.0
6,400.0	0.0	0.0	0.0

Initial Supporting table - P0299: WG negative deviation fail threshold over engine speed and desired torque.

Description: WG negative deviation fail threshold over engine speed and desired torque.

Value Units: [Pct] Position deviation threshold
X Unit: [M] KnBSTD_M_WG_DevDsrdTrqBP - Desired Torque
Y Units: [rpm] KnBSTD_n_WG_DevEngSpdBP - Engine Speed

y/x	125	150	175	200	225	250
2,800	-36	-36	-36	-36	-36	-36
3,400	-25	-25	-25	-25	-25	-25
4,000	-25	-22	-22	-22	-22	-22
4,600	-22	-22	-22	-22	-22	-22
5,200	-22	-22	-19	-19	-19	-19
5,800	-19	-19	-19	-19	-19	-19
6,400	-19	-19	-19	-19	-19	-19

Initial Supporting table - P0446 canister vent restriction test displaced purge volume limit

Description: Canister vent restriction diagnostic displaced purge volume (liters) as a function of barometric pressure (kPa)

Value Units: Displaced purge volume (Liters)
X Unit: Barometric pressure (kPa)

y/x	70	80	90	100	110
1	10.0	10.0	10.0	10.0	10.0

Initial Supporting table - P0446 canister vent restriction test tank vacuum threshold

Description: Canister vent restriction diagnostic vacuum failure threshold (Pa) as a function of barometric pressure (kPa)

Value Units: Vacuum (Pa)
X Unit: Barometric pressure (kPa) - 70, 80, 90, 100, 110 kPa

y/x	1	2	3	4	5
1	2,750	2,750	2,750	2,750	2,750

Initial Supporting table - P0455 large leak diagnostic displaced purge volume threshold

Description: Large leak diagnostic displaced purge volume threshold as a function of barometric pressure

Value Units: Displaced purge volume threshold (liters)
X Unit: Barometric pressure (kPa)

y/x	70	80	90	100	110
1	10.0	10.0	10.0	10.0	10.0

Initial Supporting table - P0455 large leak diagnostic tank vacuum threshold

Description: Large leak diagnostic tank vacuum threshold as a function of barometric pressure

Value Units: Vacuum (Pa)
X Unit: Barometric pressure (kPa)

y/x	1	2	3	4	5
1	2,750	2,750	2,750	2,750	2,750

Initial Supporting table - P0496 purge valve leak diagnostic vacuum threshold

Description: Purge valve leak diagnostic vacuum failure threshold (Pa) as a function of barometric pressure (kPa)

Value Units: Vacuum (Pa)
X Unit: Barometric pressure (kPa)

y/x	1	2	3	4	5
1	2,500	2,500	2,500	2,500	2,500

Initial Supporting table - P0496 purge valve leak test time as a function of fuel level and barometric pressure

Description: Purge valve leak test time as a function of fuel level (%) and barometric pressure (kPa)

Value Units: Time (Seconds)
X Unit: Barometric pressure (kPa)
Y Units: Fuel level (%)

y/x	70	80	90	100	110
0	60	60	60	60	60
6	60	60	60	60	60
13	60	60	60	60	60
19	60	60	60	60	60
25	60	60	60	60	60
31	60	60	60	60	60
38	60	60	60	60	60
44	60	60	60	60	60
50	60	60	60	60	60
56	60	60	60	60	60
63	60	60	60	60	60
69	60	60	60	60	60
75	60	60	60	60	60
81	60	60	60	60	60
88	60	60	60	60	60
94	60	60	60	60	60
100	60	60	60	60	60

Initial Supporting table - P0521_CVDOP_MaxOilPressure

Description: Maximum oil pressure threshold.

X Unit: Engine Speed, RPM

y/x	40	50	60	70	80	90	100	110	120
1,000	800	800	800	800	800	800	800	800	800
1,500	800	800	800	800	800	800	800	800	800
2,000	800	800	800	800	800	800	800	800	800
2,500	800	800	800	800	800	800	800	800	800
3,000	800	800	800	800	800	800	800	800	800
3,500	800	800	800	800	800	800	800	800	800
4,000	800	800	800	800	800	800	800	800	800
4,500	800	800	800	800	800	800	800	800	800
5,000	800	800	800	800	800	800	800	800	800

Initial Supporting table - P0521_CVDOP_MinOilPresFail

Description: Minimum Oil Pressure fail Threshold

X Unit: Engine Speed (RPM)

y/x	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000
1	25	32	38	45	52	59	65	68	71

Initial Supporting table - P06DD_CVDOP_MaxDesPress

Description: The maximum desired pressure, above which the stuck diagnostic will be disabled.

Value Units: Desired oil pressure, kPa
X Unit: Engine oil temperature, °C

y/x	-20	0	20	60	80	100	120	140	160
1	450	450	450	450	450	450	400	350	300

Initial Supporting table - P06DD_CVDOP_MaxPressErr

Description: Error threshold to set the oil pump performance fault.

Value Units: Absolute Oil Pressure Error, kPa
X Unit: Engine Speed, RPM
Y Units: Engine oil temperature, °C

y/x	600	1,000	1,500	2,000	3,000	4,000	5,000	6,000	7,000
-20	100	100	100	100	100	100	100	100	100
0	100	100	100	100	100	100	100	100	100
20	80	80	80	80	80	80	80	80	80
60	80	80	80	80	80	80	80	80	80
80	80	80	80	80	80	80	80	80	80
100	80	80	80	80	80	80	80	80	80
120	80	80	80	80	80	80	80	80	80
140	80	80	80	80	80	80	80	80	80
160	80	80	80	80	80	80	80	80	80

Initial Supporting table - P06DD_CVDOP_MinDesPres

Description: The minimum desired pressure, below which the stuck diagnostic will be disabled.

Value Units: Desired oil pressure, kPa
X Unit: Engine oil temperature, °C

y/x	-20	0	20	60	80	100	120	140	160
1	200	200	175	150	150	150	160	175	300

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	600	920	1,240	1,560	1,880	2,200	2,520	2,840	3,160	3,480	3,800	4,120	4,440	4,760	5,200	5,650	6,000
50	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
90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
120	0.00	1.00	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	1.00	0.00
160	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	1.00	1.00	1.00	0.00
200	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	1.00	1.00	1.00	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	1.00	1.00	1.00	0.00
280	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	1.00	1.00	1.00	0.00
320	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	1.00	1.00	1.00	0.00
360	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	1.00	1.00	1.00	0.00
400	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	1.00	1.00	1.00	0.00
440	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	1.00	1.00	1.00	0.00
480	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	1.00	1.00	0.00	0.00
520	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
560	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
640	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
720	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
800	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Initial Supporting table - P26CE Pump Overspeed Fail Threshold

Description:

Value Units: Pump overspeed failure threshold (RPM)
X Unit: Commanded pump speed (RPM)

y/x	0	300	1,000	2,000	3,000	4,000	5,000	6,000	7,000	8,000
1	0	-200	-200	-250	-300	-400	-500	-600	-700	-800

Initial Supporting table - P26CE Pump Overspeed Fail Threshold Low Voltage

Description: Pump overspeed failure threshold in a low voltage condition as a function of pump requested speed

Value Units: Pump overspeed failure threshold low voltage (RPM)
X Unit: Commanded pump speed (RPM)

y/x	0	300	1,000	2,000	3,000	4,000	5,000	6,000	7,000	8,000
1	-9,999	-9,999	-9,999	-9,999	-9,999	-9,999	-9,999	-9,999	-9,999	-9,999

Initial Supporting table - P2B85 Pump Underspeed Fail Threshold

Description: Pump underspeed failure threshold as a function of pump requested speed

Value Units: Pump underspeed failure threshold (RPM)
X Unit: Commanded pump speed (RPM)

y/x	0	300	1,000	2,000	3,000	4,000	5,000	6,000	7,000	8,000
1	0	200	200	250	300	400	500	600	700	800

Initial Supporting table - P2B85 Pump Underspeed Fail Threshold Low Voltage

Description: Pump underspeed failure threshold in a low voltage condition as a function of pump requested speed

Value Units: Pump underspeed failure threshold low voltage (RPM)
X Unit: Commanded pump speed (RPM)

y/x	0	300	1,000	2,000	3,000	4,000	5,000	6,000	7,000	8,000
1	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999	9,999

Initial Supporting table - P3075 3076 Pump Current Performance Coolant Distribution Mode

Description: Current performance intrusive test enable condition as a function of coolant distribution mode selection

Value Units: Coolant distribution mode selection to enable diagnostic
X Unit: Coolant distribution mode enumeration

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

Initial Supporting table - P3075 3076 Pump Current Performance Coolant System Mode Select

Description: Current performance intrusive test enable condition as a function of coolant system mode selection

Value Units: Coolant system mode selection to enable diagnostic
X Unit: Coolant System Mode Enumeration

y/x	0	1	2	3	4	5	6	7	8	9	10
1	0	0	0	1	0	0	0	0	1	1	1

Initial Supporting table - P3075 3076 Pump Current Scaled

Description: Pump current scaled based on engine inlet coolant temperature

Value Units: Pump current scaled (A)
X Unit: Engine inlet coolant temperature (Deg C)

y/x	40	50	60	70	80	90	100	110	120	130
1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Initial Supporting table - P3075 Pump Low Current Passive Test Fail Threshold

Description: Low current passive test failure threshold as a function of pump command speed and flow restriction

Value Units: Pump passive test low current failure threshold (A)
X Unit: Coolant Flow Restriction (Unitless)
Y Units: Commanded Pump Speed (RPM)

y/x	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
810	0	0	4	4	4	4	4	4	4	4
1,000	0	0	4	4	4	4	4	4	4	4
1,250	0	0	4	4	4	4	4	4	4	4
1,600	0	0	4	4	5	5	5	5	5	5
2,000	0	0	5	5	6	6	6	6	7	7
2,500	0	0	6	7	7	8	8	9	9	9
3,000	0	0	8	9	10	11	11	12	12	12
4,000	0	0	13	14	16	18	19	20	20	20
5,000	0	0	21	22	25	27	29	30	32	32
6,180	0	0	32	33	38	42	45	47	48	47

Initial Supporting table - P3075 Pump Low Current Performance Failure Threshold

Description: Low current performance failure threshold as a function of coolant restriction correction

Value Units: Pump low current failure threshold (A)
X Unit: Coolant restriction correction

y/x	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
1	0.0	0.0	13.4	14.1	16.1	17.7	18.7	19.5	20.4	20.5

Initial Supporting table - P3076 Pump High Current Passive Test Fail Threshold

Description: High current passive test failure threshold as a function of pump command speed and flow restriction

Value Units: Pump passive test high current failure threshold (A)
X Unit: Coolant Flow Restriction (Unitless)
Y Units: Commanded Pump Speed (RPM)

y/x	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
810	80	80	7	7	7	7	7	7	7	7
1,000	80	80	6	6	6	6	6	6	7	6
1,250	80	80	6	6	6	7	7	7	7	7
1,600	80	80	7	7	7	8	8	8	8	8
2,000	80	80	8	8	9	9	10	10	10	10
2,500	80	80	10	10	11	12	13	13	14	14
3,000	80	80	13	14	16	17	18	18	19	19
4,000	80	80	21	22	26	28	29	30	31	31
5,000	80	80	33	34	39	43	45	47	48	49
6,180	80	80	50	52	59	65	68	70	73	73

Initial Supporting table - P3076 Pump High Current Performance Failure Threshold

Description:

Value Units: Pump high current failure threshold (A)
X Unit: Coolant restriction correction

y/x	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0
1	80.0	80.0	21.4	22.5	25.6	28.0	29.4	30.5	31.0	31.3

Initial Supporting table - Purge Pump Diagnostic IAT Multiplier Factor

Description: Purge pump diagnostic IAT multiplier factor as a function of intake air temperature (deg C)

Value Units: Purge pump diagnostic IAT multiplier factor (unitless)
X Unit: Intake air temperature (deg C)

y/x	-40	-20	0	20	40	60	80	100	120
1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - Purge Pump Misassembled Failure Threshold

Description: Misassembled failure threshold (kPa) as a function of barometric pressure (kPa) and purge pump speed (RPM)

Value Units: Misassembled failure threshold (kPa)
X Unit: Barometric pressure (kPa)
Y Units: Purge pump speed (RPM)

y/x	70	80	90	100	110
35,000	0.5	0.5	0.5	0.5	0.5
36,000	0.5	0.5	0.5	0.5	0.5
37,000	0.6	0.6	0.6	0.6	0.6
38,000	0.6	0.6	0.6	0.6	0.6
39,000	0.6	0.6	0.6	0.6	0.6
40,000	0.7	0.7	0.7	0.7	0.7
41,000	0.7	0.7	0.7	0.7	0.7
42,000	0.7	0.7	0.7	0.7	0.7
43,000	0.8	0.8	0.8	0.8	0.8
44,000	0.8	0.8	0.8	0.8	0.8
45,000	0.8	0.8	0.8	0.8	0.8
46,000	0.9	0.9	0.9	0.9	0.9
47,000	0.9	0.9	0.9	0.9	0.9
48,000	0.9	0.9	0.9	0.9	0.9
49,000	1.0	1.0	1.0	1.0	1.0
50,000	1.0	1.0	1.0	1.0	1.0
51,000	1.1	1.1	1.1	1.1	1.1

Initial Supporting table - Purge pump performance high flow ratio threshold

Description: Purge pump flow ratio = estimated purge flow as func(pressure across purge solenoid valve) / failure threshold purge flow as func(purge valve duty cycle, barometric pressue)

Value Units: Purge pump flow ratio (unitless)
X Unit: Barometric pressure (kPa)
Y Units: Purge solenoid duty cycle (Percent)

y/x	70	80	90	100	110
0	19.5	19.6	19.8	19.9	20.0
6	19.3	19.4	19.5	19.7	19.8
12	19.1	19.2	19.4	19.5	19.6
18	18.9	19.0	19.1	19.3	19.4
24	18.7	18.8	19.0	19.1	19.2
30	18.5	18.6	18.8	18.9	19.0
36	18.3	18.4	18.5	18.7	18.8
42	18.1	18.2	18.4	18.5	18.6
48	17.9	18.0	18.1	18.3	18.4
54	17.7	17.8	18.0	18.1	18.2
60	17.5	17.6	17.8	17.9	18.0
66	17.3	17.4	17.5	17.7	17.8
72	17.1	17.2	17.4	17.5	17.6
78	16.9	17.0	17.1	17.3	17.4
84	16.7	16.8	17.0	17.1	17.2
90	16.5	16.6	16.8	16.9	17.0
100	16.5	16.6	16.8	16.9	17.0

Initial Supporting table - Purge pump performance low flow ratio threshold

Description: Purge pump flow ratio = Estimated purge flow as func(pressure across purge solenoid valve) / failure threshold purge flow as func(purge valve duty cycle, barometric pressure)

Value Units: Purge pump flow ratio (unitless)
X Unit: Barometric pressure (kPa)
Y Units: Purge solenoid duty cycle (Percent)

y/x	70	80	90	100	110
0	2.2	2.3	2.4	2.5	2.6
6	2.1	2.2	2.3	2.4	2.5
12	2.0	2.1	2.2	2.3	2.4
18	1.9	2.0	2.2	2.3	2.4
24	1.9	2.0	2.1	2.2	2.3
30	1.8	1.9	2.0	2.1	2.2
36	1.7	1.8	1.9	2.0	2.1
42	1.6	1.7	1.8	1.9	2.1
48	1.5	1.6	1.7	1.9	2.0
54	1.4	1.5	1.7	1.8	1.9
60	1.3	1.5	1.6	1.7	1.8
66	1.2	1.4	1.5	1.6	1.7
72	1.2	1.3	1.4	1.5	1.7
78	1.1	1.2	1.3	1.5	1.6
84	1.0	1.1	1.2	1.4	1.5
90	0.9	1.0	1.2	1.3	1.4
100	0.9	1.0	1.2	1.3	1.4

Initial Supporting table - Purge pump speed on value too high

Description: Purge pump speed (RPM) error limit as a function of purge pump voltage (volts)

Value Units: Purge pump speed (RPM)
X Unit: Purge pump voltage (volts)

y/x	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	46,000	46,000	46,000	46,000	46,000	46,000	46,000	46,000	46,000	46,000	46,000	46,000	46,000	46,000	46,000	46,000	46,000

Initial Supporting table - Purge pump speed on value too low

Description: Purge pump speed (RPM) error limit as a function of purge pump voltage (volts)

Value Units: Purge pump speed (RPM)
X Unit: Purge pump voltage (volts)

y/x	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1	29,400	29,400	29,400	32,100	34,700	36,700	38,600	39,300	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000	40,000

Initial Supporting table - Purge System High Purge Flow Enable

Description: Purge gas flow ratio (unitless) as a function of barometric pressure (kPa)

Value Units: Purge pump flow ratio (unitless)
X Unit: Barometric pressure (kPa)

y/x	1	2	3	4	5
1	1.1	1.1	1.1	1.1	1.1
2	1.1	1.1	1.1	1.1	1.1
3	1.1	1.1	1.1	1.1	1.1
4	1.1	1.1	1.1	1.1	1.1
5	1.1	1.1	1.1	1.1	1.1
6	1.1	1.1	1.1	1.1	1.1
7	1.1	1.1	1.1	1.1	1.1
8	1.1	1.1	1.1	1.1	1.1
9	1.1	1.1	1.1	1.1	1.1
10	1.1	1.1	1.1	1.1	1.1
11	1.1	1.1	1.1	1.1	1.1
12	1.1	1.1	1.1	1.1	1.1
13	1.1	1.1	1.1	1.1	1.1
14	1.1	1.1	1.1	1.1	1.1
15	1.1	1.1	1.1	1.1	1.1
16	1.1	1.1	1.1	1.1	1.1
17	1.1	1.1	1.1	1.1	1.1

Initial Supporting table - Purge System High Purge Flow Remain Enabled

Description: Purge gas flow ratio (unitless) as a function of barometric pressure (kPa)

Value Units: Purge pump flow ratio (unitless)
X Unit: Barometric pressure (kPa)

y/x	1	2	3	4	5
1	1.2	1.2	1.2	1.2	1.2
2	1.2	1.2	1.2	1.2	1.2
3	1.2	1.2	1.2	1.2	1.2
4	1.2	1.2	1.2	1.2	1.2
5	1.2	1.2	1.2	1.2	1.2
6	1.2	1.2	1.2	1.2	1.2
7	1.2	1.2	1.2	1.2	1.2
8	1.2	1.2	1.2	1.2	1.2
9	1.2	1.2	1.2	1.2	1.2
10	1.2	1.2	1.2	1.2	1.2
11	1.2	1.2	1.2	1.2	1.2
12	1.2	1.2	1.2	1.2	1.2
13	1.2	1.2	1.2	1.2	1.2
14	1.2	1.2	1.2	1.2	1.2
15	1.2	1.2	1.2	1.2	1.2
16	1.2	1.2	1.2	1.2	1.2
17	1.2	1.2	1.2	1.2	1.2

Initial Supporting table - Purge System Low Purge Flow Enable

Description: Purge gas flow ratio (unitless) as a function of barometric pressure (kPa)

Value Units: Purge pump flow ratio (unitless)
X Unit: Barometric pressure (kPa)

y/x	1	2	3	4	5
1	-0.1	-0.1	-0.1	-0.1	-0.1
2	-0.1	-0.1	-0.1	-0.1	-0.1
3	-0.1	-0.1	-0.1	-0.1	-0.1
4	-0.1	-0.1	-0.1	-0.1	-0.1
5	-0.1	-0.1	-0.1	-0.1	-0.1
6	-0.1	-0.1	-0.1	-0.1	-0.1
7	-0.1	-0.1	-0.1	-0.1	-0.1
8	-0.1	-0.1	-0.1	-0.1	-0.1
9	-0.1	-0.1	-0.1	-0.1	-0.1
10	-0.1	-0.1	-0.1	-0.1	-0.1
11	-0.1	-0.1	-0.1	-0.1	-0.1
12	-0.1	-0.1	-0.1	-0.1	-0.1
13	-0.1	-0.1	-0.1	-0.1	-0.1
14	-0.1	-0.1	-0.1	-0.1	-0.1
15	-0.1	-0.1	-0.1	-0.1	-0.1
16	-0.1	-0.1	-0.1	-0.1	-0.1
17	-0.1	-0.1	-0.1	-0.1	-0.1

Initial Supporting table - Purge System Low Purge Flow Remain Enabled

Description: Purge gas flow ratio (unitless) as a function of barometric pressure (kPa)

Value Units: Purge pump flow ratio (unitless)
X Unit: Barometric pressure (kPa)

y/x	1	2	3	4	5
1	-0.2	-0.2	-0.2	-0.2	-0.2
2	-0.2	-0.2	-0.2	-0.2	-0.2
3	-0.2	-0.2	-0.2	-0.2	-0.2
4	-0.2	-0.2	-0.2	-0.2	-0.2
5	-0.2	-0.2	-0.2	-0.2	-0.2
6	-0.2	-0.2	-0.2	-0.2	-0.2
7	-0.2	-0.2	-0.2	-0.2	-0.2
8	-0.2	-0.2	-0.2	-0.2	-0.2
9	-0.2	-0.2	-0.2	-0.2	-0.2
10	-0.2	-0.2	-0.2	-0.2	-0.2
11	-0.2	-0.2	-0.2	-0.2	-0.2
12	-0.2	-0.2	-0.2	-0.2	-0.2
13	-0.2	-0.2	-0.2	-0.2	-0.2
14	-0.2	-0.2	-0.2	-0.2	-0.2
15	-0.2	-0.2	-0.2	-0.2	-0.2
16	-0.2	-0.2	-0.2	-0.2	-0.2
17	-0.2	-0.2	-0.2	-0.2	-0.2

Initial Supporting table - TimeForOilAeration

Description: The timer limit to declare an engine oil aeration condition exists.

X Unit: Engine oil temperature (deg C)

y/x	-40	-10	0	7	15	20	80	100	120	140	160
1	30	30	30	30	30	30	30	30	30	30	30

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

Description: This table describes the adaptive (Block Learn) cells in which to enable the Post (Secondary) Oxygen sensor response tests.
Note: When the 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 number
X Unit: Block Learn cell 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

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

Description: This Calibration is the acculmulated 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: Acculmulated 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

Initial Supporting table - P0011_CamPosErrorLimIc1

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	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
1,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
1,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
3,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
3,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
5,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
5,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0

Initial Supporting table - P0011_P0021_P05CC_P05CD_EngOilPressEnbllc

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	6	6	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

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	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000

Initial Supporting table - P0011_P0021_P05CC_P05CD_HiEngSpdLoEnblIc

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	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoPresHiEnblIc

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

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	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoPresLoDsblIc

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	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoRpmHiEnblIc

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	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoRpmLoDsblIc

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	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330

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	24	24	18	4	4	3	3	3	3	3	3	2	2	2	2	2	2

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	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
1,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
1,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

Initial Supporting table - P0014_CamPosErrorLimEc1

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

Value Units: Maximum Exhaust 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	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
1,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
1,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
2,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
3,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
3,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
5,200	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
5,600	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,000	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,400	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
6,800	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0

Initial Supporting table - P0014_P0024_P05CE_P05CF_EngOilPressEnblEc

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

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	20	20	20	20	4	3	3	3	3	2	2	2	2	2	2	2	2

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	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000

Initial Supporting table - P0014_P0024_P05CE_P05CF_HiEngSpdLoEnblEc

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

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	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800	7,800

Initial Supporting table - P0014_P0024_P05CE_P05CF_LoPresHiEnblEc

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

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	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130	130

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	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120

Initial Supporting table - P0014_P0024_P05CE_P05CF_LoRpmHiEnblEc

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	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450

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	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330	330

Initial Supporting table - P0014_P05CE_StablePositionTimeEc1

Description: Minimum time for Exhaust 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	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
1,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
1,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5,200	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5,600	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,000	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,400	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6,800	100.0	80.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

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

Description: P0016, P0017, P0018, P0019: Cam Correlation Oil Temperature Threshold

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	25.0	10.0	7.0	5.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Initial Supporting table - P0016-0019 Mid-Park Phaser Delay

Description: P0016-0019 Mid-Park Phaser Park Delay. Total delay is twice the calibration value as both 'hi' side and 'lo' side park check sequences are delayed by the stated calibration values

Value Units: Time - seconds
X Unit: Oil Temperature - degC

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	50.0	24.0	14.0	10.0	6.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

Initial Supporting table - P0071: OAT Performance Drive Equilibrium Engine Off

Description: OAT Performance Diagnostic counter increment for determining OAT-IAT equilibrium for engine off (for hybrid applications)

Value Units: Counter Increment Value (Unitless)
X Unit: Vehicle Speed (KPH)

y/x	0.0	20.0	30.0	40.0	50.0	70.0	90.0	105.0	120.0
1.0	2.0	4.0	6.0	6.5	7.0	7.7	8.0	8.0	8.0

Initial Supporting table - P0071: OAT Performance Drive Equilibrium Engine Running

Description: OAT Performance Diagnostic counter increment for determining OAT-IAT equilibrium for engine running

Value Units: Counter Increment Value (Unitless)
X Unit: Vehicle Speed (KPH)
Y Units: Engine Air Flow (Grams/Second)

y/x	0.0	20.0	30.0	40.0	50.0	70.0	90.0	105.0	120.0
1.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
10.0	-5.0	-4.0	-3.0	-2.0	1.0	1.0	1.0	1.0	2.0
20.0	-4.0	-3.0	-2.0	-1.0	1.0	1.0	2.0	3.0	4.0
30.0	-3.0	-2.0	-1.0	0.0	1.0	1.0	4.0	5.0	6.0
40.0	-2.0	-1.0	0.0	1.0	2.0	2.0	4.0	5.0	6.0
50.0	-1.0	0.0	0.0	1.0	2.0	2.0	4.0	5.0	6.0
60.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
75.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
85.0	1.0	2.0	3.0	4.0	5.0	5.0	6.0	8.0	9.0

Initial Supporting table - P00C4 P2261: Compressor Surge Line

Description: Turbo compressor recirculation valve diagnosis surge area limit.

Value Units: [ratio] CRV diagnosis surge area limit.
X Unit: [g/sec[] KnBSTD_dm_AirFlowBP - Air FLow

y/x	7.16	27.18	47.19	67.20	87.22	107.23
1	1.124	1.844	2.558	2.868	3.165	3.470

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

Description: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix - This table describes combinations of individual model failures that will set P0101, P0106, P010B, P0121, P0236 and P1101 on turbocharged applications.

Value Units: Boolean
X Unit: Unitless (See top line for heading information)
Y Units: Unitless

y/x	1	2	3	4	5	6	7	8	9
1	MAF Model	MAP1 Model	MAP2 Model	MAP3 Model	TIAP1 Model	TPS Model	TIAP Correlation	TIAP Correlation	DTC Set
2	Failed	Failed	Failed	Failed	Failed	Failed	Failed	Valid	
3	F	F	F	F	F	F	F	F	No DTC
4	F	F	F	F	F	F	F	T	No DTC
5	F	F	F	F	F	F	T	F	No DTC
6	F	F	F	F	F	F	T	T	No DTC
7	F	F	F	F	F	T	F	F	No DTC
8	F	F	F	F	F	T	F	T	No DTC
9	F	F	F	F	F	T	T	F	No DTC
10	F	F	F	F	F	T	T	T	No DTC
11	F	F	F	F	T	F	F	F	No DTC
12	F	F	F	F	T	F	F	T	No DTC
13	F	F	F	F	T	F	T	F	No DTC
14	F	F	F	F	T	F	T	T	No DTC
15	F	F	F	F	T	T	F	F	P1101
16	F	F	F	F	T	T	F	T	P0121
17	F	F	F	F	T	T	T	F	P1101
18	F	F	F	F	T	T	T	T	P0236
19	F	F	F	T	F	F	F	F	No DTC
20	F	F	F	T	F	F	F	T	No DTC
21	F	F	F	T	F	F	T	F	P1101
22	F	F	F	T	F	F	T	T	P1101
23	F	F	F	T	F	T	F	F	P1101
24	F	F	F	T	F	T	F	T	P1101
25	F	F	F	T	F	T	T	F	P1101
26	F	F	F	T	F	T	T	T	P1101
27	F	F	F	T	T	F	F	F	P1101
28	F	F	F	T	T	F	F	T	P1101
29	F	F	F	T	T	F	T	F	P1101
30	F	F	F	T	T	F	T	T	P1101
31	F	F	F	T	T	T	F	F	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

32	F	F	F	T	T	T	F	T	P1101
33	F	F	F	T	T	T	T	F	P1101
34	F	F	F	T	T	T	T	T	P1101
35	F	F	T	F	F	F	F	F	No DTC
36	F	F	T	F	F	F	F	T	No DTC
37	F	F	T	F	F	F	T	F	P1101
38	F	F	T	F	F	F	T	T	P1101
39	F	F	T	F	F	T	F	F	P1101
40	F	F	T	F	F	T	F	T	P1101
41	F	F	T	F	F	T	T	F	P1101
42	F	F	T	F	F	T	T	T	P1101
43	F	F	T	F	T	F	F	F	P1101
44	F	F	T	F	T	F	F	T	P1101
45	F	F	T	F	T	F	T	F	P1101
46	F	F	T	F	T	F	T	T	P1101
47	F	F	T	F	T	T	F	F	P1101
48	F	F	T	F	T	T	F	T	P1101
49	F	F	T	F	T	T	T	F	P1101
50	F	F	T	F	T	T	T	T	P1101
51	F	F	T	T	F	F	F	F	P1101
52	F	F	T	T	F	F	F	T	P1101
53	F	F	T	T	F	F	T	F	P1101
54	F	F	T	T	F	F	T	T	P1101
55	F	F	T	T	F	T	F	F	P1101
56	F	F	T	T	F	T	F	T	P1101
57	F	F	T	T	F	T	T	F	P1101
58	F	F	T	T	F	T	T	T	P1101
59	F	F	T	T	T	F	F	F	No DTC
60	F	F	T	T	T	F	F	T	No DTC
61	F	F	T	T	T	F	T	F	No DTC
62	F	F	T	T	T	F	T	T	No DTC
63	F	F	T	T	T	T	F	F	P1101
64	F	F	T	T	T	T	F	T	P1101
65	F	F	T	T	T	T	T	F	P1101
66	F	F	T	T	T	T	T	T	P1101
67	F	T	F	F	F	F	F	F	No DTC
68	F	T	F	F	F	F	F	T	No DTC
69	F	T	F	F	F	F	T	F	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

70	F	T	F	F	F	F	T	T	P0236
71	F	T	F	F	F	T	F	F	P1101
72	F	T	F	F	F	T	F	T	P0121
73	F	T	F	F	F	T	T	F	P1101
74	F	T	F	F	F	T	T	T	P0236
75	F	T	F	F	T	F	F	F	P1101
76	F	T	F	F	T	F	F	T	P1101
77	F	T	F	F	T	F	T	F	P1101
78	F	T	F	F	T	F	T	T	P0236
79	F	T	F	F	T	T	F	F	P1101
80	F	T	F	F	T	T	F	T	P0121
81	F	T	F	F	T	T	T	F	P1101
82	F	T	F	F	T	T	T	T	P0236
83	F	T	F	T	F	F	F	F	P1101
84	F	T	F	T	F	F	F	T	P1101
85	F	T	F	T	F	F	T	F	P1101
86	F	T	F	T	F	F	T	T	P1101
87	F	T	F	T	F	T	F	F	P1101
88	F	T	F	T	F	T	F	T	P1101
89	F	T	F	T	F	T	T	F	P1101
90	F	T	F	T	F	T	T	T	P1101
91	F	T	F	T	T	F	F	F	P1101
92	F	T	F	T	T	F	F	T	P1101
93	F	T	F	T	T	F	T	F	P1101
94	F	T	F	T	T	F	T	T	P1101
95	F	T	F	T	T	T	F	F	P1101
96	F	T	F	T	T	T	F	T	P1101
97	F	T	F	T	T	T	T	F	P1101
98	F	T	F	T	T	T	T	T	P1101
99	F	T	T	F	F	F	F	F	P1101
100	F	T	T	F	F	F	F	T	P1101
101	F	T	T	F	F	F	T	F	P1101
102	F	T	T	F	F	F	T	T	P1101
103	F	T	T	F	F	T	F	F	P1101
104	F	T	T	F	F	T	F	T	P1101
105	F	T	T	F	F	T	T	F	P1101
106	F	T	T	F	F	T	T	T	P1101
107	F	T	T	F	T	F	F	F	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

108	F	T	T	F	T	F	F	T	P1101
109	F	T	T	F	T	F	T	F	P1101
110	F	T	T	F	T	F	T	T	P1101
111	F	T	T	F	T	T	F	F	P1101
112	F	T	T	F	T	T	F	T	P1101
113	F	T	T	F	T	T	T	F	P1101
114	F	T	T	F	T	T	T	T	P1101
115	F	T	T	T	F	F	F	F	P0106
116	F	T	T	T	F	F	F	T	P0106
117	F	T	T	T	F	F	T	F	P0106
118	F	T	T	T	F	F	T	T	P0106
119	F	T	T	T	F	T	F	F	P1101
120	F	T	T	T	F	T	F	T	P1101
121	F	T	T	T	F	T	T	F	P1101
122	F	T	T	T	F	T	T	T	P1101
123	F	T	T	T	T	F	F	F	P1101
124	F	T	T	T	T	F	F	T	P1101
125	F	T	T	T	T	F	T	F	P1101
126	F	T	T	T	T	F	T	T	P1101
127	F	T	T	T	T	T	F	F	P1101
128	F	T	T	T	T	T	F	T	P1101
129	F	T	T	T	T	T	T	F	P1101
130	F	T	T	T	T	T	T	T	P1101
131	T	F	F	F	F	F	F	F	No DTC
132	T	F	F	F	F	F	F	T	No DTC
133	T	F	F	F	F	F	T	F	P1101
134	T	F	F	F	F	F	T	T	P0236
135	T	F	F	F	F	T	F	F	P1101
136	T	F	F	F	F	T	F	T	P0121
137	T	F	F	F	F	T	T	F	P1101
138	T	F	F	F	F	T	T	T	P0236
139	T	F	F	F	T	F	F	F	P1101
140	T	F	F	F	T	F	F	T	P1101
141	T	F	F	F	T	F	T	F	P1101
142	T	F	F	F	T	F	T	T	P0236
143	T	F	F	F	T	T	F	F	P1101
144	T	F	F	F	T	T	F	T	P0121
145	T	F	F	F	T	T	T	F	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

146	T	F	F	F	T	T	T	T	P0236
147	T	F	F	T	F	F	F	F	P1101
148	T	F	F	T	F	F	F	T	P1101
149	T	F	F	T	F	F	T	F	P1101
150	T	F	F	T	F	F	T	T	P1101
151	T	F	F	T	F	T	F	F	P1101
152	T	F	F	T	F	T	F	T	P1101
153	T	F	F	T	F	T	T	F	P1101
154	T	F	F	T	F	T	T	T	P1101
155	T	F	F	T	T	F	F	F	P1101
156	T	F	F	T	T	F	F	T	P1101
157	T	F	F	T	T	F	T	F	P1101
158	T	F	F	T	T	F	T	T	P1101
159	T	F	F	T	T	T	F	F	P1101
160	T	F	F	T	T	T	F	T	P1101
161	T	F	F	T	T	T	T	F	P1101
162	T	F	F	T	T	T	T	T	P1101
163	T	F	T	F	F	F	F	F	P1101
164	T	F	T	F	F	F	F	T	P1101
165	T	F	T	F	F	F	T	F	P1101
166	T	F	T	F	F	F	T	T	P1101
167	T	F	T	F	F	T	F	F	P1101
168	T	F	T	F	F	T	F	T	P1101
169	T	F	T	F	F	T	T	F	P1101
170	T	F	T	F	F	T	T	T	P1101
171	T	F	T	F	T	F	F	F	P1101
172	T	F	T	F	T	F	F	T	P1101
173	T	F	T	F	T	F	T	F	P1101
174	T	F	T	F	T	F	T	T	P1101
175	T	F	T	F	T	T	F	F	P1101
176	T	F	T	F	T	T	F	T	P1101
177	T	F	T	F	T	T	T	F	P1101
178	T	F	T	F	T	T	T	T	P1101
179	T	F	T	T	F	F	F	F	P1101
180	T	F	T	T	F	F	F	T	P1101
181	T	F	T	T	F	F	T	F	P1101
182	T	F	T	T	F	F	T	T	P1101
183	T	F	T	T	F	T	F	F	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

184	T	F	T	T	F	T	F	T	P1101
185	T	F	T	T	F	T	T	F	P1101
186	T	F	T	T	F	T	T	T	P1101
187	T	F	T	T	T	F	F	F	P0101 or P010B
188	T	F	T	T	T	F	F	T	P0101 or P010B
189	T	F	T	T	T	F	T	F	P0101 or P010B
190	T	F	T	T	T	F	T	T	P0101 or P010B
191	T	F	T	T	T	T	F	F	P1101
192	T	F	T	T	T	T	F	T	P1101
193	T	F	T	T	T	T	T	F	P1101
194	T	F	T	T	T	T	T	T	P1101
195	T	T	F	F	F	F	F	F	P1101
196	T	T	F	F	F	F	F	T	P1101
197	T	T	F	F	F	F	T	F	P1101
198	T	T	F	F	F	F	T	T	P0236
199	T	T	F	F	F	T	F	F	P1101
200	T	T	F	F	F	T	F	T	P0121
201	T	T	F	F	F	T	T	F	P1101
202	T	T	F	F	F	T	T	T	P0236
203	T	T	F	F	T	F	F	F	P1101
204	T	T	F	F	T	F	F	T	P1101
205	T	T	F	F	T	F	T	F	P1101
206	T	T	F	F	T	F	T	T	P0236
207	T	T	F	F	T	T	F	F	P1101
208	T	T	F	F	T	T	F	T	P0121
209	T	T	F	F	T	T	T	F	P1101
210	T	T	F	F	T	T	T	T	P0236
211	T	T	F	T	F	F	F	F	P1101
212	T	T	F	T	F	F	F	T	P1101
213	T	T	F	T	F	F	T	F	P1101
214	T	T	F	T	F	F	T	T	P1101
215	T	T	F	T	F	T	F	F	P1101
216	T	T	F	T	F	T	F	T	P1101
217	T	T	F	T	F	T	T	F	P1101
218	T	T	F	T	F	T	T	T	P1101
219	T	T	F	T	T	F	F	F	P1101
220	T	T	F	T	T	F	F	T	P1101
221	T	T	F	T	T	F	T	F	P1101

Initial Supporting table - P0101, P0106, P010B, P0121, P0236, P1101: Turbocharger Intake Flow Rationality Diagnostic Failure Matrix

222	T	T	F	T	T	F	T	T	P1101
223	T	T	F	T	T	T	F	F	P1101
224	T	T	F	T	T	T	F	T	P1101
225	T	T	F	T	T	T	T	F	P1101
226	T	T	F	T	T	T	T	T	P1101
227	T	T	T	F	F	F	F	F	P1101
228	T	T	T	F	F	F	F	T	P1101
229	T	T	T	F	F	F	T	F	P1101
230	T	T	T	F	F	F	T	T	P1101
231	T	T	T	F	F	T	F	F	P1101
232	T	T	T	F	F	T	F	T	P1101
233	T	T	T	F	F	T	T	F	P1101
234	T	T	T	F	F	T	T	T	P1101
235	T	T	T	F	T	F	F	F	P1101
236	T	T	T	F	T	F	F	T	P1101
237	T	T	T	F	T	F	T	F	P1101
238	T	T	T	F	T	F	T	T	P1101
239	T	T	T	F	T	T	F	F	P1101
240	T	T	T	F	T	T	F	T	P1101
241	T	T	T	F	T	T	T	F	P1101
242	T	T	T	F	T	T	T	T	P1101
243	T	T	T	T	F	F	F	F	P1101
244	T	T	T	T	F	F	F	T	P1101
245	T	T	T	T	F	F	T	F	P1101
246	T	T	T	T	F	F	T	T	P1101
247	T	T	T	T	F	T	F	F	P1101
248	T	T	T	T	F	T	F	T	P1101
249	T	T	T	T	F	T	T	F	P1101
250	T	T	T	T	F	T	T	T	P1101
251	T	T	T	T	T	F	F	F	P1101
252	T	T	T	T	T	F	F	T	P1101
253	T	T	T	T	T	F	T	F	P1101
254	T	T	T	T	T	F	T	T	P1101
255	T	T	T	T	T	T	F	F	P1101
256	T	T	T	T	T	T	F	T	P1101
257	T	T	T	T	T	T	T	F	P1101
258	T	T	T	T	T	T	T	T	P1101

Initial Supporting table - P0101, P0106, P0121, P012B, P0236, P1101: MAP1 Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P012B_P0236_P1101 MAP1 Residual Weight Factor based on RPM

Value Units: Weight Factor (Unitless)
X Unit: Engine Speed (RPM)

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.799	0.960	0.873	0.898	0.897	0.848	0.848

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	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	1.000	0.827	0.860	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Initial Supporting table - P0101, P0106, P0121, P012B, P0236, P1101: MAP3 Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P012B_P0236_P1101 MAP3 Residual Weight Factor based on RPM

Value Units: Weight Factor (Unitless)
X Unit: Engine Speed (RPM)

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	1.000	0.814	0.855	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Initial Supporting table - P0101, P0106, P0121, P012B, P0236, P1101: 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	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.908	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P0236_P1101 TIAP Residual Weight Factor based on RPM

Value Units: Weight Factor (Unitless)
X Unit: Engine Speed (RPM)

y/x	0	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	1.000	0.911	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max Air Flow

Description: P0101_P0106_P0121_P0236_P1101 TIAP-Baro Correlation Max Air Flow

Value Units: Engine Air Flow (Grams/Second)
X Unit: Engine Speed (RPM)

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	15.0	15.0	15.0	18.0	22.0	26.0	30.0	33.0	34.0

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Max MAP

Description: P0101_P0106_P0121_P0236_P1101 TIAP-Baro Correlation Max MAP

Value Units: Manifold Pressure (kPa)
X Unit: Engine Speed (RPM)

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	80.0	80.0	80.0	78.0	76.0	74.0	72.0	70.0	68.0

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-Baro Correlation Offset

Description: P0101_P0106_P0121_P0236_P1101 TIAP-Baro Correlation Offset

Value Units: Pressure Difference (kPa)
X Unit: Engine Speed (RPM)

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	0.0	1.5	3.5	6.0	9.0	12.0	16.0	20.0	25.0

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min Air Flow

Description: P0101_P0106_P0121_P0236_P1101 TIAP-MAP Correlation Min Air Flow

Value Units: Engine Air Flow (Grams/Second)
X Unit: Engine Speed (RPM)

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	17.0	43.0	92.0	120.0	164.0	189.0	195.0	189.0	192.0

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Min MAP

Description: P0101_P0106_P0121_P0236_P1101 TIAP-MAP Correlation Min MAP

Value Units: Manifold Pressure (kPa)
X Unit: Engine Speed (RPM)

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	110.0	152.0	212.2	213.0	221.0	206.0	192.0	166.0	166.0

Initial Supporting table - P0101, P0106, P0121, P0236, P1101: TIAP-MAP Correlation Offset

Description: P0101_P0106_P0121_P0236_P1101 TIAP-MAP Correlation Offset

Value Units: Pressure Difference (kPa)
X Unit: Engine Speed (RPM)

y/x	1,000	1,750	2,500	3,250	4,000	4,750	5,500	6,250	7,000
1	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Initial Supporting table - P050D_P1400_CatalystLightOffExtendedEngineRunTimeExit

Description: Exit Catalyst Warm-up mode if Engine Run Time is greater than this value. This table is based on percent ethanol (x-axis) and catmon's NormRatio_EWMA value (y-axis). The NormRatio_EWMA value determines the state of the catalyst. Typically, NormRatio_EWMA values below 0.35 (0 is bad and 1 is good) represent catalysts that have degraded. The emission performance of these degraded catalysts can be improved by extending catalyst light off of GetE85R_Pct_FFS_CompAtEngFloat.

y/x	0	25	50	75	100
0.000	24	24	24	24	24
0.125	24	24	24	24	24
0.250	24	24	24	24	24
0.375	24	24	24	24	24
0.500	24	24	24	24	24
0.625	24	24	24	24	24
0.750	24	24	24	24	24
0.875	24	24	24	24	24
1.000	24	24	24	24	24

Initial Supporting table - P1400_ColdStartDiagnosticDelayBasedOnEngineRunTime

Description: Quality weight-based on engine run time. This allows adjustment of the weighting factors at various engine run times in order to prevent the updating of the cumulative quality timer or to change the value of the average qualified residual energy calculation to prevent false Fails of the diagnostic under circumstances inappropriate to update the calculation of the average qualified residual value.

y/x	0	3	3	4	5	10	15	20	30
1	0	0	1	1	1	1	1	1	1

Initial Supporting table - P1400_ColdStartDiagnosticDelayBasedOnEngineRunTimeCalAxis

Description: This is the x-axis for the KtCSED_K_TimeWght calibration table. Refer to the description for KtCSED_K_TimeWght for details.

y/x	1	2	3	4	5	6	7	8	9
1	0	3	3	4	5	10	15	20	30

Initial Supporting table - P1400_EngineSpeedResidual_Table

Description: This 1x17 table of engine exhaust flow values is used to calculate both the desired and the actual engine exhaust flow based on desired and actual engine speed. The desired engine exhaust flow is gathered from the desired engine speed (VeSPDR_n_EngDsrd). The value used for the actual engine exhaust flow is based on the actual engine RPM value.

y/x	500	975	990	1,000	1,020	1,050	1,100	1,150	1,175	1,200	1,250	1,280	1,290	1,300	1,400	1,900	2,500
1	7	7	7	8	9	11	11	11	11	14	15	15	15	15	15	15	15

Initial Supporting table - P1400_SparkResidual_Table

Description: Predicted engine-out energy potential based on either the desired cold start spark advance value or the actual spark advance value. ExhEngyPerUnitMass calibration is used to calculate both desired exhaust energy and actual energy. The desired and actual exhaust energy per unit mass values are used in part to calculate the desired exhaust energy per unit time and actual exhaust energy per unit time. Both desired and actual go into the residual exhaust energy per unit time calculation.

y/x	-18	-12	-11	-9	0	4	6	10	20
1	1.31	1.00	0.19	0.19	0.19	0.19	0.19	0.19	0.19

Initial Supporting table - P2B96 - Opening Magnitude Misisng Pulse Fail Limit

Description: Opening Magnitude threshold to detect missing injection pulse

Value Units: Opening Magnitude Voltage
X Unit: Measured Fuel Rail Pressure

y/x	0	5	10	15	18	19	20	21	22	24	26	28	30	32	34	35	36
1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

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	15	30	45	60	75	90	105	120	135	150	165	180	195	210	230	250
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Initial Supporting table - P0101, P0106, 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	400	800	1,200	1,600	2,000	2,400	2,800	3,200	3,600	4,000	4,400	4,800	5,200	5,600	6,000	6,200
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Initial Supporting table - P0606_Last Seed Timeout f(Loop Time)

Description: The max time for the Last Seed Timeout as a function of operating loop time sequence.

P0606_Last Seed Timeout f(Loop Time) - Part 1

y/x	CePISR_e_2p5msSeq	CePISR_e_3p125msSeq	CePISR_e_5msSeq	CePISR_e_6p25msSeq	CePISR_e_10msSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	200.000	200.000	200.000	200.000	200.000	200.000	200.000	200.000

P0606_Last Seed Timeout f(Loop Time) - Part 2

y/x	CePISR_e_40msSeq	CePISR_e_50msSeq	CePISR_e_80msSeq	CePISR_e_100msSeq	CePISR_e_250msSeq	CePISR_e_EventA_Seq	CePISR_e_EventB_Seq	CePISR_e_EventC_Seq
1	200.000	500.000	500.000	1,000.000	8,191.875	8,191.875	8,191.875	8,191.875

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

Description: Fail threshold for PSW per operating loop.

P0606_PSW Sequence Fail f(Loop Time) - Part 1

y/x	CePISR_e_2p5msSeq	CePISR_e_3p125msSeq	CePISR_e_5msSeq	CePISR_e_6p25msSeq	CePISR_e_10msSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	5	3	5	3	5	3	5	3

P0606_PSW Sequence Fail f(Loop Time) - Part 2

y/x	CePISR_e_40msSeq	CePISR_e_50msSeq	CePISR_e_80msSeq	CePISR_e_100msSeq	CePISR_e_250msSeq	CePISR_e_EventA_Seq	CePISR_e_EventB_Seq	CePISR_e_EventC_Seq
1	5	3	5	3	5	5	5	5

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

Description: Sample threshold for PSW per operating loop.

P0606_PSW Sequence Sample f(Loop Time) - Part 1

y/x	CePISR_e_2p5msSeq	CePISR_e_3p125msSeq	CePISR_e_5msSeq	CePISR_e_6p25msSeq	CePISR_e_10msSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	4	4	4	4	4	4	4	4

P0606_PSW Sequence Sample f(Loop Time) - Part 2

y/x	CePISR_e_40msSeq	CePISR_e_50msSeq	CePISR_e_80msSeq	CePISR_e_100msSeq	CePISR_e_250msSeq	CePISR_e_EventA_Seq	CePISR_e_EventB_Seq	CePISR_e_EventC_Seq
1	4	4	4	4	4	4	4	4

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	47.80	47.80	47.80	47.80	47.80	47.80

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	-20.00	-10.00	0.00	50.00	90.00
480.00	107.91	89.58	81.26	73.41	64.32	56.12
580.00	107.91	89.58	81.26	73.41	64.32	55.34
680.00	107.91	89.58	81.26	73.41	64.32	52.74
780.00	101.38	82.68	74.12	67.40	59.58	46.00
880.00	107.91	89.58	81.26	72.37	64.32	43.72
900.00	108.72	90.40	81.87	71.98	64.34	43.09
1,000.00	111.88	92.37	84.05	71.94	64.08	37.23
1,100.00	113.95	94.95	86.04	72.94	63.17	35.31
1,200.00	113.64	95.13	85.16	69.35	59.17	35.88
1,450.00	102.70	79.59	71.23	63.42	53.07	45.67
1,700.00	63.53	42.38	35.54	28.48	18.49	14.78
1,950.00	43.70	23.49	17.00	10.31	1.14	-2.20
2,200.00	19.35	0.79	-5.09	-11.13	-18.85	-21.54
3,200.00	-60.90	-60.90	-60.90	-60.90	-60.90	-60.90
4,200.00	-66.99	-66.99	-66.99	-66.99	-66.99	-66.99
6,200.00	-73.08	-73.08	-73.08	-73.08	-73.08	-73.08
6,400.00	-79.17	-79.17	-79.17	-79.17	-79.17	-79.17

Initial Supporting table - 1st_FireAftrMisfr_Acel

Description: Used for P0300 - P0308, Multiplier for establishing the expected acceleration of the cylinder after the misfire

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,600	3,000	4,000	5,000	6,000
2	-0.22	-0.20	-0.20	-0.08	-0.05	-0.04	-0.03	-0.02	0.12	0.60	1.01	1.25	3.00	5.05	16.00	16.00	16.00
6	-0.22	-0.26	-0.21	-0.10	-0.09	-0.07	-0.06	-0.07	0.02	0.48	0.75	1.25	4.05	6.40	16.00	16.00	16.00
8	-0.23	-0.27	-0.20	-0.09	-0.11	-0.09	-0.09	-0.11	-0.10	0.28	0.54	1.02	3.10	5.38	12.70	16.00	16.00
10	-0.34	-0.31	-0.25	-0.12	-0.18	-0.15	-0.15	-0.17	-0.18	0.08	0.38	0.75	2.05	4.08	10.80	16.00	16.00
12	-0.54	-0.42	-0.37	-0.23	-0.25	-0.23	-0.21	-0.20	-0.23	-0.05	0.26	0.53	1.70	3.00	8.50	15.93	16.00
16	-0.93	-0.68	-0.56	-0.49	-0.43	-0.45	-0.33	-0.26	-0.28	-0.19	0.10	0.29	0.81	1.63	5.40	11.25	16.00
20	-1.24	-0.87	-0.72	-0.69	-0.58	-0.63	-0.40	-0.29	-0.31	-0.27	0.00	0.16	0.45	1.08	3.60	9.00	16.00
24	-1.50	-1.02	-0.84	-0.83	-0.68	-0.75	-0.46	-0.31	-0.32	-0.31	-0.06	0.07	0.24	0.75	2.70	7.80	16.00
30	-1.80	-1.19	-0.97	-0.99	-0.78	-0.87	-0.51	-0.33	-0.33	-0.36	-0.12	-0.02	0.06	0.39	2.00	7.50	16.00

Initial Supporting table - 1st_FireAftrMisfr_Jerk

Description: Used for P0300 - P0308, Multiplier for establishing the expected Jerk of the cylinder after the misfire

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,600	3,000	4,000	5,000	6,000
2	-1.14	-1.96	-1.98	-1.71	-1.37	-0.91	-1.21	-0.54	-1.12	-1.24	-1.10	-1.07	-0.09	-0.25	-0.24	0.69	2.50
6	-1.15	-1.54	-1.34	-1.66	-1.71	-1.55	-1.41	-1.01	-1.56	-1.47	-1.47	-1.49	-0.37	-1.66	-1.27	-0.07	1.14
8	-1.19	-1.37	-1.12	-1.20	-1.89	-2.06	-1.80	-1.26	-1.53	-1.54	-1.50	-1.50	-0.95	-2.14	-1.33	-0.69	0.09
10	-1.23	-1.32	-1.05	-1.04	-1.63	-2.58	-2.08	-1.41	-1.63	-1.57	-1.50	-1.46	-1.13	-2.06	-1.31	-0.96	-0.33
12	-1.28	-1.37	-1.16	-1.01	-1.38	-2.64	-2.17	-1.51	-1.69	-1.55	-1.50	-1.43	-1.21	-1.87	-1.27	-1.07	-0.63
16	-1.38	-1.48	-1.36	-0.97	-1.19	-2.15	-2.00	-1.60	-1.77	-1.53	-1.47	-1.40	-1.30	-1.65	-1.21	-1.26	-1.00
20	-1.45	-1.57	-1.49	-0.95	-1.08	-1.87	-1.88	-1.66	-1.81	-1.51	-1.46	-1.39	-1.35	-1.54	-1.25	-1.36	-1.18
24	-1.51	-1.63	-1.58	-0.93	-1.03	-1.72	-1.80	-1.70	-1.84	-1.50	-1.45	-1.38	-1.38	-1.47	-1.27	-1.45	-1.30
30	-1.59	-1.70	-1.68	-0.92	-0.98	-1.58	-1.72	-1.74	-1.87	-1.49	-1.44	-1.38	-1.41	-1.42	-1.29	-1.50	-1.46

Initial Supporting table - 1stFireAfterMisJerkAFM

Description: Used for P0300 - P0308, Multiplier for establishing the expected jerk of the cylinder after the misfire if Active Fuel Management cylinder deact mode is active

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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
100	1	1	1	1	1	1	1	1	1

Initial Supporting table - 1stFireAftrMisAcelAFM

Description: Used for P0300 - P0308, Multiplier for establishing the expected acceleration of the cylinder after the misfire if Active Fuel Management cylinder deact mode is active

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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
100	1	1	1	1	1	1	1	1	1

Initial Supporting table - Abnormal Cyl Mode

Description: Used for P0300-P0308. Number of consecutive number of decelerating cylinders after the misfire that would be considered abnormal. (Cylinder Mode Equation)

Value Units: Number of consecutive number of decelerating cylinders (integer)
X Unit: thousands of RPM (rpm/1000)

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

Initial Supporting table - Abnormal Rev Mode

Description: Used for P0300-P0308. Abnormal Rev Mode Number of consecutive number of decelerating cylinders after the misfire that would be considered abnormal. (Rev Mode Equation)

Value Units: Number of consecutive number of decelerating cylinders (integer)
X Unit: thousands of RPM (rpm/1000)

y/x	0	1	2	3	4	5	6	7	8
1	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00

Initial Supporting table - Abnormal SCD Mode

Description: Used for P0300-P0308. Number of consecutive number of decelerating cylinders after the misfire that would be considered abnormal. (SCD Mode Equation)

Value Units: Number of consecutive number of decelerating cylinders (integer)
X Unit: thousands of RPM (rpm/1000)

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

Initial Supporting table - Bank_SCD_Decel

Description: Used for P0300 - P0308, Mulitplier to SCD decel to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	500	600	700	800	900	1,000	1,200	1,400	1,600
8	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
12	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
16	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
20	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
24	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
30	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
40	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
60	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
98	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75

Initial Supporting table - Bank_SCD_Jerk

Description: Used for P0300 - P0308, Mulitplier to Medres SCD jerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: mulitplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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

Initial Supporting table - BankCylModeDecel

Description: Used for P0300 - P0308, Mulitplier to Lores Decel to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	600	700	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	3,000	4,000	4,500	5,000	5,500	6,000
8	2.71	5.38	8.16	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	2.52	5.38	8.95	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
16	2.35	4.83	8.18	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	2.20	4.38	7.37	12.24	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	2.08	3.99	6.70	10.34	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.91	3.60	6.15	8.95	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.68	3.16	5.27	7.45	13.44	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
60	1.36	2.00	2.96	4.16	6.80	8.99	10.98	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
98	1.00	1.38	1.91	2.67	4.20	5.09	6.50	10.49	12.92	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - BankCylModeJerk

Description: Used for P0300 - P0308, Mulitplier to Lores Jerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	600	700	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	3,000	4,000	4,500	5,000	5,500	6,000
8	2.29	7.91	14.29	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	2.07	7.02	9.41	14.15	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
16	1.97	5.77	7.33	9.88	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	1.88	4.90	5.97	7.33	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	1.79	4.26	5.00	5.80	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.68	3.76	4.32	4.45	12.86	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.53	3.20	3.56	3.22	9.14	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
60	1.29	1.80	1.89	2.06	5.79	9.68	12.58	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
98	1.00	1.14	1.17	1.24	3.43	5.46	7.06	12.72	14.30	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - Catalyst_Damage_Misfire_Percentage

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

Value Units: percent misfire over 200 revolutions (%)
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	0	1,000	2,000	3,000	4,000	5,000	6,000	7,000
0	30.0	30.0	30.0	28.0	26.0	16.7	15.0	13.8
10	30.0	30.0	16.7	16.7	16.7	16.7	13.8	13.0
20	30.0	30.0	16.7	16.7	16.7	16.7	11.1	11.1
30	16.7	16.7	16.7	16.7	16.7	11.1	11.0	9.0
40	5.0	5.0	11.1	11.1	11.1	11.1	8.3	8.3
50	5.0	5.0	11.1	11.1	11.1	8.3	5.0	5.0
60	5.0	5.0	8.3	11.1	8.3	5.0	5.0	5.0
70	5.0	5.0	8.3	5.0	5.0	5.0	5.0	5.0
80	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
90	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
100	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Initial Supporting table - ClyAfterAFM_Decel

Description: Used for P0300 - P0308, Mulitplier to Lores decel to account for different pattern of misfire after a deactivated cylider.   Similar to the second cylinder of consecutive cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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

Initial Supporting table - ClyBeforeAFM_Jerk

Description: Used for P0300 - P0308, Mulitplier to Lores decel to account for different pattern of misfire before a deactivated cylider, but after an active cylinder that follows an deactive cylinder on engine that supports cylinder deactivation in non even fire patterns.. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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

Initial Supporting table - CombustModeIdleTbl

Description: Used for P0300 - P0308, Only used on Diesel engines. Combustion modes that will force use of Idle table. A value of CeCMBR_i_CombModesMax means not selected.

Value Units: Enumerated value of differant combustion modes (enumeration)
X Unit: Current Combustion Mode (enumeration)

CombustModeIdleTbl - Part 1

y/x	0	1	2	3	4	5
1	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max

CombustModeIdleTbl - Part 2

y/x	6	7	8	9	10	11
1	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max

CombustModeIdleTbl - Part 3

y/x	12	13	14	15	16	
1	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	CeCMBR_i_CombModes Max	

Initial Supporting table - ConsecCylModDecel

Description: Used for P0300 - P0308, Mulitplier to Lores decel to account for different pattern of the second cylinder of consecutive misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	600	700	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	3,000	4,000	4,500	5,000	5,500	6,000
8	2.71	5.38	8.16	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	2.52	5.38	8.95	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
16	2.35	4.83	8.18	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	2.20	4.38	7.37	12.24	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	2.08	3.99	6.70	10.34	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.91	3.60	6.15	8.95	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.68	3.16	5.27	7.45	13.44	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
60	1.36	2.00	2.96	4.16	6.80	8.99	10.98	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
98	1.00	1.38	1.91	2.67	4.20	5.09	6.50	10.49	12.92	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - ConsecCylModeJerk

Description: Used for P0300 - P0308, Mulitplier to Lores Jerk to account for different pattern of the second cylinder of consecutive misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	600	700	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	3,000	4,000	4,500	5,000	5,500	6,000
8	2	8	14	15	15	15	15	15	15	15	15	15	15	15	15	15	15
12	2	7	9	14	15	15	15	15	15	15	15	15	15	15	15	15	15
16	2	6	7	10	15	15	15	15	15	15	15	15	15	15	15	15	15
20	2	5	6	7	15	15	15	15	15	15	15	15	15	15	15	15	15
24	2	4	5	6	15	15	15	15	15	15	15	15	15	15	15	15	15
30	2	4	4	4	13	15	15	15	15	15	15	15	15	15	15	15	15
40	2	3	4	3	9	15	15	15	15	15	15	15	15	15	15	15	15
60	1	2	2	2	6	10	13	15	15	15	15	15	15	15	15	15	15
98	1	1	1	1	3	5	7	13	14	15	15	15	15	15	15	15	15

Initial Supporting table - ConsecSCD_Decel

Description: Used for P0300 - P0308, Mulitplier to medres decel to account for different pattern of the second cylinder of consecutive misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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

Initial Supporting table - ConsecSCD_Jerk

Description: Used for P0300 - P0308, Mulitplier to medres Jerk to account for different pattern of the second cylinder of consecutive misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	500	600	700	800	900	1,000	1,200	1,400	1,600
8	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
12	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
16	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
20	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
24	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
30	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
40	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
60	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
98	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25

Initial Supporting table - CylAfterAFM_Jerk

Description: Used for P0300 - P0308, Mulitplier to Lores Jerk 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.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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

Initial Supporting table - CylBeforeAFM_Decel

Description: Used for P0300 - P0308, Mulitplier to Lores decel to account for different pattern of misfire before a deactivated cylider, but after an active cylinder that follows an deactive cylinder on engine that supports cylinder deactivation in non even fire patterns.. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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

Initial Supporting table - CylModeDecel

Description: Used for P0300-P0308. Crankshaft decel threshold. Thresholds are a function of rpm and % engine Load.

Value Units: Delta time per cylinder (usec)
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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	10,756	8,144	5,514	3,942	2,521	1,510	1,384	957	840	422	282	180	121
6	11,901	9,163	6,442	3,909	2,395	1,445	1,088	792	756	446	247	159	131
8	12,548	9,763	6,973	4,264	2,715	1,702	1,018	873	757	501	281	177	157
10	13,196	10,364	7,503	4,696	3,035	1,988	1,117	1,030	876	589	338	219	183
12	13,844	10,964	8,034	5,127	3,355	2,274	1,356	1,216	1,011	692	399	268	218
14	14,492	11,564	8,565	5,559	3,675	2,559	1,621	1,402	1,168	794	473	330	256
16	15,140	12,165	9,095	5,991	3,995	2,845	1,861	1,587	1,326	905	549	391	291
18	15,788	12,765	9,626	6,422	4,315	3,131	2,102	1,773	1,483	1,017	628	453	330
20	16,436	13,365	10,156	6,854	4,635	3,417	2,342	1,958	1,640	1,129	714	514	370
22	17,084	13,965	10,687	7,286	4,956	3,702	2,583	2,144	1,797	1,241	800	576	411
24	17,731	14,566	11,217	7,717	5,276	3,988	2,823	2,330	1,955	1,353	885	637	451
26	18,379	15,166	11,748	8,149	5,596	4,274	3,064	2,515	2,112	1,465	971	698	491
30	19,675	16,367	12,809	9,012	6,236	4,845	3,545	2,887	2,426	1,689	1,142	821	572
40	22,914	19,368	15,461	11,170	7,836	6,274	4,747	3,815	3,213	2,249	1,571	1,129	774
60	29,393	25,371	20,766	15,487	11,037	9,131	7,152	5,671	4,785	3,368	2,427	1,743	1,177
78	32,500	30,624	25,408	19,263	13,838	11,631	9,257	7,295	6,161	4,348	3,177	2,281	1,530
97	32,500	32,500	30,714	23,579	17,039	14,489	11,662	9,152	7,554	5,468	4,034	2,896	1,934

CylModeDecel - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
3	101	75	51	43	35	17	10	9	8	6	5	4	3
6	90	60	33	32	26	19	14	11	8	6	5	4	3
8	96	74	40	36	29	22	16	13	9	7	6	4	3
10	119	96	55	45	36	28	20	14	11	7	6	4	3
12	148	120	69	54	48	36	24	17	14	8	7	5	4
14	179	144	89	68	60	43	29	19	16	9	8	5	4
16	210	169	110	83	73	51	34	22	18	11	9	6	5
18	242	193	130	99	86	58	39	26	20	12	11	6	5
20	273	217	151	115	98	66	44	30	23	14	12	7	6
22	304	241	171	132	111	73	48	33	25	16	13	7	6
24	335	266	192	149	124	81	53	37	27	18	14	8	7

Initial Supporting table - CylModeDecel

26	367	290	212	165	138	88	58	41	29	19	16	8	7
30	429	339	254	199	165	103	68	48	34	23	18	9	8
40	585	460	356	282	233	141	92	67	45	31	23	12	11
60	898	703	562	449	368	216	141	105	68	48	35	17	16
78	1,171	915	742	595	487	281	184	137	88	63	45	22	20
97	1,483	1,158	948	762	622	356	232	175	111	80	56	27	25

Initial Supporting table - CylModeJerk

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

Value Units: Change in Delta time per cylinder from last cylinder (usec)
Y Units: percent load of max indicated torque (%)

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	13,591	11,158	5,779	3,230	1,784	1,390	1,213	1,054	740	373	199	98	88
6	14,292	11,918	6,665	4,123	2,645	1,426	1,024	860	664	451	213	157	94
8	14,692	12,341	7,172	4,654	3,185	1,972	958	769	653	519	288	208	131
10	15,092	12,764	7,679	5,185	3,726	2,519	1,156	735	680	619	363	271	181
12	15,492	13,188	8,185	5,716	4,267	3,066	1,553	838	765	720	438	343	233
14	15,892	13,611	8,692	6,247	4,808	3,613	2,021	1,053	903	833	513	416	289
16	16,293	14,034	9,199	6,778	5,349	4,160	2,594	1,319	1,066	946	587	488	345
18	16,693	14,458	9,705	7,309	5,889	4,706	3,167	1,584	1,229	1,059	662	561	402
20	17,093	14,881	10,212	7,840	6,430	5,253	3,740	1,850	1,392	1,172	737	633	458
22	17,493	15,304	10,718	8,371	6,971	5,800	4,313	2,115	1,555	1,285	812	706	514
24	17,893	15,727	11,225	8,903	7,512	6,347	4,886	2,380	1,718	1,398	886	778	570
26	18,293	16,151	11,732	9,434	8,053	6,893	5,459	2,646	1,881	1,511	961	851	626
30	19,094	16,997	12,745	10,496	9,134	7,987	6,605	3,177	2,207	1,738	1,111	996	738
40	21,095	19,114	15,278	13,151	11,838	10,721	9,469	4,504	3,023	2,303	1,485	1,359	1,018
60	25,097	23,347	20,345	18,461	17,246	16,189	15,199	7,159	4,654	3,434	2,233	2,084	1,579
78	28,598	27,050	24,778	23,108	21,978	20,973	20,213	9,482	6,081	4,424	2,887	2,718	2,069
97	32,600	31,283	29,924	28,419	27,387	26,441	25,943	12,136	7,712	5,555	3,635	3,444	2,630

CylModeJerk - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
3	71	67	63	44	32	20	15	11	8	7	4	2	0
6	71	62	51	39	29	20	13	10	7	5	4	2	0
8	95	85	54	47	33	22	18	14	8	7	6	3	1
10	136	114	76	62	44	27	24	18	12	9	8	5	2
12	178	143	99	81	59	34	31	23	15	11	10	6	4
14	219	172	122	101	74	42	38	27	19	13	11	8	5
16	260	201	145	120	90	51	45	32	22	15	13	9	6
18	301	230	168	139	105	62	50	36	25	18	15	11	8
20	342	259	191	158	121	72	56	41	28	20	17	13	9
22	383	288	213	178	137	83	61	45	31	22	18	14	10
24	425	317	236	197	152	93	67	50	34	24	20	16	12

Initial Supporting table - CylModeJerk

26	466	346	259	216	168	104	72	54	37	27	22	17	13
30	548	404	305	255	199	124	83	63	43	31	25	20	16
40	754	549	419	351	277	177	111	86	59	43	34	28	22
60	1,166	839	648	544	432	281	166	132	94	66	51	43	36
78	1,526	1,092	848	713	569	373	214	172	124	86	67	57	47
97	1,938	1,382	1,076	906	724	477	269	217	158	109	84	72	61

Initial Supporting table - DeacCylInversionDecel

Description: Used for P0300 - P0308, Negative Torque can cause crank readings to invert (active cylinders appear weak & deactivated cylinders appear "strong" If deactivated cylinders don't decelerate at least this amount then the crank signal is inverting. Function of speed and load.

Value Units: Delta time per cylinder (usec)
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	800	1,000	1,200	1,400	1,800	2,200	2,600	3,000	4,000
8	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0	0	0
98	0	0	0	0	0	0	0	0	0

Initial Supporting table - DeacCylInversionJerk

Description: Used for P0300 - P0308, Negative Torque can cause crank readings to invert (active cylinders appear weak & deactivated cylinders appear "strong"   If deactivated cylinders don't jerk at least this amount then the crank signal is inverting. Function of speed and load.

Value Units: Change in Delta time per cylinder from last cylinder (usec)
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	800	1,000	1,200	1,400	1,800	2,200	2,600	3,000	4,000
8	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0
40	0	0	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0	0	0
98	0	0	0	0	0	0	0	0	0

Initial Supporting table - EngineOverSpeedLimit

Description: Engine OverSpeed Limit versus gear

Value Units: RPM
X Unit: Enumeration of transmission gear state (enumeration)

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_TransGr9
1	6,300	6,300	6,300	6,300	6,300	6,300	6,300

EngineOverSpeedLimit - Part 2

y/x	CeTGRR_e_TransGr10	CeTGRR_e_TransGrNeut	CeTGRR_e_TransGrRvrs	CeTGRR_e_TransGrPark	CeTGRR_e_TransGr7	CeTGRR_e_TransGr8	
1	6,300	4,000	4,000	4,000	6,300	6,300	

Initial Supporting table - InfrequentRegen

Description: Used for P0300-P0308. Only used on Diesel engines. Initiates a misfire delay when the current combustion mode matchs a selection in the table. A value of CeCMBR_i_CombModesMax means not selected.

Value Units: Enumerated value of differant combustion modes (enumeration)
X Unit: Current Combustion Mode (enumeration)

InfrequentRegen - Part 1

y/x	0	1	2	3	4	5
1	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax

InfrequentRegen - Part 2

y/x	6	7	8	9	10	11
1	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax

InfrequentRegen - Part 3

y/x	12	13	14	15	16	
1	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	CeCMBR_i_CombModesMax	

Initial Supporting table - Number of Normals

Description: Used for P0300-P0308. 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.

Value Units: Number of Engine cycles after isolated misfire (Engine cycles)
X Unit: thousands of RPM   (rpm/1000)

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

Initial Supporting table - P00C6 - High Pressure Pump Control Mode timeout

Description: High Pressure Pump Control Mode timeout

Value Units: Time (Seconds)
X Unit: Coolant Temperature (Deg C)

y/x	-40	-34	-28	-22	-16	-10	-4	2	14	26	38	50	62	74	86	98	110
1	10.0	10.0	10.0	9.0	7.0	5.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0

upporting table - P00C6 - maximum acceptable counts of fuel rail pressure below KtFHPD_p_HPS_PressFallLoThrsh after High Pressure Sta

Description: The maximum acceptable counts of fuel rail pressure below KtFHPD_p_HPS_PressFallLoThrsh after High Pressure Start (HPS) is executed but before engine is in run mode.

Value Units: maximum acceptable counts of fuel rail pressure below KtFHPD_p_HPS_PressFallLoThrsh after High Pressure Start (Count)
X Unit: Coolant Temperature (Deg C)
Y Units: Ethanol Precent (%)

y/x	-40	-34	-28	-22	-16	-10	-4	2	14	26	38	50	62	74	86	98	110
0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
13	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
25	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
38	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
50	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
63	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
75	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
88	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
100	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0

Initial Supporting table - P00C6 - Minimum acceptable value of fuel rail pressure after High Pressure Start

Description: The minimum acceptable value of fuel rail pressure after High Pressure Start (HPS) is executed. This ensures the pressure does not fall off drastically after High Pressure Start (HPS) is executed, but before engine is in run mode.

Value Units: Minimum acceptable value of fuel rail pressure after High Pressure Start (Mpa)
X Unit: Coolant Temperature (Deg C)
Y Units: Ethanol Precent (%)

y/x	-40	-34	-28	-22	-16	-10	-4	2	14	26	38	50	62	74	86	98	110
0	2.0	2.0	2.0	2.0	2.0	1.8	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
13	2.0	2.0	2.0	2.0	2.0	1.8	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
25	2.0	2.0	2.0	2.0	2.0	1.8	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
38	2.0	2.0	2.0	2.0	2.0	1.8	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
50	2.0	2.0	2.0	2.0	2.0	1.8	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
63	2.0	2.0	2.0	2.0	2.0	1.8	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
75	2.0	2.0	2.0	2.0	2.0	1.8	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
88	2.0	2.0	2.0	2.0	2.0	1.8	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
100	2.0	2.0	2.0	2.0	2.0	1.8	1.1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6

Initial Supporting table - P00C6 - Minimum pressure in MPa that will exit High Pressure Start mode and allow fuel delivery

Description: This calibration is the minimum pressure in MPa that will exit High Pressure Start mode and allow fuel delivery

Value Units: Minimum pressure in MPa that will exit High Pressure Start mode and allow fuel delivery
X Unit: Coolant Temperature (Deg C)
Y Units: Ethanol Precent (%)

y/x	-40	-34	-28	-22	-16	-10	-4	2	14	26	38	50	62	74	86	98	110
0	20.0	19.5	18.0	15.5	13.0	10.5	9.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
13	20.0	19.5	18.0	15.5	13.0	10.5	9.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
25	20.0	19.5	18.0	15.5	13.0	10.5	9.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
38	20.0	19.5	18.0	15.5	13.0	10.5	9.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
50	20.0	19.5	18.0	15.5	13.0	10.5	9.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
63	20.0	19.5	18.0	15.5	13.0	10.5	9.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
75	20.0	19.5	18.0	15.5	13.0	10.5	9.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
88	20.0	19.5	18.0	15.5	13.0	10.5	9.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
100	20.0	19.5	18.0	15.5	13.0	10.5	9.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0

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	2.38	2.74	3.09	3.44	3.79	4.15	4.50	4.85	5.21	5.56	5.91	6.27	6.62	6.97	7.33	7.68	8.03
490.00	1.50	1.45	1.35	1.25	1.07	1.06	1.04	0.94	0.90	0.84	0.82	0.80	0.75	0.73	0.71	0.68	0.66
535.00	1.50	1.45	1.35	1.25	1.07	1.06	1.04	0.94	0.90	0.84	0.82	0.80	0.75	0.73	0.71	0.68	0.66
580.00	1.50	1.45	1.35	1.25	1.07	1.06	1.04	0.94	0.90	0.84	0.82	0.80	0.75	0.73	0.71	0.68	0.66
625.00	1.51	1.46	1.36	1.26	1.08	1.07	1.05	0.95	0.91	0.85	0.83	0.81	0.76	0.74	0.72	0.69	0.67
670.00	1.51	1.46	1.36	1.26	1.08	1.07	1.05	0.95	0.91	0.85	0.83	0.81	0.76	0.74	0.72	0.69	0.67
715.00	1.52	1.47	1.37	1.27	1.09	1.08	1.06	0.96	0.92	0.86	0.84	0.82	0.77	0.75	0.73	0.70	0.68
760.00	1.52	1.47	1.37	1.27	1.09	1.08	1.06	0.96	0.92	0.86	0.84	0.82	0.77	0.75	0.73	0.70	0.68
805.00	1.52	1.47	1.37	1.27	1.09	1.08	1.06	0.96	0.92	0.86	0.84	0.82	0.77	0.75	0.73	0.70	0.68
850.00	1.53	1.48	1.38	1.28	1.10	1.09	1.07	0.97	0.93	0.87	0.85	0.83	0.78	0.76	0.74	0.71	0.69

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	2.38	2.74	3.09	3.44	3.79	4.15	4.50	4.85	5.21	5.56	5.91	6.27	6.62	6.97	7.33	7.68	8.03
490.00	2.45	2.27	1.96	1.70	1.59	1.45	1.37	1.32	1.26	1.10	1.09	1.03	0.97	0.95	0.93	0.90	0.88
535.00	2.45	2.27	1.96	1.70	1.59	1.45	1.37	1.32	1.26	1.10	1.09	1.03	0.97	0.95	0.93	0.90	0.88
580.00	2.45	2.27	1.96	1.70	1.59	1.45	1.37	1.32	1.27	1.10	1.09	1.04	0.98	0.95	0.93	0.91	0.89
625.00	2.46	2.28	1.97	1.71	1.60	1.46	1.38	1.33	1.27	1.11	1.10	1.04	0.98	0.96	0.94	0.91	0.89
670.00	2.46	2.28	1.97	1.71	1.60	1.46	1.38	1.33	1.28	1.11	1.10	1.04	0.99	0.96	0.94	0.92	0.90
715.00	2.47	2.29	1.98	1.72	1.61	1.47	1.39	1.34	1.28	1.12	1.11	1.05	0.99	0.97	0.95	0.92	0.90
760.00	2.47	2.29	1.98	1.72	1.61	1.47	1.39	1.34	1.29	1.12	1.11	1.05	1.00	0.97	0.95	0.92	0.90
805.00	2.47	2.29	1.98	1.72	1.61	1.47	1.39	1.34	1.29	1.12	1.11	1.06	1.00	0.97	0.95	0.93	0.91
850.00	2.48	2.30	1.99	1.73	1.62	1.48	1.40	1.35	1.29	1.13	1.12	1.06	1.00	0.98	0.96	0.93	0.91

Initial Supporting table - Pair_SCD_Decel

Description: Used for P0300 - P0308, Mulitplier to SCD_Decel to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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

Initial Supporting table - Pair_SCD_Jerk

Description: Used for P0300 - P0308, Mulitplier to P0300_SCD_Jerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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

Initial Supporting table - PairCylModeDecel

Description: Used for P0300 - P0308, Mulitplier to Cyl Mode Deceleration to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: mulitplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	600	700	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	3,000	4,000	4,500	5,000	5,500	6,000
8	2.71	5.38	8.16	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	2.52	5.38	8.95	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
16	2.35	4.83	8.18	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	2.20	4.38	7.37	12.24	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	2.08	3.99	6.70	10.34	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.91	3.60	6.15	8.95	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.68	3.16	5.27	7.45	13.44	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
60	1.36	2.00	2.96	4.16	6.80	8.99	10.98	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
98	1.00	1.38	1.91	2.67	4.20	5.09	6.50	10.49	12.92	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - PairCylModeJerk

Description: Used for P0300 - P0308, Mulitplier to P0300_CylModeJerk to account for different pattern of Paired cylinder misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	600	700	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	3,000	4,000	4,500	5,000	5,500	6,000
8	2.29	7.91	14.29	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
12	2.07	7.02	9.41	14.15	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
16	1.97	5.77	7.33	9.88	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
20	1.88	4.90	5.97	7.33	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
24	1.79	4.26	5.00	5.80	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
30	1.68	3.76	4.32	4.45	12.86	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
40	1.53	3.20	3.56	3.22	9.14	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
60	1.29	1.80	1.89	2.06	5.79	9.68	12.58	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00
98	1.00	1.14	1.17	1.24	3.43	5.46	7.06	12.72	14.30	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - Random_SCD_Decel

Description: Used for P0300 - P0308, Mulitplier to SCD_Decel to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	500	600	700	800	900	1,000	1,200	1,400	1,600
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - Random_SCD_Jerk

Description: Used for P0300 - P0308, Mulitplier to Random_SCD_Jerk to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	500	600	700	800	900	1,000	1,200	1,400	1,600
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - RandomAFM_Decl

Description: Used for P0300 - P0308, Mulitplier to Cylinder_Decel while in Cylnder Deactivation mode to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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

Initial Supporting table - RandomAFM_Jerk

Description: Used for P0300 - P0308, Mulitplier to Cylinder_Jerk while in Cylnder Deactivation mode to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

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

Initial Supporting table - RandomCylModDecel

Description: Used for P0300 - P0308. Multiplier to CylMode_Decel.   account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: Multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	600	700	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	3,000	4,000	4,500	5,000	5,500	6,000
2	1.29	1.12	1.12	1.05	1.06	1.00	1.00	1.06	1.07	1.00	1.00	1.13	1.35	1.22	1.19	1.25	1.00
8	1.18	1.32	1.39	1.78	1.11	1.20	1.39	1.52	1.24	1.36	1.48	1.82	1.72	1.36	1.22	1.23	1.09
12	1.16	1.30	1.41	1.80	1.24	1.20	1.49	1.58	1.42	1.42	1.47	1.68	1.60	1.55	1.22	1.44	1.29
16	1.14	1.28	1.42	1.67	1.26	1.16	1.42	1.48	1.49	1.46	1.45	1.49	1.49	1.55	1.22	1.48	1.33
20	1.13	1.27	1.43	1.60	1.27	1.12	1.35	1.43	1.52	1.48	1.43	1.41	1.40	1.41	1.20	1.39	1.25
24	1.12	1.26	1.44	1.56	1.29	1.10	1.29	1.40	1.46	1.46	1.42	1.37	1.36	1.32	1.20	1.34	1.29
30	1.10	1.24	1.45	1.52	1.30	1.08	1.24	1.37	1.48	1.48	1.35	1.28	1.31	1.26	1.19	1.31	1.29
40	1.09	1.23	1.46	1.48	1.31	1.05	1.20	1.34	1.48	1.46	1.35	1.23	1.26	1.19	1.20	1.27	1.30
60	1.07	1.21	1.47	1.44	1.33	1.03	1.15	1.31	1.49	1.45	1.40	1.20	1.22	1.12	1.18	1.24	1.30

Initial Supporting table - RandomCylModJerk

Description: Used for P0300 - P0308, Multiplier to CylMode_Jerk to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	600	700	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	3,000	4,000	4,500	5,000	5,500	6,000
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.17	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.13	1.00	1.01	1.00	1.00	1.00	1.14	1.03	1.16	1.14	1.11	1.09	1.19	1.15	1.25	1.00	1.00
12	1.15	1.00	1.15	1.96	1.46	1.00	1.12	1.03	1.13	1.08	1.06	1.08	1.13	1.09	1.23	1.00	1.00
16	1.15	1.00	1.08	1.61	1.35	1.00	1.15	1.08	1.08	1.06	1.04	1.06	1.08	1.08	1.21	1.00	1.00
20	1.15	1.00	1.02	1.42	1.27	1.00	1.18	1.10	1.06	1.05	1.04	1.04	1.12	1.06	1.22	1.00	1.00
24	1.15	1.00	1.02	1.32	1.22	1.00	1.19	1.12	1.05	1.04	1.03	1.03	1.14	1.05	1.21	1.00	1.00
30	1.15	1.00	1.02	1.23	1.17	1.00	1.21	1.13	1.03	1.04	1.03	1.03	1.00	1.00	1.00	1.00	1.00
40	1.15	1.00	1.02	1.16	1.13	1.00	1.23	1.14	1.02	1.03	1.02	1.02	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.03	1.00	1.08	1.00	1.24	1.15	1.00	1.02	1.02	1.02	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - RandomRevModDecl

Description: Used for P0300 - P0308, Mulitplier to RevMode_Decel to account for different pattern of light level misfire. Multipliers are a function of engine rpm and % engine Load.

Value Units: multiplier
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	3,000	3,500	4,000	4,500	5,000	5,500	6,000	7,000	8,000
2	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
12	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
20	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
24	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
30	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - RepetSnapDecayAdjst

Description: Used for P0300 - P0308, 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.

Value Units: multiplier
X Unit: RPM

y/x	500	1,000	2,000	3,000	4,000	5,000	6,000	7,000	8,000
1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - RevMode_Decel

Description: Used for P0300-P0308. Crankshaft decel threshold. Thresholds are a function of rpm and % engine Load.

Value Units: Delta time between revolutions (usec)
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
3	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
6	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
8	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
10	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
12	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
14	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
16	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
18	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
20	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
22	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
24	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
26	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
30	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
40	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
60	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
78	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768
97	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768	32,768

Initial Supporting table - Ring Filter

Description: Used for P0300-P0308. 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.

Value Units: Number of Engine cycles after isolated misfire (Engine cycles)
X Unit: thousands of RPM (rpm/1000)

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

Initial Supporting table - SCD_Decel

Description: Used for P0300-P0308 Crankshaft decel threshold. SCD mode uses smaller windows near TDC. Thresholds are a function of rpm and % engine Load.

Value Units: Delta time per cylinder (usec)
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
40	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
60	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
78	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
97	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - SCD_Jerk

Description: Used for P0300-P0308. Crankshaft jerk threshold. SCD mode uses smaller windows near TDC. Thresholds are a function of rpm and % engine Load.

Value Units: Change in Delta time per cylinder from last cylinder (usec)
X Unit: RPM
Y Units: percent load of max indicated torque (%)

y/x	400	500	600	700	800	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000
3	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
40	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
60	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
78	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
97	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - SnapDecayAfterMisfire

Description: Used for P0300 - P0308, 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.

Value Units: multiplier
X Unit: RPM
Y Units: gear ratio

y/x	500	1,000	2,000	3,000	4,000	5,000	6,000	7,000	8,000
0	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
1	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
1	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
1	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
1	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
2	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
3	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
5	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
5	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Initial Supporting table - TOSSRoughRoadThres

Description: Used for P0300-P0308. Only used if Rough Road source = TOSS: dispersion value on Transmission Output Speed Sensor above which rough road is indicated present

Value Units: change in rpm per sec (rpm)
X Unit: Engine Speed (RPM)
Y Units: Transmission Speed (RPM)

y/x	600	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000
100	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
200	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
300	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
400	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
500	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
600	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
700	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
800	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
900	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1,000	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1,100	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1,200	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1,300	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
1,400	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Initial Supporting table - WaitToStart

Description: Used for P0300-P0308. Number of engine cycles to delay if diesel engine is cranked before wait to start lamp is extinguished. This lookup table determines the delay length by taking into account the coolant temperature.

Value Units: Number of Engine Cycles (integer)
X Unit: Engine Coolant (deg C)

y/x	-20	-10	0	10	20	30	40	50	60
1	0	0	0	0	0	0	0	0	0

Initial Supporting table - WSSRoughRoadThres

Description: Used for P0300-P0308. Only used if Wheel speed from ABS is used. If difference between wheel speed readings is larger than this limit, rough road is present

Value Units: acceleration
X Unit: Vehicle Speed (KPH)

y/x	0	12	24	36	48	60	72	85	97	109	121	133	145	157	169	181	193
1	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000	0.25000

Initial Supporting table - ZeroTorqueAFM

Description: Used for P0300-P0308. Zero torque engine load while in Active Fuel Management. %of Max Brake Torque along the Neutral rev line, as a function of RPM and Baro

Value Units: Percent of Maximum Brake torque (%)
X Unit: RPM
Y Units: Barometric Pressure (kPa)

ZeroTorqueAFM - 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	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
75	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
85	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
95	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
105	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

ZeroTorqueAFM - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
65	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
75	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
85	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
95	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
105	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - ZeroTorqueEngLoad

Description: Used for P0300-P0308. %of Max Brake Torque that represents Zero Brake torque along the Neutral rev line, as a function of RPM and Baro

Value Units: Percent of Maximum Brake torque (%)
X Unit: RPM
Y Units: Barometric Pressure (kPa)

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	-3.00	-3.35	-3.70	-4.05	-4.25	-3.60	-2.95	-2.25	-1.25	-0.90	0.40	-0.30	0.00
75	-3.00	-3.35	-3.70	-4.05	-4.25	-3.60	-2.95	-2.25	-1.25	-0.90	0.40	-0.30	0.00
85	-3.00	-3.35	-3.70	-4.05	-4.25	-3.60	-2.95	-2.25	-1.25	-0.90	0.40	-0.30	0.00
95	-3.00	-3.35	-3.70	-4.05	-4.25	-3.60	-2.95	-2.25	-1.25	-0.90	0.40	-0.30	0.00
105	-3.00	-3.35	-3.70	-4.05	-4.25	-3.60	-2.95	-2.25	-1.25	-0.90	0.40	-0.30	0.00

ZeroTorqueEngLoad - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
65	0.30	0.50	0.75	0.55	0.60	2.56	4.52	6.47	8.43	10.38	12.34	14.30	16.25
75	0.30	0.50	0.75	0.55	0.60	2.87	5.15	7.43	9.70	11.98	14.25	16.53	18.80
85	0.30	0.50	0.75	0.55	0.60	2.87	5.15	7.43	9.70	11.98	14.25	16.53	18.80
95	0.30	0.50	0.75	0.55	0.60	3.01	5.42	7.82	10.24	12.64	15.05	17.46	19.87
105	0.30	0.50	0.75	0.55	0.60	3.01	5.42	7.82	10.24	12.64	15.05	17.46	19.87

Initial Supporting table - Closed Loop Enable Clarification - KaFCLP_U_SlphrIntglOfst_Thrsh

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

Value Units: millivolts
X Unit: Post Catalyst Number

y/x	CiOXYR_O2_PostCat1	CiOXYR_O2_PostCat2
CiFCLP_Decel	2,048	2,048
CiFCLP_Idle	2,048	2,048
CiFCLP_Cruise	2,048	2,048
CiFCLP_LightAccel	2,048	2,048
CiFCLP_HeavyAccel	2,048	2,048

Initial Supporting table - Closed Loop Enable Clarification - KcFCLP_Cnt_O2RdyCyclesThrsh

Description: Number of times a post oxygen sensor value must be in range before declaring it 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 a pre oxygen sensor value must be in range before declaring it ready

Value Units: Time (events * 12.5 milliseconds)

y/x	1
1	10

Initial Supporting table - Closed Loop Enable Clarification - KeEOSD_U_RichThrsh

Description: The oxygen sensor voltage above which a sensor will be considered failing during a Rich Test.

Value Units: Volts

y/x	1
1	1,050

Initial Supporting table - Closed Loop Enable Clarification - KeFCLP_dm_IntegrationAirflowMax

Description: Maximum allowed estimated airflow for post O2 integral terms to be updated.

Value Units: Grams per Second

y/x	1
1	512

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	255

Initial Supporting table - Closed Loop Enable Clarification - KeFCLP_T_IntegrationCatalystMax

Description: Maximum allowed estimated catalytic converter temperature for post O2 integral terms to be updated.

Value Units: Celcius

y/x	1
1	1,000

Initial Supporting table - Closed Loop Enable Clarification - KeFCLP_T_IntegrationCatalystMin

Description: Minimum allowed estimated catalytic converter temperature to begin using post O2 integration correction terms. Converter temperature must remain above this threshold to ramp-in the post O2 integration adjustments. Once the ramp-in has started, a converter temperature below this threshold will freeze the ramp-in multiplier. Post O2 integration will not be allowed below this converter temperature

Value Units: Celcius

y/x	1
1	425

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: Degrees Celcius

y/x	1
1	650

Initial Supporting table - Closed Loop Enable Clarification - KeWRSC_T_HtrCntrlCL

Description: WRAF heater temperature enabling threshold for transition from Open Loop to Closed Loop

Value Units: Degrees Celcius

y/x	1
1	628

Initial Supporting table - Closed Loop Enable Clarification - KeWRSI_T_PumpCurrentEnable

Description: WRAF heater temperature threshold for enabling the sensor pump current

Value Units: Degrees Celcius

y/x	1
1	628

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: Degrees Celcius

y/x	1
1	40

Initial Supporting table - Closed Loop Enable Clarification - KfFCLP_U_O2ReadyThrshLo

Description: Voltage limit checked against when determining if a post converter oxygen sensor is in range

Value Units: millivolts

y/x	1
1	1,100

Initial Supporting table - Closed Loop Enable Clarification - KfFULC_U_O2_SensorReadyThrshLo

Description: Voltage limit checked against when determining if a pre converter oxygen sensor is in range

Value Units: millivolts

y/x	1
1	1,150

Initial Supporting table - Closed Loop Enable Clarification - KtFCLL_p_AdaptiveLowMAP_Limit

Description: Long term fuel learning is disabled below this MAP limit as a function of barometric pressure.

Value Units: KPa
X Unit: KPa

y/x	65	70	75	80	85	90	95	100	105
1	12.0	12.0	12.0	12.0	12.0	13.0	14.0	14.0	14.0

Initial Supporting table - Closed Loop Enable Clarification - KtFCLP_t_PostIntglDisableTime

Description: Disable integral offset after engine start for this amount of time as a function of start up coolant temperature.

Value Units: Time in seconds
X Unit: Degrees Celcius

y/x	-40	-29	-18	-6	5	16	28	39	50	61	73	84	95	106	118	129	140
1	409.0	409.0	409.0	409.0	409.0	200.0	200.0	200.0	40.0	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0

Initial Supporting table - Closed Loop Enable Clarification - KtFCLP_t_PostIntglRampInTime

Description: Time required to ramp integral offset to desired value as a function of start up coolant temperature.

Value Units: Time in seconds
X Unit: Degrees Celcius

y/x	-40	-29	-18	-6	5	16	28	39	50	61	73	84	95	106	118	129	140
1	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	40.0	30.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0

Initial Supporting table - Closed Loop Enable Clarification - KtFSTA_t_ClosedLoopAutostart

Description: Engine run time following an autostart, as a function of begin run coolant, which must be exceeded to enable CLOSED LOOP.

Value Units: Time in seconds
X Unit: Degrees Celcius

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
0	100.0	100.0	100.0	60.0	20.0	18.0	10.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
25	100.0	100.0	100.0	60.0	20.0	18.0	10.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
50	100.0	100.0	100.0	60.0	20.0	18.0	10.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
75	100.0	100.0	100.0	60.0	20.0	18.0	10.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
100	100.0	100.0	100.0	60.0	20.0	18.0	10.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Initial Supporting table - Closed Loop Enable Clarification - KtFSTA_t_ClosedLoopTime

Description: Engine run time, as a function of startup coolant temperature, which must be exceeded to enable CLOSED LOOP.

Value Units: Time in seconds
X Unit: Degrees Celcius

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
0	500.0	400.0	360.0	330.0	240.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0	30.0	30.0	45.0	45.0	45.0
25	500.0	400.0	360.0	330.0	240.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0	30.0	30.0	45.0	45.0	45.0
50	500.0	400.0	360.0	330.0	240.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0	30.0	30.0	45.0	45.0	45.0
75	500.0	400.0	360.0	330.0	240.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0	30.0	30.0	45.0	45.0	45.0
100	500.0	400.0	360.0	330.0	240.0	25.0	25.0	25.0	25.0	25.0	10.0	10.0	30.0	30.0	45.0	45.0	45.0

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	30	30	30	40	60	120	210	320	400	500	500	500	500	500	500	500	500

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

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	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30

Initial Supporting table - P0442 EONV Pressure Threshold (Pascals)

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

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

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 - Part 1

y/x	0	600	1,200	1,800	2,400	3,000	3,600	4,200	4,800	5,400	6,000	6,600	7,200	7,800	8,400	9,000	9,600
1	350	350	450	450	475	475	475	450	450	450	450	450	450	400	350	310	275

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

y/x	10,200	10,800	11,700	12,600	13,500	14,400	15,300	16,200	17,100	18,000	19,200	20,400	21,600	22,800	24,000	25,200	
1	225	200	200	200	200	200	185	175	165	150	100	100	100	100	100	100	

Initial Supporting table - P2B85 26CE Pump Speed Performance Initialization Delay

Description: Pump speed performance initialization delay as function of command speed and engine inlet coolant temperature

Value Units: Pump initialization delay (s)
X Unit: Engine inlet coolant temperature (Deg C)
Y Units: Commanded pump speed (RPM)

y/x	-40	0	40
300	3	3	3
4,000	3	3	3
6,180	4	4	4

Initial Supporting table - P057B KtBRKI_K_CmpltTestPointWeight

Description:

y/x	0.000	0.001	0.011	0.020	0.028	0.038	0.057	0.085	1.000
1	0	0	0	0	1	1	1	1	1

Initial Supporting table - P057B KtBRKI_K_FastTestPointWeight

Description:

y/x	0.000	0.001	0.011	0.020	0.028	0.038	0.057	0.200	1.000
1	0	0	0	0	1	1	1	1	1

Initial Supporting table - DFCO_CoolEnblHi_Temp

Description:

y/x	-40	0	25
1	65.0	65.0	65.0

Initial Supporting table - DFCO_DelayAfterStart_Time

Description:

y/x	-30	-10	20	60	90
1	20.0	15.0	10.0	8.0	5.0

Initial Supporting table - DFCO_DsblLo_Vehicle_Speed

Description:

y/x	CeTCOR_e_NonEcoMode	CeTCOR_e_EcoMode
CeTGRR_e_TransGr1	10	10
CeTGRR_e_TransGr2	10	10
CeTGRR_e_TransGr3	10	10
CeTGRR_e_TransGr4	15	15
CeTGRR_e_TransGr5	0	0
CeTGRR_e_TransGr6	0	0
CeTGRR_e_TransGr9	0	0
CeTGRR_e_TransGr10	0	0
CeTGRR_e_TransGrNeut	0	0
CeTGRR_e_TransGrRvrs	0	0
CeTGRR_e_TransGrPark	0	0
CeTGRR_e_TransGr7	0	0
CeTGRR_e_TransGr8	0	0

Initial Supporting table - DFCO_EnblHi_Vehicle_Speed

Description:

y/x	CeTCOR_e_NonEcoMode	CeTCOR_e_EcoMode
CeTGRR_e_TransGr1	20.0	0.0
CeTGRR_e_TransGr2	20.0	0.0
CeTGRR_e_TransGr3	20.0	0.0
CeTGRR_e_TransGr4	20.0	0.0
CeTGRR_e_TransGr5	20.0	0.0
CeTGRR_e_TransGr6	0.0	0.0
CeTGRR_e_TransGr9	0.0	0.0
CeTGRR_e_TransGr10	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

Initial Supporting table - DFCO_EngSpdEnblOfst

Description:

y/x	-2,500	-2,400	-2,000	-1,250	-1,000	-750	-500	-100	0
1	500	300	250	50	0	0	0	0	0

Initial Supporting table - CalculatedPerfMaxEc1

Description: Maximum desired camshaft position for Exhaust 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	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
2	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
3	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
4	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
5	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
6	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
7	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
8	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
9	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
10	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
11	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
12	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
13	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
14	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
15	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
16	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
17	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0

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	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
2	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
3	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
4	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
5	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
6	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
7	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
8	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
9	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
10	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
11	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
12	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
13	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
14	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
15	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
16	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0
17	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0	29.0

Initial Supporting table - P0196_FastFailTempDiff

Description: EOT Sensor Cold Start Fast Fail Threshold

Value Units: Threshold between power-up engine oil temperature and power-up engine coolant temperature (Deg C)
X Unit: PowerUp coolant temperature (deg C)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	80.0	80.0	80.0	60.0	60.0	40.0	40.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0

Initial Supporting table - P0196_TotalAccumulatedFlow

Description: Total accumulated air consumed by engine since engine start as a function of powerup undefaulted Oil Temperature

Value Units: Minimum accumulated (total) air grams consumed by engine (gram)
X Unit: PowerUp coolant temperature (deg C)

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	15,000	14,000	13,000	12,000	11,000	10,000	9,000	8,000	7,000	6,000	5,000	4,000	5,000	4,000	3,000	3,000	3,000

Initial Supporting table - Minimum Non-Purge Samples for Purge Vapor Fuel

Description: Number of Fuel Trim Monitor sample counts required to allow the Purge Vapor Fuel value to inhibit the Intrusive Rich test

Value Units: Sample Counts per loop rate of 100ms (divide by 10 to get seconds)
X Unit: Long Term Fuel Trim Cell I.D. (no units) (Only PurgeOff cells are used)

Minimum Non-Purge Samples for Purge Vapor Fuel - Part 1

y/x	CeFADR_e_Cell00_PurgOnAirMode5	CeFADR_e_Cell01_PurgOnAirMode4	CeFADR_e_Cell02_PurgOnAirMode3	CeFADR_e_Cell03_PurgOnAirMode2
1	65,535	65,535	65,535	65,535

Minimum Non-Purge Samples for Purge Vapor Fuel - Part 2

y/x	CeFADR_e_Cell04_PurgOnAirMode1	CeFADR_e_Cell05_PurgOnAirMode0	CeFADR_e_Cell06_PurgOnIdle	CeFADR_e_Cell07_PurgOnDecel
1	65,535	65,535	65,535	65,535

Minimum Non-Purge Samples for Purge Vapor Fuel - Part 3

y/x	CeFADR_e_Cell08_PurgOffAirMode5	CeFADR_e_Cell09_PurgOffAirMode4	CeFADR_e_Cell10_PurgOffAirMode3	CeFADR_e_Cell11_PurgOffAirMode2
1	250	65,535	65,535	65,535

Minimum Non-Purge Samples for Purge Vapor Fuel - Part 4

y/x	CeFADR_e_Cell12_PurgOffAirMode1	CeFADR_e_Cell13_PurgOffAirMode0	CeFADR_e_Cell14_PurgOffIdle	CeFADR_e_Cell15_PurgOffDecel
1	65,535	65,535	65,535	65,535

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.

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_NonSelectedCell

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_NonSelectedCell

Initial Supporting table - Startup Engine Coolant adjusment to Minimum accumulation time

Description: Time offset added to the minimum accumulation time based on Startup Coolant.

Value Units: Counts (10 counts equals 1 second)
X Unit: Degree C

y/x	-40	-28	-16	-4	8	20	32	44	56	68	80	92	104	116	128	140	152
1	190	190	140	100	100	80	60	40	20	0	0	0	0	0	0	0	0

Initial Supporting table - P0068_Delta MAF Threshold f(TPS)

Description: Table of delta MAF values as a function of desired throttle position. The output of this table provides a delta MAF that if the measured minus the estimated MAF exceeds, is considered a fail.

Value Units: Delta MAF Values (dm)
X Unit: Desired Throttle Position (Pct)

y/x	20.00	25.00	30.00	35.00	40.00	45.00	50.00	55.00	100.00
1.00	16.33	15.18	21.34	255.00	255.00	255.00	255.00	255.00	255.00

Initial Supporting table - P0068_Delta MAP Threshold f(TPS)

Description: Table of delta MAP values as a function of desired throttle position. The output of this table provides a delta MAP that if the measured minus the estimated MAP exceeds, is considered a fail.

Value Units: Delta MAP Values (kPa)
X Unit: Desired Throttle Position (Pct)

y/x	20.00	25.00	30.00	35.00	40.00	45.00	50.00	55.00	100.00
1.00	49.22	47.80	49.73	255.00	255.00	255.00	255.00	255.00	255.00

Initial Supporting table - P0068_Maximum MAF f(RPM)

Description: Table of maximum MAF values vs. engine speed. This is the maximum MAF the engine can see under all ambient conditions.

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	9.90	75.15	121.95	160.21	202.70	233.34	245.96	244.54	200.00

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	225.00	225.00	225.00	225.00	225.00	225.00	225.00	225.00	225.00

Initial Supporting table - P0326_P0331_AbnormalNoise_Thresh_AFM

Description: Fail threshold for the Knock Performance Abnormal Noise Diagnostic when engine IS in AFM mode

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	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003	0.003

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	CePISR_e_2p5msSeq	CePISR_e_3p125msSeq	CePISR_e_5msSeq	CePISR_e_6p25msSeq	CePISR_e_10msSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	200.000	200.000	200.000	200.000	200.000	200.000	200.000	200.000

P0606_Last Seed Timeout f(Loop Time) - Part 2

y/x	CePISR_e_40msSeq	CePISR_e_50msSeq	CePISR_e_80msSeq	CePISR_e_100msSeq	CePISR_e_250msSeq	CePISR_e_EventA_Seq	CePISR_e_EventB_Seq	CePISR_e_EventC_Seq
1	200.000	500.000	500.000	1,000.000	8,191.875	8,191.875	8,191.875	8,191.875

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)

P0606_PSW Sequence Fail f(Loop Time) - Part 1

y/x	CePISR_e_2p5msSeq	CePISR_e_3p125msSeq	CePISR_e_5msSeq	CePISR_e_6p25msSeq	CePISR_e_10msSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	5	3	5	3	5	3	5	3

P0606_PSW Sequence Fail f(Loop Time) - Part 2

y/x	CePISR_e_40msSeq	CePISR_e_50msSeq	CePISR_e_80msSeq	CePISR_e_100msSeq	CePISR_e_250msSeq	CePISR_e_EventA_Seq	CePISR_e_EventB_Seq	CePISR_e_EventC_Seq
1	5	3	5	3	5	5	5	5

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_2p5msSeq	CePISR_e_3p125msSeq	CePISR_e_5msSeq	CePISR_e_6p25msSeq	CePISR_e_10msSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	4	4	4	4	4	4	4	4

P0606_PSW Sequence Sample f(Loop Time) - Part 2

y/x	CePISR_e_40msSeq	CePISR_e_50msSeq	CePISR_e_80msSeq	CePISR_e_100msSeq	CePISR_e_250msSeq	CePISR_e_EventA_Seq	CePISR_e_EventB_Seq	CePISR_e_EventC_Seq
1	4	4	4	4	4	4	4	4

Initial Supporting table - P1682_PT Relay Pull-in Run/Crank Voltage f(IAT)

Description: The Run/Crank voltages required to pull in the PT relay as a function of induction air temperature.

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

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	47.80	47.80	47.80	47.80	47.80	47.80

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	-20.00	-10.00	0.00	50.00	90.00
480.00	107.91	89.58	81.26	73.41	64.32	56.12
580.00	107.91	89.58	81.26	73.41	64.32	55.34
680.00	107.91	89.58	81.26	73.41	64.32	52.74
780.00	101.38	82.68	74.12	67.40	59.58	46.00
880.00	107.91	89.58	81.26	72.37	64.32	43.72
900.00	108.72	90.40	81.87	71.98	64.34	43.09
1,000.00	111.88	92.37	84.05	71.94	64.08	37.23
1,100.00	113.95	94.95	86.04	72.94	63.17	35.31
1,200.00	113.64	95.13	85.16	69.35	59.17	35.88
1,450.00	102.70	79.59	71.23	63.42	53.07	45.67
1,700.00	63.53	42.38	35.54	28.48	18.49	14.78
1,950.00	43.70	23.49	17.00	10.31	1.14	-2.20
2,200.00	19.35	0.79	-5.09	-11.13	-18.85	-21.54
3,200.00	-60.90	-60.90	-60.90	-60.90	-60.90	-60.90
4,200.00	-66.99	-66.99	-66.99	-66.99	-66.99	-66.99
6,200.00	-73.08	-73.08	-73.08	-73.08	-73.08	-73.08
6,400.00	-79.17	-79.17	-79.17	-79.17	-79.17	-79.17

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	CePISR_e_2p5msSeq	CePISR_e_3p125msSeq	CePISR_e_5msSeq	CePISR_e_6p25msSeq	CePISR_e_10msSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	200.000	200.000	200.000	200.000	200.000	200.000	200.000	200.000

P0606_Last Seed Timeout f(Loop Time) - Part 2

y/x	CePISR_e_40msSeq	CePISR_e_50msSeq	CePISR_e_80msSeq	CePISR_e_100msSeq	CePISR_e_250msSeq	CePISR_e_EventA_Seq	CePISR_e_EventB_Seq	CePISR_e_EventC_Seq
1	200.000	500.000	500.000	1,000.000	8,191.875	8,191.875	8,191.875	8,191.875

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)

P0606_PSW Sequence Fail f(Loop Time) - Part 1

y/x	CePISR_e_2p5msSeq	CePISR_e_3p125msSeq	CePISR_e_5msSeq	CePISR_e_6p25msSeq	CePISR_e_10msSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	5	3	5	3	5	3	5	3

P0606_PSW Sequence Fail f(Loop Time) - Part 2

y/x	CePISR_e_40msSeq	CePISR_e_50msSeq	CePISR_e_80msSeq	CePISR_e_100msSeq	CePISR_e_250msSeq	CePISR_e_EventA_Seq	CePISR_e_EventB_Seq	CePISR_e_EventC_Seq
1	5	3	5	3	5	5	5	5

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_2p5msSeq	CePISR_e_3p125msSeq	CePISR_e_5msSeq	CePISR_e_6p25msSeq	CePISR_e_10msSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	4	4	4	4	4	4	4	4

P0606_PSW Sequence Sample f(Loop Time) - Part 2

y/x	CePISR_e_40msSeq	CePISR_e_50msSeq	CePISR_e_80msSeq	CePISR_e_100msSeq	CePISR_e_250msSeq	CePISR_e_EventA_Seq	CePISR_e_EventB_Seq	CePISR_e_EventC_Seq
1	4	4	4	4	4	4	4	4

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	47.80	47.80	47.80	47.80	47.80	47.80

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	-20.00	-10.00	0.00	50.00	90.00
480.00	107.91	89.58	81.26	73.41	64.32	56.12
580.00	107.91	89.58	81.26	73.41	64.32	55.34
680.00	107.91	89.58	81.26	73.41	64.32	52.74
780.00	101.38	82.68	74.12	67.40	59.58	46.00
880.00	107.91	89.58	81.26	72.37	64.32	43.72
900.00	108.72	90.40	81.87	71.98	64.34	43.09
1,000.00	111.88	92.37	84.05	71.94	64.08	37.23
1,100.00	113.95	94.95	86.04	72.94	63.17	35.31
1,200.00	113.64	95.13	85.16	69.35	59.17	35.88
1,450.00	102.70	79.59	71.23	63.42	53.07	45.67
1,700.00	63.53	42.38	35.54	28.48	18.49	14.78
1,950.00	43.70	23.49	17.00	10.31	1.14	-2.20
2,200.00	19.35	0.79	-5.09	-11.13	-18.85	-21.54
3,200.00	-60.90	-60.90	-60.90	-60.90	-60.90	-60.90
4,200.00	-66.99	-66.99	-66.99	-66.99	-66.99	-66.99
6,200.00	-73.08	-73.08	-73.08	-73.08	-73.08	-73.08
6,400.00	-79.17	-79.17	-79.17	-79.17	-79.17	-79.17

Initial Supporting table - P0191 - High fail limit of fuel control due to high pressure sensor skewed High

Description: High fail limit of fuel control due to high pressure sensor skewed High error as Function of desired pressure

Value Units: Ratio
X Unit: Desired Pressure (Mpa)

y/x	1.50	3.00	7.00	15.00	20.00	25.00	27.50	32.00	36.00
1.00	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.09	1.05

Initial Supporting table - P0191 - Low fail limit of fuel control due to pressure sensor skewed low

Description: Low fail limit of fuel control due to pressure sensor skewed low error as Function of desired pressure

Value Units: Ratio
X Unit: Desired Pressure (Mpa)

y/x	1.50	3.00	7.00	15.00	20.00	25.00	27.50	32.00	36.00
1.00	0.76	0.81	0.81	0.81	0.81	0.82	0.86	0.92	0.95

Initial Supporting table - P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Maximum Injector Closing Time

Description: Maximum injector closing time function of measured fuel rail pressure

Value Units: Injector Closing Time (us)
X Unit: Measrured Fuel Rail Pressure (MPa)

y/x	0.40	5.00	10.00	15.00	18.00	19.00	20.00	21.00	22.00	24.00	26.00	28.00	30.00	32.00	34.00	35.00	36.00
1.00	142	114	95	79	71	68	66	64	62	58	54	51	49	45	44	42	40

Initial Supporting table - P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Maximum Injector Opening Magnitude

Description: Maximum injector opening Magnitude voltage function of measured fuel rail pressure

Value Units: Opening Magnitude Voltage
X Unit: Measrured Fuel Rail Pressure (MPa)

y/x	0.40	5.00	10.00	15.00	18.00	19.00	20.00	21.00	22.00	24.00	26.00	28.00	30.00	32.00	34.00	35.00	36.00
1.00	650	664	667	665	672	673	674	675	678	684	688	689	691	698	700	702	703

Initial Supporting table - P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Minimum Injector Closing Time

Description: Minimum injector closing time function of measured fuel rail pressure

Value Units: Injector Closing Time (us)
X Unit: Measrured Fuel Rail Pressure (MPa)

y/x	0.40	5.00	10.00	15.00	18.00	19.00	20.00	21.00	22.00	24.00	26.00	28.00	30.00	32.00	34.00	35.00	36.00
1.00	142	114	95	79	71	68	66	64	62	58	54	51	49	45	44	42	40

Initial Supporting table - P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Minimum Injector Opening Magnitude

Description: Minimum injector opening Magnitude voltage function of measured fuel rail pressure

Value Units: Opening Magnitude Voltage
X Unit: Measrured Fuel Rail Pressure (MPa)

y/x	0.40	5.00	10.00	15.00	18.00	19.00	20.00	21.00	22.00	24.00	26.00	28.00	30.00	32.00	34.00	35.00	36.00
1.00	50	64	67	65	72	73	74	75	78	84	88	89	91	98	100	102	103

al Supporting table - P02EE P02EF P02F0 P02F1 P02F2 P02F3 P02F4 P02F5 P30D4 - Voltage Feedback Rationalities Minimum Pulse Width

Description: Minimum injection pulse width function of measured fuel rail pressure where the voltage feedback measured from the analog to digital converter is rationalized

Value Units: Pulse Width (ms)
X Unit: Measrured Fuel Rail Pressure (MPa)

y/x	0.40	5.00	10.00	15.00	18.00	19.00	20.00	21.00	22.00	24.00	26.00	28.00	30.00	32.00	34.00	35.00	36.00
1.00	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Initial Supporting table - P0494_LIN_Threshold

Description: Tabulated LIN Fan1 Speed Low Limits

Value Units: rpm
X Unit: Commanded LIN Fan1 Speed rpm
Y Units: Sensed LIN Fan1 Speed Lower Limit rpm

y/x	0	750	817	2,500	3,300	3,301	3,302	3,303	3,304	3,305	3,306	3,307	3,308	3,309	3,310	3,311	3,312
1	0	442	442	2,125	2,125	2,125	2,125	2,125	2,125	2,125	2,125	2,125	2,125	2,125	2,125	2,125	2,125

Initial Supporting table - P06B7_OpenTestCktMax2

Description: Max threshold table for the 20 KHz for the test circuit diagnostic for sensor 2. The lookup into this table will be filtered to define the max threshold for the filtered intensity. To fail, the filtered intensity needs to fall between this cal and the min cal filters.

y/x	750	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	0.049	0.100	0.119	0.180	0.299	0.398	0.510	0.520	0.529	0.750	1.100	1.398	1.600	1.799	2.000	2.199	2.398

Initial Supporting table - P06B7_OpenTestCktMin2

Description: Min threshold table for the 20 KHz for the test circuit diagnostic for sensor 2. The lookup into this table will be filtered to define the max threshold for the filtered intensity. To fail, the filtered intensity needs to fall between this cal and the max cal filters.

y/x	750	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	0.000	0.000	0.000	0.020	0.020	0.049	0.078	0.119	0.129	0.158	0.180	0.199	0.219	0.260	0.299	0.318	0.340

Initial Supporting table - P10A3 P10A5 P10A7 P10A9 P10AB P10AD P10AF P10B1 - Minimum Small Pulse Compensation Limit

Description: Minimum Small Pulse Compensation Fail Limit function of Pulse Width and Pressure

Value Units: Minimum Small Pulse Compensation Fail Limit (ms)
X Unit: Measrured Fuel Rail Pressure (MPa)
Y Units: Injection Pulse With (ms)

P10A3 P10A5 P10A7 P10A9 P10AB P10AD P10AF P10B1 - Minimum Small Pulse Compensation Limit - Part 1

y/x	0.00	0.00	0.01	0.01	0.02	0.02	0.02	0.03	0.03	0.04	0.04
0.40	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14
5.00	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14
10.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.05	-0.05	-0.06	-0.06
15.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
18.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
19.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
20.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
21.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
22.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
24.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
26.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
28.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
30.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
32.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
34.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.05
35.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.05
36.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.05	-0.05

P10A3 P10A5 P10A7 P10A9 P10AB P10AD P10AF P10B1 - Minimum Small Pulse Compensation Limit - Part 2

y/x	0.04	0.05	0.05	0.06	0.06	0.06	0.07	0.07	0.08	0.08	0.10
0.40	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14
5.00	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14
10.00	-0.07	-0.07	-0.07	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
15.00	-0.04	-0.07	-0.08	-0.08	-0.08	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12
18.00	-0.07	-0.07	-0.07	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
19.00	-0.04	-0.07	-0.07	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
20.00	-0.04	-0.07	-0.07	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
21.00	-0.04	-0.04	-0.07	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
22.00	-0.04	-0.04	-0.07	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
24.00	-0.04	-0.04	-0.08	-0.08	-0.08	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12
26.00	-0.04	-0.04	-0.07	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12

Initial Supporting table - P10A3 P10A5 P10A7 P10A9 P10AB P10AD P10AF P10B1 - Minimum Small Pulse Compensation Limit

28.00	-0.04	-0.04	-0.04	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
30.00	-0.04	-0.04	-0.04	-0.08	-0.08	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12
32.00	-0.05	-0.05	-0.05	-0.06	-0.08	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12
34.00	-0.05	-0.06	-0.06	-0.06	-0.08	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12
35.00	-0.05	-0.06	-0.06	-0.06	-0.08	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12
36.00	-0.05	-0.06	-0.06	-0.07	-0.07	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12

P10A3 P10A5 P10A7 P10A9 P10AB P10AD P10AF P10B1 - Minimum Small Pulse Compensation Limit - Part 3

y/x	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	1.00	1.50
0.40	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14
5.00	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.14	-0.20	-0.20
10.00	-0.14	-0.14	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
15.00	-0.14	-0.14	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
18.00	-0.14	-0.14	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
19.00	-0.14	-0.14	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
20.00	-0.14	-0.14	-0.16	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
21.00	-0.14	-0.14	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
22.00	-0.14	-0.14	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
24.00	-0.14	-0.14	-0.19	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
26.00	-0.14	-0.15	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
28.00	-0.14	-0.15	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
30.00	-0.14	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
32.00	-0.15	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
34.00	-0.16	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
35.00	-0.16	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
36.00	-0.16	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20

Initial Supporting table - P10A4 P10A6 P10A8 P10AA P10AC P10AE P10B0 P10B2 - Maximum Small Pulse Compensation Limit

Description: Maximum Small Pulse Compensation Fail Limit function of Pulse Width and Pressure

Value Units: Maximum Small Pulse Compensation Fail Limit (ms)
X Unit: Measrured Fuel Rail Pressure (MPa)
Y Units: Injection Pulse With (ms)

P10A4 P10A6 P10A8 P10AA P10AC P10AE P10B0 P10B2 - Maximum Small Pulse Compensation Limit - Part 1

y/x	0.00	0.00	0.01	0.01	0.02	0.02	0.02	0.03	0.03	0.04	0.04
0.40	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
5.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
10.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
15.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
18.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
19.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
20.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
21.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
22.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
24.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
26.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
28.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
30.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
32.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
34.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
35.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
36.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20

P10A4 P10A6 P10A8 P10AA P10AC P10AE P10B0 P10B2 - Maximum Small Pulse Compensation Limit - Part 2

y/x	0.04	0.05	0.05	0.06	0.06	0.06	0.07	0.07	0.08	0.08	0.10
0.40	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
5.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
10.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
15.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
18.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
19.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
20.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
21.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
22.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
24.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
26.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20

Initial Supporting table - P10A4 P10A6 P10A8 P10AA P10AC P10AE P10B0 P10B2 - Maximum Small Pulse Compensation Limit

28.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
30.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
32.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
34.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
35.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
36.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20

P10A4 P10A6 P10A8 P10AA P10AC P10AE P10B0 P10B2 - Maximum Small Pulse Compensation Limit - Part 3

y/x	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.55	1.00	1.50
0.40	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
5.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
10.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
15.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
18.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
19.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
20.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
21.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
22.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
24.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
26.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
28.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
30.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
32.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
34.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
35.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20
36.00	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20	0.20

Initial Supporting table - P129F Threshold High

Description: P129F Filtered Fuel Pump Speed Error High Threshold [over-performing motor]
Instantaneously calculated filtered pump speed error measured is higher than commanded

Value Units: revs / min
X Unit: revs / min [commanded pump speed]
Y Units: kiloPascals [requested fuel pressure]

y/x	200.0	300.0	400.0	500.0	600.0
1,000.0	-600.0	-600.0	-600.0	-600.0	-600.0
2,000.0	-600.0	-600.0	-600.0	-600.0	-600.0
3,000.0	-600.0	-600.0	-600.0	-600.0	-600.0
4,000.0	-600.0	-600.0	-600.0	-600.0	-600.0
5,000.0	-600.0	-600.0	-600.0	-600.0	-600.0
6,000.0	-600.0	-600.0	-600.0	-600.0	-600.0
7,000.0	-600.0	-600.0	-600.0	-600.0	-600.0

Initial Supporting table - P129F Threshold Low

Description: P129F Filtered Fuel Pump Speed Error Low Threshold [under-performing motor]
Instantaneously calculated filtered pump speed error measured is lower than commanded

Value Units: revs / min
X Unit: revs / min [commanded pump speed]
Y Units: kiloPascals [requested fuel pressure]

y/x	200.0	300.0	400.0	500.0	600.0
1,000.0	600.0	600.0	600.0	600.0	600.0
2,000.0	600.0	600.0	600.0	600.0	600.0
3,000.0	600.0	600.0	600.0	600.0	600.0
4,000.0	600.0	600.0	600.0	600.0	600.0
5,000.0	600.0	600.0	600.0	600.0	600.0
6,000.0	600.0	600.0	600.0	600.0	600.0
7,000.0	600.0	600.0	600.0	600.0	600.0

Initial Supporting table - P228C P2C1F - High Pressure Pump Control (HPC) fail threshold of pressure too low

Description: The High Pressure Pump Control (HPC) fail threshold of pressure too low test as a function of desired fuel pressure.

Value Units: Pressure Error - Desired pressure - Actual Pressure (Mpa)
X Unit: Desired Pressure (Mpa)

y/x	2	3	7	15	20	25	28	32	36
1	0	2	3	3	3	3	3	3	3

Initial Supporting table - P228D P2C20 - High Pressure Pump Control (HPC) fail threshold for pressure too high

Description: The High Pressure Pump Control (HPC) fail threshold for pressure too high test as a function of desired fuel pressure.

Value Units: Pressure Error - Desired pressure - Actual Pressure (Mpa)
X Unit: Desired Pressure (Mpa)

y/x	1.50	3.00	7.00	15.00	20.00	25.00	27.50	32.00	36.00
1	-3.00	-3.00	-3.00	-3.00	-3.00	-3.00	-3.00	-3.00	-3.00

Initial Supporting table - P2635 Max Fuel Flow

Description: P2635 Maximum Fuel Flow Disable Criteria
Maximum allowed fuel flow values above which the diagnostic is disabled

Value Units: grams / second
X Unit: kilopascals [commanded fuel pressure]
Y Units: volts [device supply]

y/x	200	250	300	350	400	450	500	550	600
5	512	512	512	512	512	512	512	512	512
6	512	512	512	512	512	512	512	512	512
8	512	512	512	512	512	512	512	512	512
9	512	512	512	512	512	512	512	512	512
11	512	512	512	512	512	512	512	512	512
12	512	512	512	512	512	512	512	512	512
14	512	512	512	512	512	512	512	512	512
15	512	512	512	512	512	512	512	512	512
17	512	512	512	512	512	512	512	512	512
18	512	512	512	512	512	512	512	512	512
20	512	512	512	512	512	512	512	512	512
21	512	512	512	512	512	512	512	512	512
23	512	512	512	512	512	512	512	512	512
24	512	512	512	512	512	512	512	512	512
26	512	512	512	512	512	512	512	512	512
27	512	512	512	512	512	512	512	512	512
29	512	512	512	512	512	512	512	512	512

Initial Supporting table - P2635 Threshold High

Description: P2635 Filtered Fuel Pressure Error High Threshold [under-performing pump]
Instantaneously calculated filtered fuel pressure error

Value Units: kilopascals
X Unit: kilopascals [commanded fuel pressure]
Y Units: grams / sec [fuel flow]

y/x	200	250	300	350	400	450	500	550	600
0	30	38	45	53	60	68	75	83	90
2	30	38	45	53	60	68	75	83	90
3	30	38	45	53	60	68	75	83	90
5	30	38	45	53	60	68	75	83	90
6	30	38	45	53	60	68	75	83	90
8	30	38	45	53	60	68	75	83	90
9	30	38	45	53	60	68	75	83	90
11	30	38	45	53	60	68	75	83	90
12	30	38	45	53	60	68	75	83	90
14	30	38	45	53	60	68	75	83	90
15	30	38	45	53	60	68	75	83	90
17	30	38	45	53	60	68	75	83	90
18	30	38	45	53	60	68	75	83	90
20	30	38	45	53	60	68	75	83	90
21	30	38	45	53	60	68	75	83	90
23	30	38	45	53	60	68	75	83	90
24	30	38	45	53	60	68	75	83	90
26	30	38	45	53	60	68	75	83	90
27	30	38	45	53	60	68	75	83	90
29	30	38	45	53	60	68	75	83	90
30	30	38	45	53	60	68	75	83	90
32	30	38	45	53	60	68	75	83	90
33	30	38	45	53	60	68	75	83	90
35	30	38	45	53	60	68	75	83	90
36	30	38	45	53	60	68	75	83	90
38	30	38	45	53	60	68	75	83	90
39	30	38	45	53	60	68	75	83	90
41	30	38	45	53	60	68	75	83	90
42	30	38	45	53	60	68	75	83	90
44	30	38	45	53	60	68	75	83	90
45	30	38	45	53	60	68	75	83	90

Initial Supporting table - P2635 Threshold High

47	30	38	45	53	60	68	75	83	90
48	30	38	45	53	60	68	75	83	90

Initial Supporting table - P2635 Threshold Low

Description: P2635 Filtered Pressure Error Low Threshold [over-performing pump]
Instantaneously calculated filtered fuel pressure error

Value Units: kilopascals
X Unit: kilopascals [commanded fuel pressure]
Y Units: grams / second [fuel flow]

y/x	200	250	300	350	400	450	500	550	600
0	-260	-210	-160	-110	-60	-68	-75	-83	-90
2	-145	-125	-103	-81	-60	-68	-75	-83	-90
3	-30	-38	-45	-53	-60	-68	-75	-83	-90
5	-30	-38	-45	-53	-60	-68	-75	-83	-90
6	-30	-38	-45	-53	-60	-68	-75	-83	-90
8	-30	-38	-45	-53	-60	-68	-75	-83	-90
9	-30	-38	-45	-53	-60	-68	-75	-83	-90
11	-30	-38	-45	-53	-60	-68	-75	-83	-90
12	-30	-38	-45	-53	-60	-68	-75	-83	-90
14	-30	-38	-45	-53	-60	-68	-75	-83	-90
15	-30	-38	-45	-53	-60	-68	-75	-83	-90
17	-30	-38	-45	-53	-60	-68	-75	-83	-90
18	-30	-38	-45	-53	-60	-68	-75	-83	-90
20	-30	-38	-45	-53	-60	-68	-75	-83	-90
21	-30	-38	-45	-53	-60	-68	-75	-83	-90
23	-30	-38	-45	-53	-60	-68	-75	-83	-90
24	-30	-38	-45	-53	-60	-68	-75	-83	-90
26	-30	-38	-45	-53	-60	-68	-75	-83	-90
27	-30	-38	-45	-53	-60	-68	-75	-83	-90
29	-30	-38	-45	-53	-60	-68	-75	-83	-90
30	-30	-38	-45	-53	-60	-68	-75	-83	-90
32	-30	-38	-45	-53	-60	-68	-75	-83	-90
33	-30	-38	-45	-53	-60	-68	-75	-83	-90
35	-30	-38	-45	-53	-60	-68	-75	-83	-90
36	-30	-38	-45	-53	-60	-68	-75	-83	-90
38	-30	-38	-45	-53	-60	-68	-75	-83	-90
39	-30	-38	-45	-53	-60	-68	-75	-83	-90
41	-30	-38	-45	-53	-60	-68	-75	-83	-90
42	-30	-38	-45	-53	-60	-68	-75	-83	-90
44	-30	-38	-45	-53	-60	-68	-75	-83	-90
45	-30	-38	-45	-53	-60	-68	-75	-83	-90

Initial Supporting table - P2635 Threshold Low

47	-30	-38	-45	-53	-60	-68	-75	-83	-90
48	-30	-38	-45	-53	-60	-68	-75	-83	-90

- P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F - kaFULO_n_RP

Description: Max Engine Speed to allow Multipulse function of injector energy profile

Value Units: Max Engine Speed to allow Multipulse
X Unit: Injector Energy Profile
Y Units: Multipulse Mode (0 = Double Pulse, 1 = Triple Pulse)

y/x	0	1	2	3
0	3,600	3,000	3,000	3,600
1	3,000	0	0	3,000

00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude M

Description: Opening Magnitude threshold to detect missing injection pulse

Value Units: Opening Magnitude Voltage
X Unit: Measured Fuel Rail Pressure

y/x	0.40	5.00	10.00	15.00	18.00	19.00	20.00	21.00	22.00	24.00	26.00	28.00	30.00	32.00	34.00	35.00	36.00
1.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00

Initial Supporting table - RufCyl_Decel

Description: Used for P0300-P0308. Crankshaft decel threshold during Idle or GPF regen. Thresholds are a function of rpm and % engine Load.

Value Units: Delta time per cylinder (usec)
X Unit: rpm
Y Units: percent load of max indicated torque (%)

RufCyl_Decel - 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	10,832	10,536	5,514	3,942	2,521	1,510	1,384	957	949	816	282	155	78
6	11,555	11,312	6,442	3,909	2,395	1,445	1,088	792	756	656	247	141	131
8	12,011	11,756	6,973	4,264	2,715	1,702	1,018	873	757	576	295	177	160
10	12,467	12,199	7,503	4,696	3,035	1,988	1,117	1,030	876	597	354	226	191
12	12,923	12,643	8,034	5,127	3,355	2,274	1,356	1,216	1,011	701	428	283	221
14	13,378	13,086	8,565	5,559	3,675	2,559	1,621	1,402	1,168	805	517	343	256
16	13,834	13,530	9,095	5,991	3,995	2,845	1,861	1,587	1,326	909	606	405	291
18	14,290	13,973	9,626	6,422	4,315	3,131	2,102	1,773	1,483	1,014	696	467	330
20	14,746	14,417	10,156	6,854	4,635	3,417	2,342	1,958	1,640	1,118	785	529	370
22	15,201	14,861	10,687	7,286	4,956	3,702	2,583	2,144	1,797	1,222	874	591	411
24	15,657	15,304	11,217	7,717	5,276	3,988	2,823	2,330	1,955	1,326	963	653	451
26	16,113	15,748	11,748	8,149	5,596	4,274	3,064	2,515	2,112	1,430	1,052	715	491
30	17,024	16,635	12,809	9,012	6,236	4,845	3,545	2,887	2,426	1,639	1,237	845	572
40	19,303	18,852	15,461	11,170	7,836	6,274	4,747	3,815	3,213	2,160	1,690	1,179	774
60	23,861	23,288	20,766	15,487	11,037	9,131	7,152	5,671	4,785	3,201	2,619	1,846	1,177
78	27,849	27,169	25,408	19,263	13,838	11,631	9,257	7,295	6,161	4,113	3,431	2,430	1,530
97	32,407	31,604	30,714	23,579	17,039	14,489	11,662	9,152	7,734	5,155	4,360	3,098	1,934

RufCyl_Decel - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
3	71	69	61	44	42	12	10	9	7	6	5	2	1
6	84	63	33	28	21	16	14	11	7	5	4	3	2
8	96	76	50	36	26	23	16	13	9	5	5	4	3
10	119	97	67	45	36	30	20	14	11	6	6	4	3
12	148	119	83	54	48	37	24	17	14	8	7	5	4
14	179	141	100	68	60	44	29	19	16	9	9	5	4
16	210	164	119	83	73	53	34	22	18	11	10	6	5
18	242	187	136	99	86	62	39	26	20	12	12	6	5
20	273	212	154	115	98	71	44	30	23	14	13	7	6
22	304	239	172	132	111	80	48	33	25	16	15	7	6
24	335	266	189	149	124	89	53	37	27	18	16	8	7

Initial Supporting table - RufCyl_Decel

26	367	293	207	165	138	97	58	41	29	19	18	8	7
30	429	348	242	199	165	115	68	48	34	23	21	9	8
40	585	485	330	282	233	160	92	67	45	31	28	12	11
60	898	759	507	449	368	250	141	105	68	48	42	17	16
78	1,171	999	661	595	487	329	184	137	88	63	55	22	20
97	1,483	1,274	837	762	622	419	232	175	111	80	70	27	25

Initial Supporting table - RufCyl_Jerk

Description: Crankshaft jerk threshold during Idle or GPF regen. Thresholds are a function of rpm and % engine Load.

Value Units: Delta time per cylinder (usec)
X Unit: rpm
Y Units: percent load of max indicated torque (%)

RufCyl_Jerk - 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	13,591	11,158	5,779	3,230	3,006	2,765	2,595	1,746	1,372	433	199	98	88
6	14,292	11,918	6,665	4,123	2,995	2,667	2,356	1,537	994	541	213	157	94
8	14,692	12,341	7,172	4,654	3,185	2,615	2,219	1,440	832	603	272	214	131
10	15,092	12,764	7,679	5,185	3,726	2,570	2,083	1,378	769	664	335	273	181
12	15,492	13,188	8,185	5,716	4,267	2,646	1,946	1,357	858	726	398	333	233
14	15,892	13,611	8,692	6,247	4,808	2,949	1,932	1,435	1,065	788	462	392	289
16	16,293	14,034	9,199	6,778	5,349	3,415	2,196	1,545	1,273	849	525	452	345
18	16,693	14,458	9,705	7,309	5,889	3,881	2,589	1,695	1,480	911	588	511	402
20	17,093	14,881	10,212	7,840	6,430	4,346	2,982	1,884	1,687	973	651	571	458
22	17,493	15,304	10,718	8,371	6,971	4,812	3,375	2,115	1,894	1,035	715	630	514
24	17,893	15,727	11,225	8,903	7,512	5,278	3,768	2,380	2,101	1,096	778	690	570
26	18,293	16,151	11,732	9,434	8,053	5,744	4,161	2,646	2,308	1,158	841	749	626
30	19,094	16,997	12,745	10,496	9,134	6,675	4,947	3,177	2,722	1,281	968	868	738
40	21,095	19,114	15,278	13,151	11,838	9,004	6,912	4,504	3,757	1,590	1,284	1,165	1,018
60	25,097	23,347	20,345	18,461	17,246	13,662	10,842	7,159	5,827	2,207	1,916	1,760	1,579
78	28,598	27,050	24,778	23,108	21,978	17,738	14,281	9,482	7,639	2,747	2,470	2,280	2,069
97	32,600	31,283	29,924	28,419	27,387	22,396	18,211	12,136	9,709	3,364	3,102	2,875	2,630

RufCyl_Jerk - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
3	71	67	63	44	32	20	15	11	8	7	4	2	1
6	71	62	51	39	29	20	13	10	7	5	4	2	1
8	95	85	54	47	33	22	18	14	8	7	6	3	1
10	136	114	76	62	44	27	24	18	12	9	8	5	2
12	178	143	99	81	59	34	31	23	15	11	10	6	4
14	219	172	122	101	74	42	38	27	19	13	11	8	5
16	260	201	145	120	90	51	45	32	23	15	13	9	6
18	301	230	168	139	105	62	52	36	26	18	15	11	8
20	342	259	191	158	121	72	59	41	30	20	17	13	9
22	383	288	213	178	137	83	66	45	34	22	18	14	10
24	425	317	236	197	152	93	73	50	38	24	20	16	12

Initial Supporting table - RufCyl_Jerk

26	466	346	259	216	168	104	80	54	41	27	22	17	13
30	548	404	305	255	199	124	93	63	49	31	25	20	16
40	754	549	419	351	277	177	128	86	67	43	34	28	22
60	1,166	839	648	544	432	281	197	132	104	66	51	43	36
78	1,526	1,092	848	713	569	373	257	172	136	86	67	57	47
97	1,938	1,382	1,076	906	724	477	326	217	174	109	84	72	61

Initial Supporting table - RufSCD_Decel

Description: Used for P0300-P0308. Crankshaft decel threshold while in SCD mode during Idle or GPF regen. SCD mode uses smaller windows near TDC. Thresholds are a function of rpm and % engine Load. Note: Misfire's Load term is %, but not PID$04. PID $04 is not robust to temperature and alititude shifts. (especially decel and jerk thresholds since they track actual air trapped in cylinder)

Value Units: Delta time per cylinder (usec)
X Unit: rpm
Y Units: percent load of max indicated torque (%)

RufSCD_Decel - 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	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
40	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
60	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
78	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
97	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

RufSCD_Decel - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
3	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - RufSCD_Decel

22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
40	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
60	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
78	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
97	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - RufSCD_Jerk

Description: Used for P0300-P0308. Crankshaft jerk threshold while in SCD mode during Idle or GPF regen. SCD mode uses smaller windows near TDC. Thresholds are a function of rpm and % engine Load.

Value Units: Delta time per cylinder (usec)
X Unit: rpm
Y Units: percent load of max indicated torque (%)

RufSCD_Jerk - 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	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
40	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
60	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
78	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
97	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

RufSCD_Jerk - Part 2

y/x	2,200	2,400	2,600	2,800	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000
3	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
6	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
8	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
10	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
12	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
14	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
16	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
18	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
20	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
22	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - RufSCD_Jerk

24	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
26	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
30	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
40	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
60	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
78	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767
97	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767	32,767

Initial Supporting table - Misfire_IMEP_BinID_Load_Axis

Description: Cylinder LOAD for defining Y AXIS in Misfire_IMEP_BinID_versus_Speed_and_Load

Value Units: Indicated Mean Effective Pressure
X Unit: Bin ID row number

y/x	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	25	63	88	113	138	163	188	213	238	263	300	350	413	488	588	713	838

Initial Supporting table - Misfire_IMEP_BinID_RPM_Axis

Description: Cylinder RPM for defining the X AXIS in Misfire_IMEP_BinID_versus_Speed_and_Load

Value Units: RPM
X Unit: BinID Column number

y/x	1	2	3	4	5	6	7	8	9
1	0	500	1,000	1,500	2,000	2,500	3,000	3,500	4,000

Initial Supporting table - Misfire_IMEP_BinID_vs_RPM_Load

Description: Misfire calibrations used with Crankshaft Based IMEP (Indicated Mean Effective Pressure) estimatimation do not interpolate versus speed and load. Instead they use unique calibrations within each small speed load "bin". Each Bin has has its own "bin ID". This Bin ID keeps all the Crank Based IMEP estimate calculations and various Misfire calibrations synchronized while minimzing through put. Each speed load range defines a unique "Bin ID" in this Bin ID table. The BinID tables Y axis is cylinder load, and X axis is rpm as defined in Misfire_IMEP_BinID_Load_Axis and Misfire_IMEP_BinID_RPM_Axis tables

Value Units: Bin ID
X Unit: RPM range
Y Units: Cylinder Load Range

y/x	0	1	2	3	4	5	6	7	8
0	0	17	34	51	68	85	102	119	136
1	1	18	35	52	69	86	103	120	137
2	2	19	36	53	70	87	104	121	138
3	3	20	37	54	71	88	105	122	139
4	4	21	38	55	72	89	106	123	140
5	5	22	39	56	73	90	107	124	141
6	6	23	40	57	74	91	108	125	142
7	7	24	41	58	75	92	109	126	143
8	8	25	42	59	76	93	110	127	144
9	9	26	43	60	77	94	111	128	145
10	10	27	44	61	78	95	112	129	146
11	11	28	45	62	79	96	113	130	147
12	12	29	46	63	80	97	114	131	148
13	13	30	47	64	81	98	115	132	149
14	14	31	48	65	82	99	116	133	150
15	15	32	49	66	83	100	117	134	151
16	16	33	50	67	84	101	118	135	152

Initial Supporting table - Misfire_IMEP_Thresh_vs_BinID

Description: Crankshaft Indicated Mean Effective Pressure (IMEP) Estimate that below which will be considered misfire. Misfire calibrations used with Crankshaft Based IMEP (Indicated Mean Effective Pressure) estimatimation do not interpolate versus speed and load. Instead they use unique calibrations within each small speed load region or "bin". Each Bin has has its own "BinID". This BinID keeps all the Crank Based IMEP estimate calculations and various Misfire calibrations synchronized while minimzing through put. Each speed load range defines a unique "Bin ID" in this Bin ID table.
The BinID table's Y axis is cylinder load, and X axis is rpm as defined in Misfire_IMEP_BinID_Load_Axis and Misfire_IMEP_BinID_RPM_Axis tables

Value Units: KPa
X Unit: BinID

Misfire_IMEP_Thresh_vs_BinID - Part 1

y/x	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Misfire_IMEP_Thresh_vs_BinID - Part 2

y/x	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
1	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Misfire_IMEP_Thresh_vs_BinID - Part 3

y/x	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
1	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Misfire_IMEP_Thresh_vs_BinID - Part 4

y/x	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67
1	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Misfire_IMEP_Thresh_vs_BinID - Part 5

y/x	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84
1	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Misfire_IMEP_Thresh_vs_BinID - Part 6

y/x	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101
1	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Misfire_IMEP_Thresh_vs_BinID - Part 7

y/x	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118
1	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Misfire_IMEP_Thresh_vs_BinID - Part 8

y/x	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135
1	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

Misfire_IMEP_Thresh_vs_BinID - Part 9

y/x	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152

Initial Supporting table - Misfire_IMEP_Thresh_vs_BinID

1	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50

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

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	750	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	17.3965	17.3105	13.8496	9.8770	6.2012	5.1992	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578

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	0.1367	0.1367	0.1270	0.0996	0.0742	0.0703	0.0645	0.0645	0.0645	0.1074	0.0918	0.0645	0.0645	0.0645	0.0645	0.0645	0.0645

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	750	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	8.1211	8.1250	7.4453	5.2793	3.2930	2.7637	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578	3.2578

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	0.1367	0.1367	0.1270	0.0996	0.0742	0.0703	0.0645	0.0645	0.0645	0.0566	0.0508	0.0508	0.0508	0.0508	0.0508	0.0508	0.0508

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_NormalNoise	CeKNKD_e_Open_NormalNoise	CeKNKD_e_Open_NormalNoise	CeKNKD_e_Open_NormalNoise

P0325_P0330_OpenMethod_2 - Part 3

y/x	10	11	12	13	14
1	CeKNKD_e_Open_NormalNoise	CeKNKD_e_Open_NormalNoise	CeKNKD_e_Open_NormalNoise	CeKNKD_e_Open_NormalNoise	CeKNKD_e_Open_NormalNoise

P0325_P0330_OpenMethod_2 - Part 4

y/x	15	16			
1	CeKNKD_e_Open_NormalNoise	CeKNKD_e_Open_NormalNoise			

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	0	0	0	0	0

Initial Supporting table - P0326_P0331_AbnormalNoise_Threshold

Description: Fail threshold for the Knock Performance Abnormal Noise Diagnostic when engine is NOT in AFM mode

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	0.304	0.304	0.143	0.096	0.080	0.033	0.027	0.028	0.055	0.048	0.048	0.048	0.048	0.048	0.048	0.048	0.048

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	750	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	1.256	1.256	0.930	0.660	0.428	0.402	0.355	0.307	0.336	0.336	0.336	0.336	0.336	0.336	0.336	0.336	0.336

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	750	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	5,500	6,000	6,500	7,000	7,500	8,000	8,500
1	0.605	0.555	0.453	0.332	0.213	0.189	0.164	0.139	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lateral Acceleration Sensor Circuit Low	C124F	Controller specific analog circuit diagnoses the raw lateral acceleration signal for a short to ground or open fault by comparing raw signal value to fail thresholds. Emission neutral default state sets lateral acceleration signal = 0.0 g.	raw lateral acceleration signal when sensor type is directly proportional OR raw lateral acceleration signal when sensor type is inversely proportional update raw lateral acceleration signal stability time, fail and sample time, 50 millisecond update rate	≤ -3.8500 g ≥ -3.8500 g (≤ 0.5 Ω impedance between signal and controller ground)	battery voltage run crank voltage diagnostic monitor enable sensor type is either directly proportional or inversely proportional U0073 fault active U0073 test fail this key on	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = CeLATR_e_VoltageDirectProp = FALSE = FALSE	raw lateral acceleration signal stability time ≥ 30.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lateral Acceleration Sensor Circuit High	C1250	Controller specific analog circuit diagnoses the raw lateral acceleration signal for a short to power or open fault by comparing raw signal value to fail thresholds. Emission neutral default state sets lateral acceleration signal = 0.0 g.	raw lateral acceleration signal when sensor type is directly proportional OR raw lateral acceleration signal when sensor type is inversely proportional update raw lateral acceleration signal stability time, fail and sample time, 50 millisecond update rate	≥ 3.8500 g ≤ 3.8500 g (≤ 0.5 Ω impedance between signal and controller power)	battery voltage run crank voltage diagnostic monitor enable sensor type is either directly proportional or inversely proportional U0073 fault active U0073 test fail this key on	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = CeLATR_e_VoltageDirectProp = FALSE = FALSE	raw lateral acceleration signal stability time ≥ 30.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lateral Acceleration Sensor Performance	C1251	Controller specific analog circuit diagnoses the raw lateral acceleration signal for a signal value that is stuck in a valid range by comparing raw signal value to fail thresholds. Emission neutral default state sets lateral acceleration signal = 0.0 g.	ABS(raw lateral acceleration signal) AND ABS(raw lateral acceleration signal) update raw lateral acceleration signal fail, 50 millisecond update rate	≥ 0.5000 g ≤ 3.8500 g	battery voltage run crank voltage diagnostic monitor enable update raw lateral acceleration signal stablity time: TOSS vehicle speed automatic transmission is clutch to clutch OR dual clutch high side drive 1 enable high side drive 2 enable diagnsotic fault sequence gear active P0716 fault active P0716 test fail this key on P0717 fault active P0717 test fail this key on P07BF fault active P07BF test fail this key on P07C0 fault active P07C0test fail this key on attained gear attained gear slip ABS(raw lateral acceleration signal) update sample time U0073 fault active U0073 test fail this key on DTCs not fault active	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean ≥ 15.0 KPH = TRUE = TRUE = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = 1st thru 10th ≤ 100.0 RPM < 0.5000 g = FALSE = FALSE VehicleSpeedSensor_FA	raw lateral acceleration signal stability time ≥ 30.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Longitudinal Acceleration Sensor Circuit Low	C1252	Controller specific analog circuit diagnoses the raw longitudinal acceleration signal for a short to ground or open fault by comparing raw signal value to fail thresholds. Emission neutral default state sets lateral longitudinal acceleration signal = 0.0 g.	raw longitudinal acceleration signal when sensor type is directly proportional OR raw longitudinal acceleration signal when sensor type is inversely proportional update raw longitudinal acceleration signal stability time, fail and sample time, 50 millisecond update rate	≤ -3.8500 g ≥ -3.8500 g (≤ 0.5 Ω impedance between signal and controller ground)	battery voltage run crank voltage diagnostic monitor enable sensor type is either directly proportional or inversely proportional U0073 fault active U0073 test fail this key on	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = CeLATR_e_VoltageDirectProp = FALSE = FALSE	raw longitudinal acceleration signal stability time ≥ 30.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Longitudinal Acceleration Sensor Circuit High	C1253	Controller specific analog circuit diagnoses the raw longitudinal acceleration signal for a short to power or open fault by comparing raw signal value to fail thresholds. Emission neutral default state sets lateral longitudinal acceleration signal = 0.0 g.	raw longitudinal acceleration signal when sensor type is directly proportional OR raw longitudinal acceleration signal when sensor type is inversely proportional update raw longitudinal acceleration signal stability time, fail and sample time, 50 millisecond update rate	≥ 3.8500 g ≤ 3.8500 g (≤ 0.5 Ω impedance between signal and controller power)	battery voltage run crank voltage diagnostic monitor enable sensor type is either directly proportional or inversely proportional U0073 fault active U0073 test fail this key on	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = CeLATR_e_VoltageDirectProp = FALSE = FALSE	raw longitudinal acceleration signal stability time ≥ 30.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Longitudinal Acceleration Sensor Performance	C1254	Controller specific analog circuit diagnoses the raw longitudinal acceleration signal rationalized against the TOSS vehicle speed acceleration. The diagnostic monitor can be designed to detect an invalid longitudinal acceleration signal based on the TOSS vehicle speed windows and TOSS vehicle speed acceleration, 4 windows can be enabled. The delta between the TOSS vehicle speed acceleration and longitudinal acceleration signal is taken within each window to verify the delta is small, no failure indicated, or the delta is large indicating the longitudinal acceleration signal is in error. Emission neutral default state sets lateral longitudinal acceleration signal = 0.0 g.	ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal region 1 fail time, 50 millisecond update rate	≥ 0.5300 g	battery voltage run crank voltage diagnostic monitor enable region 1 specific enable update raw lateral longitudinal acceleration signal stablity time: TOSS vehicle speed TOSS vehicle speed acceleration automatic transmission is clutch to clutch OR dual clutch high side drive 1 enable high side drive 2 enable diagnsotic fault sequence gear active P0716 fault active P0716 test fail this key on P0717 fault active P0717 test fail this key on P07BF fault active P07BF test fail this key on P07C0 fault active P07C0test fail this key on attained gear attained gear slip ABS(raw longitudinal acceleration signal) AND ABS(raw longitudinal acceleration signal) update region 1 sample time: brake pedal position engine torque TOSS vehicle speed acceleration TOSS vehicle speed TOSS vehicle speed	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = 0 Boolean ≥ 15.0 KPH ≤ 0.5300 g = TRUE = TRUE = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = 1st thru 10th ≤ 100.0 RPM ≥ 0.5300 g ≤ 3.8500 g ≤ 0.70 % ≥ 80.0 Nm ≥ 0.1500 g ≥ 15.0 KPH ≤ 200.0 KPH	raw lateral longitudinal acceleration signal stability time ≥ 10.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate region 1 fail time ≥ 75.0 seconds out of region 1 sample time ≥ 120.0 seconds, 50 millisecond update rate	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					ABS(raw longitudinal acceleration signal) update sample time U0073 fault active U0073 test fail this key on DTCs not fault active	< 0.5300 g = FALSE = FALSE VehicleSpeedSensor_FA VehicleSpeedSensorError		
			ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal region 2 fail time, 50 millisecond update rate	≥ 0.0000 g	battery voltage run crank voltage diagnostic monitor enable region 2 specific enable update raw lateral longitudinal acceleration signal stablity time: TOSS vehicle speed TOSS vehicle speed acceleration automatic transmission is clutch to clutch OR dual clutch high side drive 1 enable high side drive 2 enable diagnsotic fault sequence gear active P0716 fault active P0716 test fail this key on P0717 fault active P0717 test fail this key on P07BF fault active P07BF test fail this key on P07C0 fault active P07C0test fail this key on attained gear attained gear slip ABS(raw longitudinal acceleration signal) AND ABS(raw longitudinal	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = 0 Boolean ≥ 15.0 KPH ≤ 0.5300 g = TRUE = TRUE = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = 1st thru 10th ≤ 100.0 RPM ≥ 0.5300 g ≤ 3.8500 g	raw lateral longitudinal acceleration signal stability time ≥ 10.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					acceleration signal) update region 2 sample time: brake pedal position engine torque TOSS vehicle speed acceleration TOSS vehicle speed TOSS vehicle speed ABS(raw longitudinal acceleration signal) update sample time U0073 fault active U0073 test fail this key on DTCs not fault active	 ≤ 0.70 % ≥ 80.0 Nm ≥ 0.1500 g ≥ 0.0 KPH ≤ 0.0 KPH < 0.5300 g = FALSE = FALSE VehicleSpeedSensor_FA VehicleSpeedSensorError	 region 2 fail time ≥ 75.0 seconds out of region 2 sample time ≥ 120.0 seconds, 50 millisecond update rate	
			ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal region 3 fail time, 50 millisecond update rate	≥ 0.0000 g	battery voltage run crank voltage diagnostic monitor enable region 3 specific enable update raw lateral longitudinal acceleration signal stablity time: TOSS vehicle speed TOSS vehicle speed acceleration automatic transmission is clutch to clutch OR dual clutch high side drive 1 enable high side drive 2 enable diagnsotic fault sequence gear active P0716 fault active P0716 test fail this key on P0717 fault active P0717 test fail this key on	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = 0 Boolean ≥ 15.0 KPH ≤ 0.5300 g = TRUE = TRUE = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE	raw lateral longitudinal acceleration signal stability time ≥ 10.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P07BF fault active P07BF test fail this key on P07C0 fault active P07C0test fail this key on attained gear attained gear slip ABS(raw longitudinal acceleration signal) AND ABS(raw longitudinal acceleration signal) update region 3 sample time: brake pedal position engine torque ABS(TOSS vehicle speed acceleration) TOSS vehicle speed ABS(raw longitudinal acceleration signal) update sample time U0073 fault active U0073 test fail this key on DTCs not fault active	= FALSE = FALSE = FALSE = FALSE = 1st thru 10th ≤ 100.0 RPM ≥ 0.5300 g ≤ 3.8500 g ≤ 0.70 % ≥ 80.0 Nm ≤ 0.1000 g ≥ 0.0 KPH < 0.5300 g = FALSE = FALSE VehicleSpeedSensor_FA VehicleSpeedSensorError	region 3 fail time ≥ 75.0 seconds out of region 3 sample time ≥ 120.0 seconds, 50 millisecond update rate	
			ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal region 4 fail time, 50 millisecond update rate	≥ 0.0000 g	battery voltage run crank voltage diagnostic monitor enable region 3 specific enable update raw lateral longitudinal acceleration signal stablity time: TOSS vehicle speed TOSS vehicle speed acceleration automatic transmission is clutch to clutch OR dual	≥ 11.00 volts ≥ 11.00 volts = 1 Boolean = 0 Boolean ≥ 15.0 KPH ≤ 0.5300 g = TRUE	raw lateral longitudinal acceleration signal stability time ≥ 10.0 seconds, fail time ≥ 75.0 seconds out of sample time ≥ 120.0 seconds, 50 millisecond update rate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					clutch high side drive 1 enable high side drive 2 enable diagnsotic fault sequence gear active P0716 fault active P0716 test fail this key on P0717 fault active P0717 test fail this key on P07BF fault active P07BF test fail this key on P07C0 fault active P07C0test fail this key on attained gear attained gear slip ABS(raw longitudinal acceleration signal) AND ABS(raw longitudinal acceleration signal) update region 4 sample time: brake pedal position engine torque TOSS vehicle speed acceleration TOSS vehicle speed TOSS vehicle speed ABS(raw longitudinal acceleration signal) update sample time U0073 fault active U0073 test fail this key on DTCs not fault active	 = TRUE = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = 1st thru 10th ≤ 100.0 RPM ≥ 0.5300 g ≤ 3.8500 g ≤ 0.70 % ≤ 80.0 Nm ≤ 0.1500 g ≥ 0.0 KPH ≤ 0.0 KPH < 0.5300 g = FALSE = FALSE VehicleSpeedSensor_FA VehicleSpeedSensorError	region 4 fail time ≥ 75.0 seconds out of region 4 sample time ≥ 120.0 seconds, 50 millisecond update rate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
System Voltage Performance	P0561	Detects a low performing 12V battery system. This diagnostic reports the DTC when the absolute value of the difference between the battery voltage and the run/ crank voltage exceeds a calibrated value.	Run Crank voltage low and high	ABS(Battery voltage - Run Crank voltage) > 3.00	Battery voltage B+ line present = TRUE Battery voltage low and high diag enable = TRUE Run Crank voltage	1.00 1.00 Voltage ≥ 5.00 volts	40 failures out of 50 samples 100 ms / sample	Type A, 1 Trips

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. 5.00 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				

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 DEC ECU has not been flash programmed with production software and calibration.	controller not flash programmed calibration	= 0 Boolean	controller normal power up initialization, ignition run crank transtions from low to high service Mode $04 active during one second loop	 = FALSE	at controller power up intitalization one time (one event/ occurance) OR in one second time loop	Type A, 1 Trips

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 which includes a Static NVM, Perserved NVM, ECC ROM in NVM Flash Region, and Perserved NVM during shut down.	Static NVM region error detected during initialization				Diagnostic runs at controller power up.	Type A, 1 Trips
			Perserved NVM region error detected during initialization				Diagnostic runs at controller power up.	
			ECC ROM fault detected in NVM Flash region ECC ROM Error Count >	3			Diagnostic runs at controller power up.	
			Perserved NVM region error detected during shut down.				Diagnostic runs at controller power down.	

Component/ System	Fault Code	Monitor 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. This includes Primary Processor System RAM Fault, Primary Processor Cache RAM Fault, Primary Processor TPU RAM Fault, Primary Processor Update Dual Store RAM Fault, Primary Processor Write Protected RAM Fault, and Secondary Processor RAM Fault. This diagnostic runs continuously.	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 >=	3 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 >	0.40000 s			When dual store updates occur.	

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)	

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. There are two types of diagnostics that run during controller power up. One for HWIO reports that writing to NVM (at shutdown) will not succeed, and the other HWIO reports the assembly calibration integrity check has failed.	HWIO reports that writing to NVM (at shutdown) will not succeed				Diagnostic runs at controller power up.	Type A, 1 Trips
			HWIO reports the assembly calibration integrity check has failed				Diagnostic runs at controller power up.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Actuator Supply Voltage Circuit Low	P0658	Controller specific output driver circuit diagnoses the high sided driver circuit for a short to ground failure, or where controller H/W cannot differentiate, diagnoses the high sided driver circuit for a short to ground failure or 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 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 Ω impedance between signal and controller ground	diagnostic monitor enable high side drive ON service mode $04 not active service fast learn not active P0658 fault active P0658 test fail this key on	= 1 Boolean = TRUE = FALSE = FALSE	fail count ≥ 6 counts out of sample count ≥ 2,400 counts 6.25 millisecond update rate	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Range (TR) Switch Circuit Low Voltage	P0707	Diagnoses the internal range sensor circuit A and wiring for a ground short circuit fault using controller specific PWM duty cycle measurement thresholds.	when PWM sensor type and PWM voltage direct conditional internal range sensor A PWM duty cycle when PWM sensor type and PWM voltage inverse conditional internal range sensor A PWM duty cycle Increment fail and sample time, update rate 25 milliseconds Controller specific PWM duty cycle thresholds are set to meet the following controller specification for a short to ground.	≤ 8.789 % duty cycle ≥ 8.789 % duty cycle ≤ 0.5 Ω impedance between signal and controller ground	diagnostic monitor enable battery voltage when sensor type is PWM duty cycle direct or inverse conditional for fail threshold is used conditional type check calibration	= 1 Boolean ≥ 9.00 volts = CeTRGD_e_VoltDirctProp	fail time ≥ 0.500 seconds out of sample time ≥ 1.500 seconds battery voltage time ≥ 1.000 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Range (TR) Switch Circuit High Voltage	P0708	Diagnoses the internal range sensor circuit A and wiring for a short to voltage circuit fault using controller specific PWM duty cycle measurement thresholds.	when PWM sensor type and PWM voltage direct conditional internal range sensor A PWM duty cycle when PWM sensor type and PWM voltage inverse conditional internal range sensor A PWM duty cycle Increment fail and sample time, update rate 25 milliseconds Controller specific PWM duty cycle thresholds are set to meet the following controller specification for a short to power.	≥ 91.190 % duty cycle ≤ 91.190 % duty cycle ≤ 0.5 Ω impedance between signal and controller power	diagnostic monitor enable battery voltage when sensor type is PWM duty cycle direct or inverse conditional for fail threshold is used conditional type check calibration	= 1 Boolean ≥ 9.00 volts = CeTRGD_e_VoltDirctProp	fail time ≥ 1.800 seconds out of sample time ≥ 2.250 seconds battery voltage time ≥ 1.000 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Fluid Temperature (TFT) Sensor Performance	P0711	The diagnostic monitor will verify the time to transmission fluid temperature warm up based on the raw transmission fluid temperature sesnor, any intermittent signal that causes multiple unrealistic delta changes (intermittent faults) based on the raw transmission fluid temperature sesnor, and, raw transmission fluid temperature sesnor signal stuck in valid range.	raw transmission fluid temperature and the transmission fluid temperature warm up time has elapsed	≤ 15.0 °C			transmission fluid temperature warm up time ≥ **transmission fluid temperature warm up time** seconds	Type B, 2 Trips
					diagnsotic monitor enable	= 1 Boolean		
					P0712 NOT fault active			
					P0713 NOT fault active			
					battery voltage	≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					run crank voltage	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	
					warm up test enable	= 1 Boolean		
					TFT rationality diagnostic monitor enabled	= VeTFSR_b_TFT_RatlEnbl		
					driver accelerator pdeal position	≥ 5.0 %		
					engine torque	≥ 50.0 Nm		
					engine speed	≥ 500.0 RPM		
					vehicle speed	≥ 10.0 KPH		
					engine coolant temperature	≥ -40.0 °C		
					engine coolant temperature	≤ 150.0 °C		
					raw transmission fluid temperature	≥ -40.0 °C		
					raw transmission fluid temperature	≤ 150.0 °C		
					P2818 fault active	= FALSE		
					P2818 test fail this key on	= FALSE		
					DTCs not fault active			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						EngineTorqueEstInaccurate AcceleratorPedalFailure CrankSensor_FA ECT_Sensor_FA VehicleSpeedSensor_FA		
			current transmission fluid temperature string length = previous transmission fluid temperature transmission temperature string length + (raw transmission fluid temperature - previous raw transmission fluid temperature, update rate 100 milliseconds, increment sample count	≥ 80.0 °C			sample count ≥ 10 counts evaluate fail temperature threshold, 100 millisecond update rate, if transmission fluid temperature string length above fail threshold increment fail time fail time ≥ 8.0 seconds out of sample time ≥ 12.0 seconds	
					diagnsotic monitor enable P0712 NOT fault active P0713 NOT fault active battery voltage	= 1 Boolean ≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					run crank voltage	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	
					intermittent test enable propulsion system active	= 1 Boolean = TRUE		
			raw transmission fluid temperature - previous	≤ 0.0000 °C			fail time ≥ 300.0 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			raw transmission fluid temperature, update rate 100 milliseconds, update fail time		diagnsotic monitor enable P0712 NOT fault active P0713 NOT fault active battery voltage run crank voltage stuck in range test enable propulsion system active raw transmission fluid temperature raw transmission fluid temperature	= 1 Boolean ≥ 9.00 volts ≥ 9.00 volts = 1 Boolean = TRUE ≥ -40.0 °C ≤ 150.0 °C	battery voltage time ≥ 0.100 seconds run crank voltage time ≥ 0.100 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Fluid Temperature Sensor Circuit Low Voltage	P0712	Controller specific analog circuit diagnoses the transmission fluid temperature sensor and wiring for a short to ground fault by comparing a voltage measurement to controller specific voltage thresholds, converted to a resistance value.	circuit resistance update fail time 1 seconds update rate	≤ 13.500 Ω	diagnostic monitor enable battery voltage run crank voltage run crank voltage in range time	= 1 Boolean ≥ 9.00 volts ≥ 9.00 volts	fail time ≥ 5.00 seconds out of sample time ≥ 6.00 seconds 1 seconds update rate battery voltage in range time ≥ 0.100 seconds run crank voltage in range time ≥ 0.100 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Fluid Temperature Sensor Circuit Low Voltage	P0713	Controller specific analog circuit diagnoses the transmission fluid temperature sensor and wiring for an open circuit or short to voltage failure by comparing a voltage measurement to controller specific voltage thresholds, converted to a resistance value.	circuit resistance update fail time 1 seconds update rate	≥ 49,411,396.0 Ω	diagnostic monitor enable battery voltage run crank voltage run crank voltage in range time	= 1 Boolean ≥ 9.00 volts ≥ 9.00 volts	fail time ≥ 5.00 seconds out of fail time ≥ 6.00 seconds 1 seconds update rate battery voltage in range time ≥ 0.100 seconds run crank voltage in range time ≥ 0.100 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Input Speed Sensor Performance	P0716	Detects unrealistic drop in raw transmission input speed signal RPM. Drop events are counted up to fail threshold. A drop event is defined by a sudden delta change in RPM from one value to a lower value. The raw transmission input speed must achieve a value high enough to record an unrealistic drop sample to sample. Once the drop threshold is met, fail time is accumualted indicating the raw transmission input speed has not recovered above a threshold, allowing the fail event count to increment. Multiple fail event counts must occur, but if the signal remains low, no further deltas occur, the "Input Speed Sensor Circuit Low Voltage" DTC will set before P0716, as P0716 is designed to set based on an intermittent raw transmission input speed signal RPM.	delta raw transmission input speed delta raw transmission input speed = raw transmission input speed - last valid raw transmission input speed, 25 millisecond update rate	≥ 2,000.0 RPM			fail time ≥ 1.500 seconds updated fail event count, fail event count ≥ 5 counts, 25 millisecond update rate	Type A, 1 Trips
					service mode $04 active	= FALSE		
					diagnostic monitor enable	= 1 Boolean (0 is disable, 1 is enable)		
					P0717 test fail this key on	= FALSE		
					P07BF test fail this key on	= FALSE		
					P07C0 test fail this key on	= FALSE		
					High Side Driver 1 and 2	= TRUE		
					Run Crank Voltage	≥ 9.0 Volts		
					Service Fast Learn	= FALSE		
					Run Crank Active	= TRUE		
					last valid raw transmission input speed	≥ 160.0 RPM	raw transmission input speed time ≥ 2.000 seconds	
					OR			
					valid raw transmission input speed (before drop event)	≥ 160.0 RPM		
					******************************	******************************		
					Stability Criteria last valid raw transmission input speed updates very 25 milliseconds when stablity time complete as long as			
					(delta delta raw transmission input speed	≤ 320.0 RPM	stability time ≥ 0.100 seconds	
					AND			
					raw transmission input	> 160.0 RPM		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					speed)			
					raw transmission output speed	≥ 254.0 RPM		
					accelerator pedal position	≥ 5.0 %		
					engine torque	≤ 8,191.9 Nm		
					engine torque	≥ 30.0 Nm		
					hydraulic system pressure available	= TRUE		
					DTCs not fault active	AcceleratorPedalFailure EngineTorqueEstInaccurate		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Input Speed Sensor Circuit Low Voltage	P0717	Detects no activity in raw transmission input speed signal RPM due to open ciruit electrical failure mode or sensor internal faults, or, controller internal failure modes. The raw transmission input speed signal RPM is rationalized against vehicle conditions in which the the powertrain is producing torque available at the drive wheels, but raw transmission input speed signal RPM remains low. After a sudden drop in raw transmission input speed signal RPM, a race condition can occur between P0717 and "Input Speed Sensor Performance" depending on the true nature of the failure.	raw transmission input speed OR TISS/TOSS fault (single power supply to TISS and TOSS) = TRUE, update fail time 25 millisecond update rate	≤ 100.0 RPM < 475.0 RPM	service mode $04 active diagnostic monitor enable run crank active service fast learn active run crank voltage hydraulic pressure avail P0722 fault active P0723 fault active P077C fault active P077D fault active brake pedal position P0716 test fail this key on P07BF test fail this key on P07C0 test fail this key on accelerator pedal position engine torque engine torque AND ****************************** (transmission current attained gear transmission current attained gear raw transmission output speed OR transmission current attained gear transmission current attained gear raw transmission output speed)	= FALSE = 1 Boolean (0 is disable, 1 is enable) = TRUE = FALSE ≥ 9.0 volts = TRUE = FALSE = FALSE = FALSE = FALSE < 70.0 % = FALSE = FALSE = FALSE ≥ 5.0 % ≥ 30.0 Nm ≤ 8,191.9 Nm ****************************** ≤ CeCGSR_e_CR_Seventh ≥ CeCGSR_e_CR_First ≥ 162.0 RPM ≤ CeCGSR_e_CR_Tenth ≥ CeCGSR_e_CR_Seventh	fail time ≥ 4.00 seconds run crank voltage time ≥ 25 milliseconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					****************************** AND (P0717 fault active OR P0717 test fail this key on) ****************************** TISS/TOSS fault (single power supply to TISS and TOSS) = TRUE occurs when: (P0722 fail time high gear exceeds fail threshold OR P0722 fail time low gear exceeds fail threshold) AND TISS/TOSS has single power supply calibration TISS/TOSS single power supply test enabled Raw Input Speed DTCs not fault active	≥ 162.0 RPM ****************************** = FALSE = FALSE ****************************** ≥ 5.00 s ≥ 3.50 s = 0 Boolean = 1 Boolean < 475.00 rpm EngineTorqueEstInaccurate		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Output Speed Sensor Performance	P0721	The diagnostic monitor determines if the direction TOSS value is coherent based on the on period time of the directional sensor and TOSS raw. When the on period time indicates a transitional state, the direction must also be transitional as measured by very slow TOSS raw RPM. When the on period time indicates a non-transitional state, forward or reverse, the direction must also be transition, not forward and not reverse.	TOSS raw direction when TOSS transitional period = FALSE AND (TOSS raw direction when TOSS transitional period = FALSE OR TOSS raw when TOSS transitional period = TRUE) update fail and sample time 6.25 ms update rate	≠ FORWARD ≠ REVERSE ≥ 225.0 RPM	service mode $04 active diagnostic monitor enable TOSS count sample period (P0721 fault active OR P0721 test fail this key on) senor type is directional senor type cailbration ****************************** TOSS transitional period detected = FALSE when: (on period OR on period when direction unknown OR on period AND on period when direction is reverse OR on period AND on period when direction is forward) TOSS transitional period detected = TRUE when: on period AND	= FALSE = 1 Boolean ≠ 0 counts = FALSE = FALSE = CeTOSR_e_Directional ****************************** ≥ 0.4434 seconds ≤ 0.2773 seconds < 0.2363 seconds > 0.1240 seconds < 0.0811 seconds > 0.0088 seconds < 0.4434 seconds	fail time ≥ 3.500 seconds out of sample time ≥ 5.000 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					on period when direction unknown	> 0.2773 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Output Speed Sensor Circuit Low Voltage	P0722	Detects no activity in raw transmission output speed signal RPM due to open ciruit electrical failure mode or sensor internal faults, or, controller internal failure modes. The raw transmission output speed signal RPM is rationalized against vehicle conditions in which the the powertrain is producing torque, but raw transmission output speed signal RPM remains low. After a sudden drop in raw transmission output speed signal RPM, a race condition can occur between P0722 and "Output Speed Sensor Circuit Intermittent" depending on the true nature of the failure.	raw transmission output speed, update fail time 6.25 millisecond update rate use high gear fail time threshold when: (attained gear attained gear attained gear) ELSE use low gear fail time threshold	≤ 30.0 RPM ≥ CeCGSR_e_CR_First ≤ CeCGSR_e_CR_Tenth > CeCGSR_e_CR_Fourth	service mode $04 active diagnostic monitor enable ****************************** when neutral range or shift occurs: (Intrusive Shift Active OR (garage shift AND Locked to Freewheel AND Freewheel to Locked) OR PRNDL OR PRNDL OR range inhibit state) AND (engine torque accelerator pedal position) when not neutral range occurs: attained gear attained gear (attained gear engine torque accelerator pedal (TCC slip	= FALSE = 1 Boolean ****************************** = TRUE ≠ COMPLETE = FALSE = FALSE = PARK = NEUTRAL ≠ no inhibit active ≥ 8,192.0 Nm ≥ 100.0 % ≥ CeCGSR_e_CR_First ≤ CeCGSR_e_CR_Tenth > CeCGSR_e_CR_Fourth ≥ 50.0 Nm ≥ 5.0 % > 100.00 rpm	fail time ≥ 5.00 seconds high gear OR fail time ≥ 3.50 seconds low gear	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					OR			
					TCC mode))	≠ Off Mode		
					when not neutral range occurs:			
					(attained gear	≤ CeCGSR_e_CR_Fourth		
					engine torque	≥ 80.0 Nm		
					accelerator pedal	≥ 8.0 %		
					(TCC slip	> 100.00 rpm		
					OR			
					TCC mode))	≠ Off Mode		
					OR			
					Independent of neutral range:			
					Attained Gear	= First		
					Commanded Gear	= First		
					Internal Speed Sensor Held in First FALSE	= **P0722 Internal Speed Sensor Held**		
					TIS minus Input speed calculated from TNS	≤ **P0722 TIS TNS Diff**		
					TNS	≥ 172.00 RPM		
					*****************************	*****************************		
					(TISS	≤ 8,191.9 RPM		
					AND			
					TISS)	≥ 475.0 RPM		
					OR			
					(Engine Speed	≤ 8,191.9 RPM		
					AND			
					Engine Speed)	≥ 5,800.0 RPM		
					*****************************	*****************************		
					P0716 test fail this key on	= FALSE		
					P0717 test fail this key on	= FALSE		
					P07BF test fail this key on	= FALSE		
					P07C0 test fail this key on	= FALSE		
					PTO check:			
					PTO enable calibration is FALSE	= 1 Boolean		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					OR (PTO enable calibration is TRUE AND PTO active)	= 1 Boolean = FALSE		
					run crank voltage	≥ 5.00 volts	run crank voltage time ≥ 25 milliseconds	
					service fast learn active run crank voltage transmission fluid temperature P0723 test fail this key on P077C test fail this key on P077D test fail this key on (P0722 fault active OR P0722 test fail this key on) (Hydraulic Pressure Avail Trans Engaged State)	= FALSE ≥ 9.00 volts ≥ -40.00 °C = FALSE = FALSE = FALSE = FALSE = FALSE = TRUE ≠ NotEngaged	Pressure and Trans Engaged for delay time **P0722 OSS Direction Change Delay**	
					DTCs not fault active	AcceleratorPedalFailure EngineTorqueEstInaccurate		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Output Speed Sensor Circuit Intermittent	P0723	Detects unrealistic drop in raw transmission output speed signal RPM. Drop events are counted up to fail threshold. A drop event is defined by a sudden delta change in RPM from one value to a lower value. The raw transmission output speed must achieve a value high enough to record an unrealistic drop sample to sample. Once the drop threshold is met, fail time is accumualted indicating the raw transmission output speed has not recovered above a threshold, allowing the fail event count to increment. Multiple fail event counts must occur, but if the signal remains low, no further deltas occur, the "Output Speed Sensor Circuit Low Voltage" DTC will set before P0723, as P0723 is designed to set based on an intermittent raw transmission output speed signal RPM.	4WD low fail threshold: delta raw transmission output speed OR NOT 4WD low fail threshold, update fail time, delta raw transmission output speed = raw transmission output speed previous loop - raw transmission output speed, 25 millisecond update rate	≥ 700.0 RPM ≥ 700.0 RPM	service mode $04 active diagnostic monitor enable transmission engaged state 4WD low state PTO check: PTO disable calibration is FALSE OR	= FALSE = 1 Boolean ≠ not engaged = 4WD low state previous loop, 25 millisecond update rate ≠ 1 Boolean	fail time ≥ 1.500 seconds updated fail event count, fail event count ≥ 5 counts, 25 millisecond update rate transmission engaged state time ≥ **P0723 transmission engaged state time threshold** 4WD low change time ≥ 3.0 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					(PTO disable calibration is TRUE AND PTO active)	= 1 Boolean = FALSE		
					run crank voltage	≥ 5.00 volts	run crank voltage time ≥ 25 milliseconds	
					service fast learn active run crank voltage P077C test fail this key on P077D test fail this key on	= FALSE ≥ 9.00 volts = FALSE = FALSE		
					******************************	******************************		
					when PRNDL is moved to NEUTRAL allow transmission engaged state time before enabling fail evaluation, or, if raw raw transmission output speed is active in NEUTRAL enable fail evaluation:			
					PRNDL OR	= CeTRGR_e_PRNDL_Neutral		
					PRNDL OR	= CeTRGR_e_PRNDL_Transitional1 N-D transitional		
					PRNDL OR	= CeTRGR_e_PRNDL_Transitional4 R-N transitional		
					raw transmission output speed OR	≥ 250.0 RPM		
					last valid raw transmission output speed	≥ 250.0 RPM		
					******************************	******************************		
					determine if raw transmission input speed is stable:			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					(raw transmission input speed - raw transmission input speed previous, 25 millisecond update AND raw transmission input speed) OR (TISS/TOSS has single power supply calibration AND raw transmission input speed)	≤ 4,095.9 RPM ≥ 160.0 RPM = 0 Boolean = 0.0 RPM	raw transmission input speed stability time ≥ 2.00 seconds no time required	
					******************************	******************************		
					select delta RPM fail theshold: (4WD low state AND 4WD low valid) select P0723 4WD TOSS delta fail threshold otherwise use P0723 TOSS delta fail threshold	 = TRUE = TRUE		
					******************************	******************************		
					last valid raw transmission output speed OR valid raw transmission output speed (before drop event) last valid raw transmission output speed updates every 25 milliseconds when stablity time complete as long as (delta delta raw transmission output speed AND raw transmission output speed) hydraulic pressure avail	> 89.0 RPM > 89.0 RPM ≤ 140.0 RPM ≥ 89.0 RPM = TRUE	raw transmission output speed time ≥ 2.00 seconds stability time ≥ 0.100 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					****************************** PRNDL AND PRNDL AND ******************************	****************************** ≠ ParkCeTRGR_e_PRNDL_Park ≠ CeTRGR_e_PRNDL_Transitional2 ******************************		
					((PRNDL OR PRNDL OR PRNDL) AND (Output Speed raw transmission output speed - raw transmission output speed previous, 25 millisecond update)) OR ******************************	= CeTRGR_e_PRNDL_Neutral = CeTRGR_e_PRNDL_Transitional1 = CeTRGR_e_PRNDL_Transitional4 ≥ 50.00 RPM < 20.00 AND > -140.00 ******************************	Delta met time > 2.00	
					(PRNDL AND PRNDL AND PRNDL)	≠ CeTRGR_e_PRNDL_Neutral ≠ CeTRGR_e_PRNDL_Transitional1 ≠ CeTRGR_e_PRNDL_Transitional4		
					DTCs not fault active	AcceleratorPedalFailure EngineTorqueEstInaccurate		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Torque Converter Clutch (TCC) System Performance - GF9 specific	P0741	The GF9 diagnostic monitor detects the transmission torque converter control valve failed hydraulically on. The torque converter hydraulic control circuit is multiplexed with the transmission clutch select valve hydraulic control circuit, allowing for the torque converter control valve stuck on test to execute when the clutch select valve solenoid is commanded ON. When the clutch select valve solenoid is commanded ON as the vehicle speed decreases toward zero KPH, and, if the torque converter control valve is stuck on, the torque converter slip speed rate of change will have a large slope while decreasing toward zero RPM, and the torque converter slip speed will remain low near zero RPM.	while control valve test time timing down: rate of change of torque convert slip speed = (ABS (current loop value torque convert slip speed - previous loop value torque convert slip speed) / 25 milliseconds) when clutch select valve soleniod multiplexed to TCC hydraulic AND torque convert slip speed = ABS(engine speed - transmission input shaft speed) THEN increment fail time 25 millisecond update rate	≥ **P0741 (GF9 specific) torque convert derivative slip speed fail threshold** see supporting tables ≤ **P0741 (GF9 specific) TCC slip speed crash RPM**	diagnostic monitor enable (TCC stuck off enable OR TCC stuck on enable) hydraulic pressure available: engine speed service fast learn active battery voltage run crank voltage P281B falut active P281D falut active P281E falut active PRNDL PRNDL PRNDL transmission fluid temperature	= 1 Boolean = 1 Boolean = 1 Boolean ≥ 400.0 RPM = FALSE ≥ 9.00 volts ≥ 9.00 volts = FALSE = FALSE = FALSE ≠ PARK ≠ NEUTRAL ≠ REVERSE ≥ -6.66 °C	failt ime ≥ 0.250 seconds, increment fail count fail count ≥ 4 counts 25 millisecond update rate engine speed time ≥ **engine speed time for transmission hydraulic pressure available** see supporting table battery voltage time ≥ 0.100 seconds run crank voltage time ≥ 0.100 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					transmission fluid temperature	≤ 130.00 °C		
					accelerator pedal position	≥ 0.00 %		
					accelerator pedal position	≤ 1.00 %		
					vehicle speed	≥ 3.0 KPH		
					vehicle speed	≤ 9.5 KPH		
					TCC command mode	= OFF		
					break latch state (clutch select valve solenoid control)	≠ disabled (clutch select valve transitioning)		
					P0722 fault pending	= FALSE		
					P0723 fault pending	= FALSE		
					P0716 fault pending	= FALSE		
					P0717 fault pending	= FALSE		
					P07BF fault pending	= FALSE		
					P07C0 fault pending	= FALSE		
					(PTO active OR	= FALSE		
					PTO disable calibration)	= 1 Boolean		
					transmission fluid temperature	≥ -6.66 °C		
					transmission fluid temperature	≤ 130.00 °C		
					engine torque	≥ 55.0 Nm		
					engine torque	≤ 800.0 Nm		
					P0741 test fail this key on	= FALSE		
					vehicle speed	≤ 45.0 KPH		
					engine speed	≥ 400.0 RPM		
					engine speed	≤ 5,500.0 RPM		
					accelerator pedal position	≤ 95.0 %		
					4WD low state	= FALSE		
					(driver shift mode active OR	= FALSE		
					driver shift mode calibration)	= 0 Boolean		
					(misfire requests TCC off OR			
					misfire TCC off calibration)	= 0 Boolean		
					(clucth control solenoid stuck on OR solenoid stuck OFF intrusive shift active)	= FALSE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P0746 fault pending P0747 fault pending P0776 fault pending P0777 fault pending P0796 fault pending P0797 fault pending P2714 fault pending P2715 fault pending P2723 fault pending P2724 fault pending P2732 fault pending P2733 fault pending P2820 fault pending P2821 fault pending vehicle speed accelerator pedal position hysteresis when: break latch state (clutch select valve solenoid) previous break latch state (clutch select valve solenoid) set stuck on test time and begin time down, stuck on test time must time down from calibration value to zero (0.0) seconds break latch state AND previous break latch state THEN initialize control valve test time, control valve test time must time down from calibration value to zero (0.0) seconds	= FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE ≤ 8.0 KPH ≥ 4.0 % > 1.0 % = disabled (clutch select valve not transitioning) = complete (clutch select valve transition complete) = **P0741 stuck on test time** see supporting tables = clutch select valve solenoid mutliplexed to TCC hydraulic = disabled (clutch select valve not transitioning) = 2.50 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					DTCs not fault active	AcceleratorPedalFailure EngineTorqueEstInaccurate P0716, P0717, P07BF, P07C0 P0722, P0723, P077C, P077D		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid A Stuck Off (GF9)	P0746	Each pressure control solenoid stuck off diagnostic monitor detects a clutch pressure control solenoid failed hydraulically off, while the solenoid is electrically functional. In the failure mode the clutch slip speed, and gear box gear slip, will be excessive, not near or at zero RPM. The clutch slip speed is calculated based on the transmission lever node design, requiring transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. The clutch pressure control solenoid is tested after an automatic transmission shift occurs and has been considered shift complete, or, steady state gear is deemed active, range shift complete. When the automatic transmission shift is complete, steady state gear is considered, the clutch pressure control solenoid is mapped to transmission line	C1 clutch slip speed, update fail time 6.25 milliscond update	≥ 200.0 RPM			fail time ≥ 3.00 seconds, update fail count, fail count ≥ 3 counts 6.25 milliscond update	Type A, 1 Trips
					******************************	******************************		
					system-level enables:			
					use battery voltage calibration is FALSE	= 1 Boolean		
					OR			
					(use battery voltage calibration is TRUE	= 1 Boolean		
					AND			
					battery voltage)	≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					use run crank voltage calibration is FALSE	= 0 Boolean		
					OR			
					(use run crank voltage calibration is TRUE	= 0 Boolean		
					AND			
					run crank voltage)	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	
					TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		pressure control, which normally allows the clutch to maintain full torque holding capacity at the given engine crankshaft torque, to maintain true gear ratio. When the clutch pressure control solenoid is failed hydraulically off, the clutch does not maintain holding capacity at any engine crankshaft torque, and the clutch slip speed is uncontrollable. The clutch pressure control solenoid test is suspended if the higher level safety startle mitigation function is active. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed in the opposite sense, clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional, which must take priority over any clutch pressure control solenoid stuck off diagnostic monitor. All clutch pressure control			procedure active hydraulic pressure available **************************** enable C1 clutch slip speed fail compare when: ((startle mitigation active OR (startle mitigation active AND startle mitigation gear)) (see startle mitigation active NOTE below) unintended deceleration fault pending OR unintended deceleration fault pending enable cal is FALSE (startle mitigation) clutch steady state adaptive active (transmission output shaft speed OR (accelerator pedal position OR engine speed) C1 clutch slip speed valid C1 clutch pressured map	= FALSE Boolean = TRUE **************************** = FALSE = TRUE ≠ initial startle mitigation gear = FALSE = 0 (0 to enable, 1 to disable) = FALSE ≥ 89.0 RPM ≥ 2.00 % ≥ 1,500.0 RPM = TRUE (all speed sensors are functional for lever node clutch slip speed calculation) = mapped to line	≥ 0.900 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		solenoid stuck on/off diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck off test is disabled. This diagnostic monitor is relative to GF9 C1 CB123456 clutch pressure control solenoid.			 (enable forward gear cal AND driver direction request AND Attained Gear) OR (enable reverse gear cal AND driver direction request AND Attained Gear) P2821 (clutch select valve stuck on) test active range shift state ****************************** DTCs not fault pending DTCs not fault active	pressure, C1 clutch pressure has reached fully applied state = 1 (1 to enable, 0 to disable) = FORWARD = a FORWARD gear = 0 (1 to enable, 0 to disable) = REVERSE = REVERSE = FALSE = range shift complete ****************************** P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6 P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F P17C6 P17C4 P17C7 P172A P172B		
					NOTE: startle mitigation active is used to detect unintended deceleration due to clutch pressure control solenoid stuck on failure modes, the clutch pressure control solenoid stuck on DTCs being P0747 P0777 P0797 P2715 P2724 P2733 P2821			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid A Stuck On	P0747	Each pressure control solenoid stuck on diagnostic monitor detects a clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional. The clutch pressure control solenoid is tested during an automatic transmission shift by monitoring the off going clutch slip speed. With the clutch pressure control solenoid failed on, still allowing hydraulic pressure to the clutch being commanded off, the intended off going clutch continues to maintain torque capacity during the transmission automatic shift. In the failure mode, the off going clutch slip speed will remain near zero RPM when the clutch pressure control solenoid is commanded to an off pressure in the normal operation to release the holding clutch. The clutch slip speed is calculated based on the transmission lever node design, requiring	shift type is power down shift: C1 clutch slip speed OR shift type is garage shift: C1 clutch slip speed ELSE shift is another type: C1 clutch slip speed update fail time 6.25 milliscond update	 < 50.0 RPM < 100.00 RPM < 50.0 RPM			Base fail time: shift type is power down shift: fail time ≥ 0.80 seconds shift type is garage shift: fail time ≥ 0.25 shift type is another type: fail time ≥ 0.150 seconds Add fail time offset according to shift type: open throttle upshift: **Clutch Stuck On Fail Offset Time PU Shifts** open throttle downshift: **Clutch Stuck On Fail Offset Time PD Shifts** garage shift: **Clutch Stuck On Fail Offset Time GS Shifts** closed throttle downshift:	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. As part of the pressure control solenoid stuck on diagnostic monitor, the safety startle mitigation function executes when in steady state gear, no automatic transmission shift in progress. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed hydraulically on, while the solenoid is electrically functional. All clutch pressure control solenoid stuck on diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck on test			******************************	******************************	**Clutch Stuck On Fail Offset Time CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** clutch staging shift: **Clutch Stuck On Fail Offset Time STGR Shifts** update fail count, fail count ≥ 3 counts 6.25 milliscond update	
					system-level enables:			
					use battery voltage calibration is FALSE	= 1 Boolean		
					OR			
					(use battery voltage calibration is TRUE	= 1 Boolean		
					AND			
					battery voltage)	≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					use run crank voltage calibration is FALSE	= 0 Boolean		
					OR			
					(use run crank voltage calibration is TRUE	= 0 Boolean		
					AND			
					run crank voltage)	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		is disabled. This diagnostic monitor is relative to the GF9 C1 CB123456, GR10 C1 CB123456R, or 8 Speed C1 CB1278R clutch pressure control solenoid.			TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning procedure active	= FALSE Boolean		
					hydraulic pressure available	= TRUE		
					*****************************	******************************		
					range shift state	≠ range shift complete		
					diagnostic clutch test	= OFF GOING CLUTCH TEST		
					transmission output shaft speed	≥ 89.0 RPM		
					((C1 off going clutch pressure control ramp time out complete	= TRUE		
					AND			
					off going clutch pressure ramp control ramp time out enable)	= 1 (1 to enable, 0 to disable)		
					OR			
					C1 off going clutch command pressure)	≤ 350.0 kPa	exhaust delay by shift type:	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							closed throttle upshift: **C1 exhaust delay closed throttle lift foot up shift** open throttle upshift: **C1 exhaust delay open throttle power on up shift** garage shifts: **C1 exhaust delay garage shift** closed throttle downshift: **C1 exhaust delay closed throttle down shift** negative torque upshift: **C1 exhaust delay negative torque up shift** open throttle downshift: **C1 exhaust delay open throttle power down shift**	
					(engine torque AND Primary oncoming stuck on torque enable cal)	≥ 8,191.8 Nm = 0 (0 is enable, 1 is enable)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					OR			
					(primary oncoming clutch active	= TRUE		
					primary on coming control state	≠ clutch fill phase		
					primary on coming commanded pressure)	≥ pressure clip threshold according to shift type: closed throttle upshift: **Clutch Clip Press CU Shifts** open throttle upshift: **Clutch Clip Press PU Shifts** garage shifts: **Clutch Clip Press GS Shifts** closed throttle downshift: **Clutch Clip Press CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** open throttle downshift: **Clutch Clip Press PD Shifts**	absolute value of (-0.60) seconds	
					C1 clutch slip speed valid, all speed sensors are functional for lever node clucth slip speed calculation	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					***************************** conditions needed to trigger test:	*****************************		
					(current shift type AND shift type enable cal for current shift type)	≠ Garage shift **Clutch Stuck On Shift** = **Type Enable** (0 table value will disable, 1 will enable)		
					OR			
					(Intrusive shift active AND	= FALSE		
					shift type enable cal for garage shift AND	= 0 (0 will enable, 1 will enable)		
					Attained Gear AND	= NEUTRAL OR commanded gear		
					(stuck on enable cal for forward garge shifts AND	= 0 (0 to disable, 1 to enable)		
					driver requested direction AND	= FORWARD		
					commanded gear)	= a FORWARD gear		
					OR			
					(stuck on enable cal for reverse garage shifts AND	= 0 (0 to disable, 1 to enable)		
					driver requested direction AND	= REVERSE		
					commanded gear))	= REVERSE		
					clutch stuck off intrusive shift active	= FALSE		
					startle mitigation active (see note on startle mitigation below)	= FALSE		
					(new clutch controller has been initalized OR	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					transitioning to a different clutch controller)	= TRUE		
					current clutch solenoid test state	transitions to TestState or TUT_HOLD (see note below about state transitions)		
					******************************	******************************		
					DTCs not fault pending	P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6		
					DTCs not fault active	P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F P17C6 P17C4 P17C7		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					****************************** NOTE: Clutch control solenoid test state TIE UP TEST HOLD is necessary, as it is possible to have multiple off going clutches during one automatic transmission shift. Clutch control solenoid test state is set to TIE UP TEST HOLD during an automatic transmission shift due to two conditions: Current value of clutch control solenoid test state is TIE UP TEST TEST STATE, when one off going clutch pressure control solenoid stuck on diagnostic monitor is currently executing. AND That off going clutch pressure control solenoid stuck on diagnostic monitor currently executing passes, the corresponding clutch slip speed ≥ clutch slip speed fail threshold. Once clutch control solenoid test state is set to TIE UP TEST HOLD, it remains TIE UP TEST HOLD during the automatic transmission shift, until:	P172A P172B ******************************		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					An additional off going clutch occurs, as indicated by solenoid stuck on test trigger = TRUE, subsequently clutch control solenoid test state is reset to TIE UP TEST TEST STATE, to allow the additional corresponding off going clutch pressure control solenoid stuck on diagnostic monitor to execute. OR The automatic transmission shift completes, range shift state = range shift complete. NOTE: Startle mitigation is used to detect unintended vehicle deceleration due to a clutch pressure control solenoid stuck on failure mode that occurs during steady state gear, not during an automatic transmission shift. The startle mitigation active then forces the transmission clutch pressure control system to a safe gear or neutral state, based on the active and inactive clutches, when the unintended vehicle deceleration occurred. Once a safe			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					vehicle gear state is attained, the gear and clutch pressure control system allows transitions of the clutches on and off, to sequence automatic transmission shifts, single step shifts. As each single step automatic transmission shift occurs the normal pressure control solenoid stuck on diagnostic monitors execute to verify which clutch pressure control solenoid is in the stuck on failure mode, allowing one of the clutch pressure control solenoid stuck on DTCs to set P0747, P0777, P0797, P2715, P2724, P2733, P2821.			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid B Stuck Off (GF9)	P0776	Each pressure control solenoid stuck off diagnostic monitor detects a clutch pressure control solenoid failed hydraulically off, while the solenoid is electrically functional. In the failure mode the clutch slip speed, and gear box gear slip, will be excessive, not near or at zero RPM. The clutch slip speed is calculated based on the transmission lever node design, requiring transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. The clutch pressure control solenoid is tested after an automatic transmission shift occurs and has been considered shift complete, or, steady state gear is deemed active, range shift complete. When the automatic transmission shift is complete, steady state gear is considered, the clutch pressure control solenoid is mapped to transmission line	C2 clutch slip speed, update fail time 6.25 milliscond update	≥ 200.0 RPM			fail time ≥ 3.00 seconds, update fail count, fail count ≥ 3 counts 6.25 milliscond update	Type A, 1 Trips
					******************************	******************************		
					system-level enables:			
					use battery voltage calibration is FALSE	= 1 Boolean		
					OR			
					(use battery voltage calibration is TRUE	= 1 Boolean		
					AND			
					battery voltage)	≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					use run crank voltage calibration is FALSE	= 0 Boolean		
					OR			
					(use run crank voltage calibration is TRUE	= 0 Boolean		
					AND			
					run crank voltage)	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	
					TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		pressure control, which normally allows the clutch to maintain full torque holding capacity at the given engine crankshaft torque, to maintain true gear ratio. When the clutch pressure control solenoid is failed hydraulically off, the clutch does not maintain holding capacity at any engine crankshaft torque, and the clutch slip speed is uncontrollable. The clutch pressure control solenoid test is suspended if the higher level safety startle mitigation function is active. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed in the opposite sense, clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional, which must take priority over any clutch pressure control solenoid stuck off diagnostic monitor. All clutch pressure control			procedure active hydraulic pressure available **************************** enable C2 clutch slip speed fail compare when: ((startle mitigation active OR (startle mitigation active AND startle mitigation gear)) (see startle mitigation active NOTE below) unintended deceleration fault pending OR unintended deceleration fault pending enable cal is FALSE (startle mitigation) clutch steady state adaptive active (transmission output shaft speed OR (accelerator pedal position OR engine speed) C2 clutch slip speed valid C2 clutch pressured map	= FALSE Boolean = TRUE **************************** = FALSE = TRUE ≠ initial startle mitigation gear = FALSE = 0 (0 to enable, 1 to disable) = FALSE ≥ 89.0 RPM ≥ 2.00 % ≥ 1,500.0 RPM = TRUE (all speed sensors are functional for lever node clutch slip speed calculation) = mapped to line	≥ 0.900 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		solenoid stuck on/off diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck off test is disabled. This diagnostic monitor is relative to GF9 C2 CB29 clutch pressure control solenoid.			(enable forward gear cal AND driver direction request AND Attained Gear) OR (enable reverse gear cal AND driver direction request AND Attained Gear) P2821 (clutch select valve stuck on) test active range shift state ****************************** DTCs not fault pending DTCs not fault active	pressure, C2 clutch pressure has reached fully applied state = 1 (1 to enable, 0 to disable) = FORWARD = a FORWARD gear = 0 (1 to enable, 0 to disable) = REVERSE = REVERSE = FALSE = range shift complete ****************************** P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6 P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F P17C6 P17C4 P17C7 P172A P172B		
					NOTE: startle mitigation active is used to detect unintended deceleration due to clutch pressure control solenoid stuck on failure modes, the clutch pressure control solenoid stuck on DTCs being P0747 P0777 P0797 P2715 P2724 P2733 P2821			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid B Stuck On	P0777	Each pressure control solenoid stuck on diagnostic monitor detects a clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional. The clutch pressure control solenoid is tested during an automatic transmission shift by monitoring the off going clutch slip speed. With the clutch pressure control solenoid failed on, still allowing hydraulic pressure to the clutch being commanded off, the intended off going clutch continues to maintain torque capacity during the transmission automatic shift. In the failure mode, the off going clutch slip speed will remain near zero RPM when the clutch pressure control solenoid is commanded to an off pressure in the normal operation to release the holding clutch. The clutch slip speed is calculated based on the transmission lever node design, requiring	shift type is power down shift: C2 clutch slip speed OR shift type is garage shift: C2 clutch slip speed ELSE shift is another type: C2 clutch slip speed update fail time 6.25 milliscond update	< 50.00 RPM < 100.00 RPM < 50.00 RPM			Base fail time: shift type is power down shift: fail time ≥ 0.80 seconds shift type is garage shift: fail time ≥ 0.25 shift type is another type: fail time ≥ 0.15 seconds Add fail time offset according to shift type: open throttle upshift: **Clutch Stuck On Fail Offset Time PU Shifts** open throttle downshift: **Clutch Stuck On Fail Offset Time PD Shifts** garage shift: **Clutch Stuck On Fail Offset Time GS Shifts** closed throttle downshift:	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. As part of the pressure control solenoid stuck on diagnostic monitor, the safety startle mitigation function executes when in steady state gear, no automatic transmission shift in progress. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed hydraulically on, while the solenoid is electrically functional. All clutch pressure control solenoid stuck on diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck on test			****************************** system-level enables: use battery voltage calibration is FALSE OR (use battery voltage calibration is TRUE AND battery voltage) use run crank voltage calibration is FALSE OR (use run crank voltage calibration is TRUE AND run crank voltage)	****************************** = 1 Boolean = 1 Boolean ≥ 9.00 volts = 0 Boolean = 0 Boolean ≥ 9.00 volts	**Clutch Stuck On Fail Offset Time CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** clutch staging shift: **Clutch Stuck On Fail Offset Time STGR Shifts** update fail count, fail count ≥ 3 counts 6.25 millliscond update battery voltage time ≥ 0.100 seconds run crank voltage time ≥ 0.100 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		is disabled. This diagnostic monitor is relative to the GF9 C2 CB29, GR10 C2 CB128910R, or 8 Speed C2 CB12345R clutch pressure control solenoid.			TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning procedure active	= FALSE Boolean		
					hydraulic pressure available	= TRUE		
					****************************	*****************************		
					range shift state	≠ range shift complete		
					diagnostic clutch test	= OFF GOING CLUTCH TEST		
					transmission output shaft speed	≥ 89.0 RPM		
					((C2 off going clutch pressure control ramp time out complete	= TRUE		
					AND			
					off going clutch pressure ramp control ramp time out enable)	= 1 (1 to enable, 0 to disable)		
					OR			
					C2 off going clutch command pressure)	≤ 350 kPa	exhaust delay by shift type:	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							closed throttle upshift: **C2 exhaust delay closed throttle lift foot up shift** open throttle upshift: **C2 exhaust delay open throttle power on up shift** garage shifts: **C2 exhaust delay garage shift** closed throttle downshift: **C2 exhaust delay closed throttle down shift** negative torque upshift: **C2 exhaust delay negative torque up shift** open throttle downshift: **C2 exhaust delay open throttle power down shift**	
					(engine torque AND Primary oncoming stuck	≥ 8,192 Nm = 0 (0 is enable, 1 is		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					on torque enable cal)	enable)		
					OR			
					(primary oncoming clutch active	= TRUE		
					primary on coming control state	≠ clutch fill phase		
					primary on coming commanded pressure)	≥ pressure clip threshold according to shift type: closed throttle upshift: **Clutch Clip Press CU Shifts** open throttle upshift: **Clutch Clip Press PU Shifts** garage shifts: **Clutch Clip Press GS Shifts** closed throttle downshift: **Clutch Clip Press CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** open throttle downshift: **Clutch Clip Press PD Shifts**	absolute value of (-0.60) seconds	
					C2 clutch slip speed valid, all speed sensors are functional for lever node clucth slip speed	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					calculation ***************************** conditions needed to trigger test: (current shift type AND shift type enable cal for current shift type) OR (Intrusive shift active AND shift type enable cal for garage shift AND Attained Gear AND (stuck on enable cal for forward garge shifts AND driver requested direction AND commanded gear) OR (stuck on enable cal for reverse garage shifts AND driver requested direction AND commanded gear)) clutch stuck off intrusive shift active startle mitigation active (see note on startle mitigation below) (new clutch controller has	***************************** ≠ Garage shift = **Clutch Stuck On Shift Type Enable** (0 table value will disable, 1 will enable) = FALSE = 0 (0 will enable, 1 will enable) = NEUTRAL OR commanded gear = 0 (0 to disable, 1 to enable) = FORWARD = a FORWARD gear = 0 (0 to disable, 1 to enable) = REVERSE = REVERSE = FALSE = FALSE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					been initalized OR transitioning to a different clutch controller)	= TRUE = TRUE		
					current clutch solenoid test state	transitions to TestState or TUT_HOLD (see note below about state transitions)		
					******************************	******************************		
					DTCs not fault pending	P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6		
					DTCs not fault active	P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					******************************	P2821 P2820 P178F P17C6 P17C4 P17C7 P172A P172B ******************************		
					NOTE: Clutch control solenoid test state TIE UP TEST HOLD is necessary, as it is possible to have multiple off going clutches during one automatic transmission shift. Clutch control solenoid test state is set to TIE UP TEST HOLD during an automatic transmission shift due to two conditions: Current value of clutch control solenoid test state is TIE UP TEST TEST STATE, when one off going clutch pressure control solenoid stuck on diagnostic monitor is currently executing. AND That off going clutch pressure control solenoid stuck on diagnostic monitor currently executing passes, the corresponding clutch slip speed ≥ clutch slip speed fail threshold. Once clutch control solenoid test state is set to TIE UP TEST HOLD, it remains TIE UP TEST HOLD during the			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					automatic transmission shift, until: An additional off going clutch occurs, as indicated by solenoid stuck on test trigger = TRUE, subsequently clutch control solenoid test state is reset to TIE UP TEST TEST STATE, to allow the additional corresponding off going clutch pressure control solenoid stuck on diagnostic monitor to execute. OR The automatic transmission shift completes, range shift state = range shift complete. NOTE: Startle mitigation is used to detect unintended vehicle deceleration due to a clutch pressure control solenoid stuck on failure mode that occurs during steady state gear, not during an automatic transmission shift. The startle mitigation active then forces the transmission clutch pressure control system to a safe gear or neutral state, based on the active and inactive clutches, when the unintended			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					vehicle deceleration occurred. Once a safe vehicle gear state is attained, the gear and clutch pressure control system allows transitions of the clutches on and off, to sequence automatic transmission shifts, single step shifts. As each single step automatic transmission shift occurs the normal pressure control solenoid stuck on diagnostic monitors execute to verify which clutch pressure control solenoid is in the stuck on failure mode, allowing one of the clutch pressure control solenoid stuck on DTCs to set P0747, P0777, P0797, P2715, P2724, P2733, P2821.			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Output Speed Sensor Circuit Low	P077C	Controller specific analog circuit diagnoses the transmission output speed sensor and wiring for a short to ground fault by comparing a voltage measurement to controller specific voltage thresholds.	transmission output speed sesnor raw voltage, update fail time, 12.5 millisecond update rate	≤ 0.2500 volts (≤ 0.5 Ω impedance between signal and controller ground)	service mode $04 active diagnostic monitor enable P077D fault active service fast learn run crank voltage battery voltage P077C fault active P077C test fail this key on	= FALSE = 1 Boolean = FALSE = FALSE ≥ 10.00 volts ≥ 10.00 volts = FALSE = FALSE	fail time ≥ 0.050 seconds, update fail count, fail count ≥ 16 counts 6.25 millisecond update rate service fast learn, run crank and battery voltage time ≥ 5.00 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Output Speed Sensor Circuit High	P077D	Controller specific analog circuit diagnoses the transmission output speed sensor and wiring for a short to voltage fault by comparing a voltage measurement to controller specific voltage thresholds.	transmission output speed sesnor raw voltage, update fail time, 12.5 millisecond update rate	≥ 4.7500 volts (≤ 0.5 Ω impedance between signal and controller power)	service mode $04 active diagnostic monitor enable P077C fault active service fast learn run crank voltage battery voltage P077D fault active P077D test fail this key on	= FALSE = 1 Boolean = FALSE = FALSE ≥ 10.00 volts ≥ 10.00 volts = FALSE = FALSE	fail time ≥ 0.050 seconds, update fail count, fail count ≥ 16 counts 6.25 millisecond update rate service fast learn, run crank and battery voltage time ≥ 5.000 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid C Stuck Off (GF9)	P0796	Each pressure control solenoid stuck off diagnostic monitor detects a clutch pressure control solenoid failed hydraulically off, while the solenoid is electrically functional. In the failure mode the clutch slip speed, and gear box gear slip, will be excessive, not near or at zero RPM. The clutch slip speed is calculated based on the transmission lever node design, requiring transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. The clutch pressure control solenoid is tested after an automatic transmission shift occurs and has been considered shift complete, or, steady state gear is deemed active, range shift complete. When the automatic transmission shift is complete, steady state gear is considered, the clutch pressure control solenoid is mapped to transmission line	C3 clutch slip speed, update fail time 6.25 milliscond update	≥ 200.0 RPM			fail time ≥ 3.00 seconds, update fail count, fail count ≥ 3 counts 6.25 milliscond update	Type A, 1 Trips
					******************************	******************************		
					system-level enables:			
					use battery voltage calibration is FALSE	= 1 Boolean		
					OR			
					(use battery voltage calibration is TRUE	= 1 Boolean		
					AND			
					battery voltage)	≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					use run crank voltage calibration is FALSE	= 0 Boolean		
					OR			
					(use run crank voltage calibration is TRUE	= 0 Boolean		
					AND			
					run crank voltage)	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	
					TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		pressure control, which normally allows the clutch to maintain full torque holding capacity at the given engine crankshaft torque, to maintain true gear ratio. When the clutch pressure control solenoid is failed hydraulically off, the clutch does not maintain holding capacity at any engine crankshaft torque, and the clutch slip speed is uncontrollable. The clutch pressure control solenoid test is suspended if the higher level safety startle mitigation function is active. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed in the opposite sense, clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional, which must take priority over any clutch pressure control solenoid stuck off diagnostic monitor. All clutch pressure control			procedure active hydraulic pressure available **************************** enable C3 clutch slip speed fail compare when: ((startle mitigation active OR (startle mitigation active AND startle mitigation gear)) (see startle mitigation active NOTE below) unintended deceleration fault pending OR unintended deceleration fault pending enable cal is FALSE (startle mitigation) clutch steady state adaptive active (transmission output shaft speed OR (accelerator pedal position OR engine speed) C3 clutch slip speed valid	= FALSE Boolean = TRUE **************************** = FALSE = TRUE ≠ initial startle mitigation gear = FALSE = 0 (0 to enable, 1 to disable) = FALSE ≥ 89.0 RPM ≥ 2.00 % ≥ 1,500.0 RPM = TRUE (all speed sensors are functional for lever node clutch slip speed calculation)	≥ 0.900 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		solenoid stuck on/off diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck off test is disabled. This diagnostic monitor is relative to C3 GF9 CB38 clutch pressure control solenoid.			C3 clutch pressured map (enable forward gear cal AND driver direction request AND Attained Gear) OR (enable reverse gear cal AND driver direction request AND Attained Gear) P2821 (clutch select valve stuck on) test active range shift state ****************************** DTCs not fault pending DTCs not fault active	= mapped to line pressure, C3 clutch pressure has reached fully applied state = 1 (1 to enable, 0 to disable) = FORWARD = a FORWARD gear = 0 (1 to enable, 0 to disable) = REVERSE = REVERSE = FALSE = range shift complete ****************************** P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6 P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F P17C6 P17C4 P17C7 P172A P172B		
					NOTE: startle mitigation active is used to detect unintended deceleration due to clutch pressure control solenoid stuck on failure modes, the clutch pressure control solenoid stuck on DTCs being P0747 P0777 P0797 P2715 P2724 P2733 P2821			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid C Stuck On	P0797	Each pressure control solenoid stuck on diagnostic monitor detects a clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional. The clutch pressure control solenoid is tested during an automatic transmission shift by monitoring the off going clutch slip speed. With the clutch pressure control solenoid failed on, still allowing hydraulic pressure to the clutch being commanded off, the intended off going clutch continues to maintain torque capacity during the transmission automatic shift. In the failure mode, the off going clutch slip speed will remain near zero RPM when the clutch pressure control solenoid is commanded to an off pressure in the normal operation to release the holding clutch. The clutch slip speed is calculated based on the transmission lever node design, requiring	shift type is power down shift: C3 clutch slip speed OR shift type is garage shift: C3 clutch slip speed ELSE shift is another type: C3 clutch slip speed update fail time 6.25 milliscond update	 < 50.00 RPM < 100.00 RPM < 50.00 RPM			Base fail time: shift type is power down shift: fail time ≥ 0.80 seconds shift type is garage shift: fail time ≥ 0.25 shift type is another type: fail time ≥ 0.15 seconds Add fail time offset according to shift type: open throttle upshift: **Clutch Stuck On Fail Offset Time PU Shifts** open throttle downshift: **Clutch Stuck On Fail Offset Time PD Shifts** garage shift: **Clutch Stuck On Fail Offset Time GS Shifts** closed throttle downshift:	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. As part of the pressure control solenoid stuck on diagnostic monitor, the safety startle mitigation function executes when in steady state gear, no automatic transmission shift in progress. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed hydraulically on, while the solenoid is electrically functional. All clutch pressure control solenoid stuck on diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck on test			****************************** system-level enables: use battery voltage calibration is FALSE OR (use battery voltage calibration is TRUE AND battery voltage) use run crank voltage calibration is FALSE OR (use run crank voltage calibration is TRUE AND run crank voltage)	****************************** = 1 Boolean = 1 Boolean ≥ 9.00 volts = 0 Boolean = 0 Boolean ≥ 9.00 volts	**Clutch Stuck On Fail Offset Time CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** clutch staging shift: **Clutch Stuck On Fail Offset Time STGR Shifts** update fail count, fail count ≥ 3 counts 6.25 millliscond update battery voltage time ≥ 0.100 seconds run crank voltage time ≥ 0.100 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		is disabled. This diagnostic monitor is relative to the GF9 C3 CB38, GR10 C3 C23457910, or 8 Speed C3 C13567 clutch pressure control solenoid.			TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning procedure active	= FALSE Boolean		
					hydraulic pressure available	= TRUE		
					*****************************	*****************************		
					range shift state	≠ range shift complete		
					diagnostic clutch test	= OFF GOING CLUTCH TEST		
					transmission output shaft speed	≥ 89.0 RPM		
					((C3 off going clutch pressure control ramp time out complete	= TRUE		
					AND			
					off going clutch pressure ramp control ramp time out enable)	= 1 (1 to enable, 0 to disable)		
					OR			
					C3 off going clutch command pressure)	≤ 350 kPa	exhaust delay by shift type:	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							closed throttle upshift: **C3 exhaust delay closed throttle lift foot up shift** open throttle upshift: **C3 exhaust delay open throttle power on up shift** garage shifts: **C3 exhaust delay garage shift** closed throttle downshift: **C3 exhaust delay closed throttle down shift** negative torque upshift: **C3 exhaust delay negative torque up shift** open throttle downshift: **C3 exhaust delay open throttle power down shift**	
					(engine torque AND Primary oncoming stuck on torque enable cal)	≥ 8,192 Nm = 0 (0 is enable, 1 is enable)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					OR			
					(primary oncoming clutch active	= TRUE		
					primary on coming control state	≠ clutch fill phase		
					primary on coming commanded pressure)	≥ pressure clip threshold according to shift type:		
						closed throttle upshift: **Clutch Clip Press CU Shifts**		
						open throttle upshift: **Clutch Clip Press PU Shifts**	absolute value of (-0.60) seconds	
						garage shifts: **Clutch Clip Press GS Shifts**		
						closed throttle downshift: **Clutch Clip Press CD Shifts**		
						negative torque upshift: **Clutch Clip Press NU Shifts**		
						open throttle downshift: **Clutch Clip Press PD Shifts**		
					C3 clutch slip speed valid, all speed sensors are functional for lever node clucth slip speed calculation	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					*****************************	*****************************		
					conditions needed to trigger test:			
					(current shift type AND	≠ Garage shift		
					shift type enable cal for current shift type)	= **Clutch Stuck On Shift Type Enable** (0 table value will disable, 1 will enable)		
					OR			
					(Intrusive shift active AND	= FALSE		
					shift type enable cal for garage shift AND	= 0 (0 will enable, 1 will enable)		
					Attained Gear AND	= NEUTRAL OR commanded gear		
					(stuck on enable cal for forward garge shifts AND	= 0 (0 to disable, 1 to enable)		
					driver requested direction AND	= FORWARD		
					commanded gear) OR	= a FORWARD gear		
					(stuck on enable cal for reverse garage shifts AND	= 0 (0 to disable, 1 to enable)		
					driver requested direction AND	= REVERSE		
					commanded gear))	= REVERSE		
					clutch stuck off intrusive shift active	= FALSE		
					startle mitigation active (see note on startle mitigation below)	= FALSE		
					(new clutch controller has been initalized OR	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					transitioning to a different clutch controller)	= TRUE		
					current clutch solenoid test state	transitions to TestState or TUT_HOLD (see note below about state transitions)		
					******************************	******************************		
					DTCs not fault pending	P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6		
					DTCs not fault active	P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F P17C6 P17C4 P17C7		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					***************************** NOTE: Clutch control solenoid test state TIE UP TEST HOLD is necessary, as it is possible to have multiple off going clutches during one automatic transmission shift. Clutch control solenoid test state is set to TIE UP TEST HOLD during an automatic transmission shift due to two conditions: Current value of clutch control solenoid test state is TIE UP TEST TEST STATE, when one off going clutch pressure control solenoid stuck on diagnostic monitor is currently executing. AND That off going clutch pressure control solenoid stuck on diagnostic monitor currently executing passes, the corresponding clutch slip speed ≥ clutch slip speed fail threshold. Once clutch control solenoid test state is set to TIE UP TEST HOLD, it remains TIE UP TEST HOLD during the automatic transmission shift, until:	P172A P172B *****************************		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					An additional off going clutch occurs, as indicated by solenoid stuck on test trigger = TRUE, subsequently clutch control solenoid test state is reset to TIE UP TEST TEST STATE, to allow the additional corresponding off going clutch pressure control solenoid stuck on diagnostic monitor to execute. OR The automatic transmission shift completes, range shift state = range shift complete. NOTE: Startle mitigation is used to detect unintended vehicle deceleration due to a clutch pressure control solenoid stuck on failure mode that occurs during steady state gear, not during an automatic transmission shift. The startle mitigation active then forces the transmission clutch pressure control system to a safe gear or neutral state, based on the active and inactive clutches, when the unintended vehicle deceleration occurred. Once a safe			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					vehicle gear state is attained, the gear and clutch pressure control system allows transitions of the clutches on and off, to sequence automatic transmission shifts, single step shifts. As each single step automatic transmission shift occurs the normal pressure control solenoid stuck on diagnostic monitors execute to verify which clutch pressure control solenoid is in the stuck on failure mode, allowing one of the clutch pressure control solenoid stuck on DTCs to set P0747, P0777, P0797, P2715, P2724, P2733, P2821.			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Input/Turbine Speed Sensor A Circuit Low	P07BF	Controller specific analog circuit diagnoses the transmission input/ turbine speed sensor and wiring for a short to ground fault by comparing a voltage measurement to controller specific voltage thresholds.	transmission intput/turbine speed sesnor raw voltage, update fail time, 12.5 millisecond update rate	≤ 0.2500 volts (≤ 0.5 Ω impedance between signal and controller ground)	service mode $04 active diagnostic monitor enable P07C0 fault active service fast learn run crank voltage battery voltage P07BF fault active P07BF test fail this key on	= FALSE = 1 Boolean = FALSE = FALSE ≥ 10.00 volts ≥ 10.00 volts = FALSE = FALSE	fail time ≥ 0.050 seconds, update fail count, fail count ≥ 16 counts 6.25 millisecond update rate service fast learn, run crank and battery voltage time ≥ 5.000 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Input/Turbine Speed Sensor A Circuit High	P07C0	Controller specific analog circuit diagnoses the transmission input/ turbine speed sensor and wiring for a short to voltage fault by comparing a voltage measurement to controller specific voltage thresholds.	transmission input/turbine speed sesnor raw voltage, update fail time, 12.5 millisecond update rate	≥ 4.7500 volts (≤ 0.5 Ω impedance between signal and controller power)	service mode $04 active diagnostic monitor enable P07BF fault active service fast learn run crank voltage battery voltage P07C0 fault active P07C0 test fail this key on	= FALSE = 1 Boolean = FALSE = FALSE ≥ 10.00 volts ≥ 10.00 volts = FALSE = FALSE	fail time ≥ 0.050 seconds, update fail count, fail count ≥ 16 counts 6.25 millisecond update rate service fast learn, run crank and battery voltage time ≥ 5.000 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Upshift Switch Circuit	P0815	Diagnoses the state of the upshift switch circuit, stuck in the state "tap up" (upshift) active. Emissions neutral default, disables tap-up tap-down or manual-up manual-down.	switch state update fail time 1 100 millisecond update rate	= tap up (upshift) state active	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage time run crank voltage P1761 fault active P0826 fault active P0826 test fail this key on P0826 fault pending (P0815 fault active OR P0815 fault active test fail this key on) PRNDL range change time PRNDL in range: D1 OR D2 OR D3 OR D4 OR D5 OR D6 OR D7 OR D8 OR D9 OR D10 OR NEUTRAL OR PARK OR REVERSE DTCs not fault pending	= FALSE = 1 Boolean ≥ 5.00 volts ≥ 25 milliseconds ≥ 9.00 volts = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE ≥ 1.00 seconds = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 0 Boolean = 0 Boolean = 0 Boolean Transmission Shift Lever Position Validity	fail time 1 ≥ 1.00 seconds	Emissions Neutral Diagnostics – Type C
			switch state update fail time 2 100 millisecond update rate	= tap up (upshift) state active	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage time run crank voltage P1761 fault active	= FALSE = 1 Boolean ≥ 5.00 volts ≥ 25 milliseconds ≥ 9.00 volts = FALSE	fail time 2 ≥ 120.00 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P0826 fault active P0826 test fail this key on P0826 fault pending (P0815 fault active OR P0815 fault active test fail this key on) PRNDL range change time PRNDL in range: D1 OR D2 OR D3 OR D4 OR D5 OR D6 OR D7 OR D8 OR D9 OR D10 OR NEUTRAL OR PARK OR REVERSE DTCs not fault pending	= FALSE = FALSE = FALSE = FALSE = FALSE ≥ 1.00 seconds = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 0 Boolean = 0 Boolean = 0 Boolean Transmission Shift Lever Position Validity		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Downshift Switch Circuit	P0816	Diagnoses the state of the downshift switch circuit, stuck in the state "tap down" (downshift) active. Emissions neutral default, disables tap-up tap-down or manual-up manual-down.	switch state update fail time 1 100 millisecond update rate	= tap down (downshift) state active	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage time run crank voltage P1761 fault active P0826 fault active P0826 test fail this key on P0826 fault pending (P0816 fault active OR P0816 fault active test fail this key on) PRNDL range change time PRNDL in range: D1 OR D2 OR D3 OR D4 OR D5 OR D6 OR D7 OR D8 OR D9 OR D10 OR NEUTRAL OR PARK OR REVERSE DTCs not fault pending	= FALSE = 1 Boolean ≥ 5.00 volts ≥ 25 milliseconds ≥ 9.00 volts = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE ≥ 1.00 seconds = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 0 Boolean = 0 Boolean = 0 Boolean Transmission Shift Lever Position Validity	fail time 1 ≥ 1.00 seconds	Emissions Neutral Diagnostics – Type C
			switch state update fail time 2 100 millisecond update rate	= tap down (downshift) state active	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage time run crank voltage P1761 fault active	= FALSE = 1 Boolean ≥ 5.00 volts ≥ 25 milliseconds ≥ 9.00 volts = FALSE	fail time 2 ≥ 120.00 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P0826 fault active P0826 test fail this key on P0826 fault pending (P0816 fault active OR P0816 fault active test fail this key on) PRNDL range change time PRNDL in range: D1 OR D2 OR D3 OR D4 OR D5 OR D6 OR D7 OR D8 OR D9 OR D10 OR NEUTRAL OR PARK OR REVERSE DTCs not fault pending	= FALSE = FALSE = FALSE = FALSE = FALSE ≥ 1.00 seconds = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 0 Boolean = 0 Boolean = 0 Boolean Transmission Shift Lever Position Validity		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Up and Down Shift Switch Circuit	P0826	Diagnoses the state of the upshift/downshift switch circuit at an illegal voltage, voltage out of range. Emissions neutral default, disables tap-up tap-down or manual-up manual-down.	switch state update fail time 100 millisecond update rate	= illegal (voltage out of range)	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage P1761 fault active (P0826 fault active OR P0826 fault active test fail this key on)	= FALSE = 1 Boolean ≥ 5.00 volts ≥ 9.00 volts = FALSE = FALSE = FALSE	fail time ≥ 60.00 seconds run crank voltage time ≥ 25 milliseconds	Emissions Neutral Diagnostics – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid A Control Circuit Open	P0960	Controller specific circuit diagnoses 9 speed CB123456, 10 speed CB123456R, or 8 speed CB1278R clutch or CVT secondary pulley, solenoid for an open circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates an open circuit Controller specific circuit voltage thresholds are set to meet the following controller specification for an open circuit Increment fail time	≥ 200 K Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR	≥ 5.00 volts	≥ 25 milliseconds	
					accessory voltage active)	= TRUE	≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid A Control Circuit Low	P0962	Controller specific circuit diagnoses 9 speed CB123456, 10 speed CB123456R, or 8 speed CB1278R clutch or CVT secondary pulley, solenoid for a ground short circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground	battery voltage (run crank voltage OR accessory voltage active) diagnostic monitor enable calibration (solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	≥ 9.00 volts and ≤ 32.00 volts ≥ 5.00 volts = TRUE = 1 (1 is enable, 0 is disable) = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON	fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds ≥ 1.00 seconds ≥ 25 milliseconds ≥ 12.5 milliseconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid A Control Circuit High	P0963	Controller specific circuit diagnoses 9 speed, 10 speed CB123456R, 8 speed CB1278R clutch or CVT secondary pulley, solenoid for a short to voltage circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a short to voltage Controller specific circuit voltage thresholds are set to meet the following controller specification for a short to voltage Increment fail time	≤ 0.5 Ω impedance between signal and controller voltage source			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid B Control Circuit Open	P0964	Controller specific circuit diagnoses 9 speed CB29, 10 speed CB128910R, 8 speed CB12345R clutch or CVT primary pulley, solenoid for an open circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates an open circuit Controller specific circuit voltage thresholds are set to meet the following controller specification for an open circuit Increment fail time	≥ 200 K Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage	≥ 5.00 volts	≥ 25 milliseconds	
					OR			
					accessory voltage active)	= TRUE	≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid B Control Circuit Low	P0966	Controller specific circuit diagnoses 9 speed CB29, 10 speed CB128910R, 8 speed CB12345R clutch or CVT primary pulley, solenoid for a ground short circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid B Control Circuit High	P0967	Controller specific circuit diagnoses 9 speed CB29, 10 speed CB128910R, 8 speed CB12345R clutch or CVT primary pulley, solenoid for a short to voltage circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a short to voltage Controller specific circuit voltage thresholds are set to meet the following controller specification for a short to voltage Increment fail time	≤ 0.5 Ω impedance between signal and controller voltage source			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid C Control Circuit Open	P0968	Controller specific circuit diagnoses 9 speed CB38, 10 speed C23457910, or 8 speed C13567, clutch or CVT line pressure, solenoid for an open circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates an open circuit Controller specific circuit voltage thresholds are set to meet the following controller specification for an open circuit Increment fail time	≥ 200 K Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.000 seconds	
							25 milliseconds	
					(run crank voltage	≥ 5.00 volts		
					OR			
							12.5 milliseconds	
					accessory voltage active)	= TRUE		
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid C Control Circuit Low	P0970	Controller specific circuit diagnoses 9 speed CB38,10 speed C23457910, or 8 speed C13567 clutch,or CVT line pressure, solenoid for a ground short circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground	battery voltage (run crank voltage OR accessory voltage active) diagnostic monitor enable calibration (solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	≥ 9.00 volts and ≤ 32.00 volts ≥ 5.00 volts = TRUE = 1 (1 is enable, 0 is disable) = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON	fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds ≥ 1.00 seconds ≥ 25 milliseconds ≥ 12.5 milliseconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid C Control Circuit High	P0971	Controller specific circuit diagnoses 9 speed CB38, 10 speed C23457910, or 8 speed C13567,clutch or CVT line pressure, solenoid for a short to voltage circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a short to voltage Controller specific circuit voltage thresholds are set to meet the following controller specification for a short to voltage Increment fail time	≤ 0.5 Ω impedance between signal and controller voltage source			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 2	P16E9	This DTC will be stored if the internal serial peripheral interface bus #2 has failed.	Serial Peripheral Bus #2 has failed	>= 8.00		Diagnostic System Enabled AND (Battery Voltage In Range OR Run/Crank Voltage In Range) (GetDRER_b_DiagSystemDsbl() == CbFALSE) && ((GetLVTR_b_RunCrankIgnInRange() == CbTRUE) || (GetLVTR_b_BatteryInRange() == CbTRUE))	Diagnostic runs periodically at either 5 milliseconds or 6.25 milliseconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Serial Peripheral Interface Bus 1	P16F0	This DTC will be stored if the internal serial peripheral interface bus #1 has failed.	Serial Peripheral Bus #1 has failed	>= 8.00		Diagnostic System Enabled AND (Battery Voltage In Range OR Run/Crank Voltage In Range) (GetDRER_b_DiagSystemDsbl() == CbFALSE) && ((GetLVTR_b_RunCrankIgnInRange() == CbTRUE) || (GetLVTR_b_BatteryInRange() == CbTRUE))	Diagnostic runs periodically at either 5 milliseconds or 6.25 milliseconds	Type A, 1 Trips

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	The diagnostic monitor is a rationalization of command values: command clutch pressures and command gear. The monitor is broken up into two fault detection routines, command pressure (tie up) fault detection and command gear/shift fault detection. The command pressure (tie up) fault detection is designed to verify the number of clutches applied in a given gear state is limited, in order to prevent a transmission internal mechanical tie-up condition. A condition which could lead to a vehicle deceleration above the design safety metric. If commanded clutch pressures are above a threshold which would allow multiple clutches to carry torque, the clutch is considered applied, otherwise the clutch is considered released. If there are more clutches applied, via the commanded clutch pressures, in a given gear state than is rational, one or more of	command pressure (tie up) fault detection minimum # of clutches ON by attained gear and by comanded gear, take lower of the 2 values, where attained gear is the current operating gear and command gear is the targetted value to transtion toward see **9 speed transmission clutch definition and gear state to clutch map** and **10 speed transmission clutch definition and gear state to clutch map** attached supporting tables for clutch 1 through clutch 7 definition and gear state to clutch map	≤ **NumClchTieUp** See Attached Supporting Tables	Reduandant Memory Command Pressure Enable Calibraiton Not Reduandant Memory Command Pressure Enable Calibraiton No traction event in progress: ABS((driven wheel speed - non-drive wheel speed) / driven wheel speed) 25 millisecond derivative TOSS RPM, (TOSS delta 25 millisecond loop to 25 milsecond loop) / 25 millisecond for time Clutch 1 hydraulic volume fill factor Clutch 2 hydraulic volume fill factor Clutch 3 hydraulic volume fill factor Clutch 4 hydraulic volume fill factor Clutch 5 hydraulic volume fill factor Clutch 6 hydraulic volume fill factor Clutch 7 hydraulic volume fill factor when clutch is off going (releasing) clutch the commanded clutch pressure equation = ((pressure control solenoid command	= 0 Boolean = 1 Boolean ≥ 0.00 % < 0.750 * **P2D2 Cltch Slip Sum** see attached supporting Table ≥ 0.0500 seconds ≥ 1.000 unitless ≥ 1.000 unitless ≥ 1.000 unitless ≥ 1.000 unitless ≥ 1.000 unitless ≥ 1.000 unitless ≥ 1.000 unitless	single event 6.25 millisecond update rate	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		the clutch pressure command values are in error. Given rate of change of transmission output shaft speed, command gear state clutches and clutch hydraulic fill volumes, those clutches in transition from the hydraulic released state to the hydraulic applied state and from the hydraulic applied state to the hydraulic released state, the rationality detects any number of command clutch pressures above a threshold, that are simultaneously active to cause a vehicle deceleration above the design safety metric. The command gear/ shift fault detection is designed to verify the commanded gear will not induce a downshift resulting in a gear state that is erroneous given vehicle operating conditions. The detection rationalizes the command gear against a minimum gear, highest gear ratio, for given vehicle speed and driver accelerator position.			pressure - pressure offset) * regulator valve gain) - regulator valve return spring pressure adaptive when clutch 1 is off going clutch: clutch 1 command pressure clutch 1 state is OFF when: clutch 1 command pressure, else clutch is ON and count clutch 1 toward minimum # of clutches ON when clutch 2 is off going clutch: clutch 2 command pressure clutch 2 state is OFF when: clutch 2 command pressure, else clutch is ON and count clutch 2 toward minimum # of clutches ON when clutch 3 is off going clutch: clutch 3 command pressure	= ((clutch 1 pressure control solenoid command pressure - 0.00) * 1.00) - regulator valve return spring pressure adaptive, kPa **P2D2 Decel Pressure - ≤ C1** see attached supporting tables = ((clutch 2 pressure control solenoid command pressure - 0.00) * 1.00) - regulator valve return spring pressure adaptive, kPa **P2D2 Decel Pressure - ≤ C2** see attached supporting tables = ((clutch 3 pressure		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						control solenoid command pressure - 177.00) * 1.51) - regulator valve return spring pressure adaptive, kPa		
					clutch 3 state is OFF when: clutch 3 command pressure, else clutch is ON and count clutch 3 toward minimum # of clutches ON	**P2D2 Decel Pressure - ≤ C3** see attached supporting tables		
					when clutch 4 is off going clutch: clutch 4 command pressure	= ((clutch 4 pressure control solenoid command pressure - 160.00) * 2.25) - regulator valve return spring pressure adaptive, kPa		
					clutch 4 state is OFF when: clutch 4 command pressure, else clutch is ON and count clutch 4 toward minimum # of clutches ON	**P2D2 Decel Pressure - ≤ C4** see attached supporting tables		
					when clutch 5 is off going clutch: clutch 5 command pressure	= ((clutch 5 pressure control solenoid command pressure - 0.00) * 1.00) - regulator valve return spring pressure adaptive, kPa		
					clutch 5 state is OFF when: clutch 5 command pressure,			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					else clutch is ON and count clutch 5 toward minimum # of clutches ON	**P2D2 Decel Pressure - ≤ C5** see attached supporting tables		
					when clutch 6 is off going clutch: clutch 6 command pressure	= ((clutch 6 pressure control solenoid command pressure - 0.00) * 1.00) - regulator valve return spring pressure adaptive, kPa		
					clutch 6 state is OFF when: clutch 6 command pressure, else clutch is ON and count clutch 6 toward minimum # of clutches ON	**P2D2 Decel Pressure - ≤ C6** see attached supporting tables		
					when clutch 7 is off going clutch: clutch 7 command pressure	= ((clutch 7 pressure control solenoid command pressure - 0.00) * 1.00) - regulator valve return spring pressure adaptive, kPa		
					clutch 7 state is OFF when: clutch 7 command pressure, else clutch is ON and count clutch 7 toward minimum # of clutches ON	**P2D2 Decel Pressure - ≤ C7** see attached supporting tables		
					service fast learn not active			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					no speed sensor DTCs fault active: P0716, P0717, P0721, P0722, P0723, P077C, P077D, P07BF, P07C0, P172A, P172B, P176B, P176C, P176D, P1783, P178F, P17C4, P17C5, P17C6, P17CC, P17CD, P17CE, P17D3, P17D6 no high side driver DTCs fault active: P0658, P2670			
			command gear/shift fault detection		Reduandant Memory Command Gear Enable Calibraiton Not	= 0 Boolean	command gear fail event count ≥ 3 counts	
			1st gear commanded and vehicle seed OR 2nd gear commanded and vehicle seed OR 3rd gear commanded and vehicle seed OR 4th gear commanded and vehicle seed OR 5th gear commanded and vehicle seed OR 6th gear commanded and vehicle seed OR 7th gear commanded and vehicle seed OR 8th gear commanded and	> 58.29 KPH > 82.67 KPH > 90.74 KPH > 111.73 KPH > 142.12 KPH > 189.01 KPH > 273.30 KPH	Reduandant Memory Command Gear Enable Calibraiton service fast learn not active no speed sensor DTCs fault active: P0716, P0717, P0721, P0722, P0723, P077C, P077D, P07BF, P07C0, P172A, P172B, P176B, P176C, P176D, P1783, P178F, P17C4, P17C5, P17C6, P17CC, P17CD, P17CE, P17D3, P17D6 no high side driver DTCs fault active:	= 1 Boolean	6.25 millisecond update rate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			vehicle seed OR 9th gear commanded and vehicle seed OR 10th gear commanded and vehicle seed THEN increment command gear fail event count and abort commanded gear and delay for time before next fail evaluation	> 365.87 KPH > 442.95 KPH > 442.95 KPH > 5.00 seconds	P0658, P2670			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Speed Signal Analog to Digital Converter Performance	P16FB	The diagnostic monitor validates the controller calculated transmission output speed sensor data parameters, calculated in multiple paths/subroutines and at different rates. There are multiple transmission output speed sensor data parameters, calculated at rates of 6.25 milliseconds, 12.5 milliseconds and 25 milliseconds. While the same subroutine, a generic “calculate TOSS” is called from different time loops, each call stores that current value of the calculated TOSS to a different memory location. For example, a 12.5 millisecond loop calling “calculate TOSS” stores the calculated TOSS value to a “12.5 millisecond TOSS calculated” data parameter in memory, while a 25 millisecond loop calling “calculate TOSS” stores the calculated TOSS value to a “25 millisecond TOSS calculated” data parameter in memory. The raw transmission output speed sensor	ABS(raw transmission output speed, 6.25 millisecond data parameter - raw transmission output speed, 25 millisecond data parameter) update fail and sample time 25 millisecond update rate	≥ 60.0 RPM	service mode $04 active diagnsotic monitor enable raw transmission output speed, 25 millisecond data parameter raw transmission output speed, 6.25 millisecond data parameter service fast learn run crank voltage battery voltage	= FALSE = 1 Boolean ≥ 356.0 RPM ≥ 356.0 RPM = FALSE ≥ 10.00 volts ≥ 10.00 volts	fail time ≥ 8.000 seconds within sample time < 10.000 seconds 25 millisecond update rate service fast learn, run crank and battery voltage time ≥ 5.000 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		signal is diagnosed independently electrically and for performance of this DTC. The transmission output speed sensor data parameters that are calculated at different rates must always be within a negligible difference of each other.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Surge Solenoid Circuit Low	P171B	Controller specific transmission surge accumulator control circuit diagnoses the transmission surge accumulator and wiring for a ground short circuit fault by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground	battery voltage battery voltage battery enable time run/crank voltage run crank voltage time ≥ diagnostic monitor enable	≥ 9.00 volts ≤ 32.00 volts ≥ 1.00 seconds ≥ 5.00 volts 25 milliseconds = 1 Boolean	fail time ≥ 0.300 seconds out of sample time ≥ 0.500 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Surge Solenoid Circuit High	P171C	Controller specific transmission surge accumulator control circuit diagnoses the transmission surge accumulator and wiring for a short to voltage circuit fault by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a short to voltage Controller specific circuit voltage thresholds are set to meet the following controller specification for a short to voltage Increment fail time	≤ 0.5 Ω impedance between signal and controller voltage source	battery voltage battery voltage battery voltage enable time run/crank voltage run crank voltage time diagnostic monitor enable	≥ 9.00 volts ≤ 32.00 volts ≥ 1.00 seconds ≥ 5.00 volts time ≥ 25 milliseconds = 1 Boolean	fail time ≥ 0.300 seconds out of ≥ 0.500 seconds sample time	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Surge Accumulator System Performance	P171D	Detects when the surge accumulator system, used to provide transmission hydraulic pressure, is not capable of supplying adequate hydraulic pressure during an engine auto-start. The transmission holding clutch pressures are commanded to meet the engine crank shaft torque output, to prevent clutch slip to those holding clutches, during the engine auto-start. The diagnostic monitors transmission input shaft speed during the auto-start event as the primary malfunction criteria. Measured input shaft speed that is excessive is an indication the holding clutches are slipping due to inadequate hydraulic pressure, as a result of a failed surge accumulator system.	Transmission turbine speed is greater than predicted turbine speed during autostart event, update initial fail count	**P171D predicted ≥ turbine speed error** Refer to "Transmission Supporting Tables" for details	PRNDL state defaulted Transmission shift lever position Propulsion system active Ignition voltage Ignition voltage Transmission fluid temp Transmission fluid temp Hybrid state AutoStop duration min During autostop Engine speed was *************************** If above conditions are met then the following must occur: Turbine speed Engine speed Hydraulic pressure delay time If above conditions are met then increment time-out timer. Time-out timer Note: The initial fail	= False = Forward range A = True > 9.00 volts < 32.00 volts > 0.00 °C < 110.00 °C = Engine off ≥ 1.200 seconds < 5.0 RPM ≥ 80.0 RPM ≥ 450.0 RPM **P171D hydraulic ≥ pressure delay** Refer to "Transmission Supporting Tables" for details ≤ 0.38 seconds	≥ 8 counts (initial fail count) Frequency =12.5ms Once the above counts are achieved then increment the final fail counter once. The final fail counter can only increment once per autostart event ≥ 3 counts (final fail counter) If above counter is greater than threshold then report DTC failed. Frequency = 12.5ms	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					counter must achieve it's fail threshold in less than the time-out time. ***************************** If vehicle is launched then:			
					Transmission gear ratio	= 4.689 1st gear ratio = 3.306 2nd gear ratio = 3.012 3rd gear ratio = 2.446 4th gear ratio = 1.923 5th gear ratio = 1.446 6th gear ratio		
					Trans 1st gear ratio	≤ 1.120 % of 1st gear ratio		
					Trans 1st gear ratio	≥ 0.880 % of 1st gear ratio		
					Trans gear ratio not 1st gear	≤ 1.070 % of gear ratio		
					Trans gear ratio not 1st gear	≥ 0.930 % of gear ratio		
					Valid transmission gear ratio achieved time	≥ 0.500 seconds		
					OR If vehicle is not launched but autostart occurs then:			
					Turbine speed	≤ 5.00 RPM		
					Turbine speed less then above threshold for	≥ 0.500 seconds		
					Note: During an autostart event the lack of hydraulic pressure will result in momentary clutch slip in			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					the C1234 clutch. After the clutch slip event, the main transmission pump and clutch will gain capacity, clutch slip will go to zero. If the vehicle is launching (moving) then a valid transmission ratio can be achieved. Or if the brake is continually applied and an autostart occurs naturally, then no ratio can be measured. In this case turbine speed will return to near zero rpm. ******************************			
					DTCs not fault active	CrankSensor_FA Transmission Output Shaft Angular Velocity Validity Transmission Turbine Angular Velocity Validity Transmission Oil Temperature Validity P171A P171B P171C U0101 P182E P1915		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Control System - Shift Limiting Active	P175E	The latent fault diagnostic monitors detects when the vehicle has been driven excessively with an emission MIL request. The DTCs requesting the emission MIL are all due to a safety critical system or component fault present in which a DTC is set fault active, test fail this key on or fault pending (fault pending is fail time ≠ 0). The safety critical systems or safety critical components include: transmission input, output and intermediate speed sensors, transmission range sensors, clutch pressure control solenoids including unintended deceleration detected due to clutch pressure control solenoids, driver accelerator pedal position, engine crankshaft position and engine torque. The DTCs for these safety critical systems or safety critical components include both electrical fault DTCs and performance fault DTCs. The latent fault diagnostic monitor	P0747 OR P0777 OR P0797 OR P2715 OR P2724 OR P2731 OR P2733 fault active due to unintended deceleration detection, increment unintended deceleration latent fault fail count		transmission default gear active (emission MIL active) calibration CeTRDR_e_DSG_DfltGrOpt5_Action any non-zero (0) option	> CeTRDR_e_DSG_DfltGrOptNone, zero (0) element in default gear array	unintended deceleration latent fault fail count ≥ 100 counts 25 millisecond update rate	Type A, 1 Trips
			P0747 OR P0777 OR P0797 OR P2715 OR P2724 OR P2731 OR P2733 clutch pressure control solenoid fault active due to clutch stuck on during shift, increment clutch pressure control solenoid latent fault fail count		transmission default gear active (emission MIL active) calibration CeTRDR_e_DSG_DfltGrOpt5_Action any non-zero (0) option	> CeTRDR_e_DSG_DfltGrOptNone, zero (0) element in default gear array	clutch pressure control solenoid latent fault fail count ≥ 100 counts 25 millisecond update rate	
			P2802 OR P2803 fault active, increment transmission range sensor latent fault fail count		transmission default gear active (emission MIL active) calibration CeTRDR_e_DSG_DfltGrOpt5_Action any non-zero (0) option	> CeTRDR_e_DSG_DfltGrOptNone, zero (0) element in default gear array	transmission range sensor latent fault fail count ≥ 200 counts 25 millisecond update rate	
			P0721 OR P0722 OR P0723 OR P077C OR P077D or P172A fault active, increment transmission output speed sensor latent fault fail count		transmission default gear active (emission MIL active) calibration CeTRDR_e_DSG_DfltGrOpt5_Action any non-zero (0) option	> CeTRDR_e_DSG_DfltGrOptNone, zero (0) element in default gear array	transmission output speed sensor latent fault fail count ≥ 100 counts 25 millisecond update rate	
			P0716 OR P0717 OR P0721 OR P07BF OR P07C0 fault active OR		transmission default gear active (emission MIL active) calibration	>	transmission input output speed sensor latent fault fail	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		counts the run/crank ignition cycles before the latent fault DTC is set fault active.	P077D OR P077D OR P1783 OR P17CE fault active OR P0722 OR P0723 OR P172A test fail this key on OR P0716 OR P0717 OR P0721 OR P0722 OR P0723 OR P077C OR P077D OR P07BF OR P07C0 Or P172A OR P172B OR P1783 OR P17CE fault pending (fail time ≠ 0) increment transmission input output speed sensor latent fault fail count		CeTRDR_e_DSG_DfltGrOptNone any non-zero (0) option	CeTRDR_e_DSG_DfltGrOptNone, zero (0) element in default gear array	count ≥ 100 counts 25 millisecond update rate	
			AcceleratorPedalFailure OR EngineTorqueEstInaccurate OR P2534 fault active OR CrankSensor_FA OR P0707 OR P0708 fault active OR test fail this key on OR P2805 fault active OR P0716 OR P0717 OR P07BF OR P07C0 fault active OR P0722 OR P0723 test fail this key on OR P077C OR P077D fault active OR P176C OR P176D OR	= TRUE = TRUE = TRUE	transmission default gear active (emission MIL active) calibration CeTRDR_e_DSG_DfltGrOpt5_Action any non-zero (0) option ignition run crank voltage for time	> CeTRDR_e_DSG_DfltGrOptNone, zero (0) element in default gear array > 5.00 volts ≥ 12.5 milliseconds	system latent fault fail count ≥ 100 counts 6.25 millisecond update rate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			P17CC OR P17CD OR P176B OR P17D6 fault active OR test fail this key on OR P0747 OR P0777 OR P0797 OR P2715 OR P2724 OR P2733 OR P0746 OR P0776 OR P0796 OR P2714 OR P2723 OR P2732 OR P178F OR P17C4 OR P17C6 OR P172A OR P172B test fail this key on OR P0960 OR P0962 OR P0963 OR P0964 OR P0966 OR P0967 OR P0968 OR P0970 OR P0971 OR P2718 OR P2720 OR P2721 OR P2727 OR P2729 OR P2730 OR P2736 OR P2738 OR P2739 OR P17C5 OR P17D3OR P0721 fault active OR P0716 OR P0717 OR P0721 OR P0722 OR P0723 OR P077C OR P077D OR P07BF OR P07C0 fault pending (fail time ≠ 0) OR P176B OR P176C OR P176D OR P17CC OR P17CD OR P17D6 OR P1783 OR P178F OR P17C4 OR P17C5 OR P17C6 OR P17CE OR P17D3 OR P172A or P172B fault pending (fail					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			time ≠ 0) OR P1783 fault active OR P1783 fault pending (fail time ≠ 0) update system fault time when system fault time increment system latent fault fail count	≥ 10.0 seconds				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Acceleration Sensor Signal Message Counter Incorrect	P175F	The diagnostic monitor detects an alive rolling count error or checksum error in the CAN frame containing the lateral acceleration signal value and longitudinal acceleration sensor signal value. Emission neutral default state sets lateral and longitudinal acceleration signal = 0.0 g.	rolling count value received from EBCM and expected TCM calculated value not equal OR checksum lateral and longitudinal acceleration CAN frame message value error 50 millisecond update rate	= TRUE = TRUE	enable alive rolling count error detection: diagnostic monitor enable lateral and longitudinal acceleration CAN frame message received battery voltage run crank voltage enable checksum error detection: diagnostic monitor enable lateral and longitudinal acceleration CAN frame message received normal CAN battery voltage run crank voltage communication enabled DTCs not fault active	 = 1 Boolean = TRUE ≥ 11.0 volts ≥ 11.0 volts = 1 Boolean = TRUE ≥ 11.0 volts ≥ 11.0 volts = TRUE U0073	alive rolling count errors ≥ 54 out of 9 sample counts 50 millisecond update rate checksum error time ≥ 54.00 seconds	Emissions Neutral Diagnostic – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Up and Down Shift Switch Signal Circuit	P1761	The alive rolling count normally cycles 0, 1, 2, and 3 as a serial data periodic frame is processed normally. The diagnostic monitor counts the number of times an alive rolling count error occurs over a period of time. The TCM receives a serial data frame at a periodic rate, during which, the receive data is processed the comparing the current value of the alive rolling count in the frame date to the incremented value of the diagnostic alive rolling count. When the two values of the alive rolling count do not agree, an alive rolling count error has occurred. The error indicator is saved in an array buffer, and when the number of error indicators in the buffer exceed the fail threshold the fail time is allowed to time up. Emissions neutral default, disables tap-up tap-down or manual-up manual-down.	alive rolling count error counter update fail time 100 millisecond update rate	≥ 3 counts	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage time up and down shift serial data frame receive occurred when up and down shift serial data frame receive occurred: increment the diagnsotic alive rolling count data value, if the diagnsotic alive rolling count data value, set alive rolling count error to TRUE, when alive rolling count error AND previous alive rolling count error in 10 element arrary buffer, increment alive rolling count error counter	= FALSE = 1 Boolean ≥ 9.00 volts ≥ 0.100 seconds = TRUE ≠ frame alive rolling count data value = TRUE = FALSE	fail time ≥ 10.00 seconds	Emissions Neutral Diagnostics – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Upshift Switch Circuit 2	P1765	Diagnoses the state of the upshift switch circuit, stuck in the state "tap up" (upshift) active. Emissions neutral default, disables tap-up tap-down or manual-up manual-down.	switch state update fail time 1 100 millisecond update rate	= tap up (upshift) state active	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage time run crank voltage P1761 fault active P1767 fault active P1767 test fail this key on P1767 fault pending (P1765 fault active OR P1765 fault active test fail this key on) PRNDL range change time PRNDL in range: D1 OR D2 OR D3 OR D4 OR D5 OR D6 OR D7 OR D8 OR D9 OR D10 OR NEUTRAL OR PARK OR REVERSE DTCs not fault pending	= FALSE = 0 Boolean ≥ 5.00 volts ≥ 25 milliseconds ≥ 9.00 volts = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE ≥ 1.00 seconds = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 0 Boolean = 0 Boolean = 0 Boolean Transmission Shift Lever Position Validity	fail time 1 ≥ 1.00 seconds	Emissions Neutral Diagnostics – Type C
			switch state update fail time 2 100 millisecond update rate	= tap up (upshift) state active	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage time run crank voltage P1761 fault active	= FALSE = 0 Boolean ≥ 5.00 volts ≥ 25 milliseconds ≥ 9.00 volts = FALSE	fail time 2 ≥ 120.00 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P1767 fault active P1767 test fail this key on P1767 fault pending (P1765 fault active OR P1765 fault active test fail this key on) PRNDL range change time PRNDL in range: D1 OR D2 OR D3 OR D4 OR D5 OR D6 OR D7 OR D8 OR D9 OR D10 OR NEUTRAL OR PARK OR REVERSE DTCs not fault pending	= FALSE = FALSE = FALSE = FALSE = FALSE ≥ 1.00 seconds = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 0 Boolean = 0 Boolean = 0 Boolean Transmission Shift Lever Position Validity		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Downshift Switch Circuit 2	P1766	Diagnoses the state of the downshift switch circuit, stuck in the state "tap down" (downshift) active. Emissions neutral default, disables tap-up tap-down or manual-up manual-down.	switch state update fail time 1 100 millisecond update rate	= tap down (downshift) state active	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage time run crank voltage P1761 fault active P1767 fault active P1767 test fail this key on P1767 fault pending (P1766 fault active OR P1766 fault active test fail this key on) PRNDL range change time PRNDL in range: D1 OR D2 OR D3 OR D4 OR D5 OR D6 OR D7 OR D8 OR D9 OR D10 OR NEUTRAL OR PARK OR REVERSE DTCs not fault pending	= FALSE = 0 Boolean ≥ 5.00 volts ≥ 25 milliseconds ≥ 9.00 volts = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE ≥ 1.00 seconds = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 0 Boolean = 0 Boolean = 0 Boolean Transmission Shift Lever Position Validity	fail time 1 ≥ 1.00 seconds	Emissions Neutral Diagnostics – Type C
			switch state update fail time 2 100 millisecond update rate	= tap down (downshift) state active	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage time run crank voltage P1761 fault active	= FALSE = 0 Boolean ≥ 5.00 volts ≥ 25 milliseconds ≥ 9.00 volts = FALSE	fail time 2 ≥ 120.00 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P1767 fault active P1767 test fail this key on P1767 fault pending (P1766 fault active OR P1766 fault active test fail this key on) PRNDL range change time PRNDL in range: D1 OR D2 OR D3 OR D4 OR D5 OR D6 OR D7 OR D8 OR D9 OR D10 OR NEUTRAL OR PARK OR REVERSE DTCs not fault pending	= FALSE = FALSE = FALSE = FALSE = FALSE ≥ 1.00 seconds = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 1 Boolean = 0 Boolean = 0 Boolean = 0 Boolean Transmission Shift Lever Position Validity		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Up and Down Shift Switch Circuit 2	P1767	Diagnoses the state of the upshift/downshift switch circuit at an illegal voltage, voltage out of range. Emissions neutral default, disables tap-up tap-down or manual-up manual-down.	switch state update fail time 100 millisecond update rate	= illegal (voltage out of range)	service mode $04 active diagnostic monitor enable run crank voltage run crank voltage time run crank voltage P1761 fault active P1767 fault active	= FALSE = 0 Boolean ≥ 5.00 volts ≥ 25 milliseconds ≥ 9.00 volts = FALSE = FALSE	fail time ≥ 60.00 seconds	Emissions Neutral Diagnostics – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Planetary Gearset Ring Gear Speed Sensor Circuit Range/ Performance	P176B	The diagnostic monitor rationalizes the transmission intermediate shaft speed sensor by using the transmission output shaft output speed sensor and the known ratio between the transmission intermediate shaft speed and the transmission output shaft output speed based on the commanded gear and the transmission lever node design. The estimated transmission intermediate shaft speed is equal to the gear ratio times the transmission output shaft output speed. The absolute value of the delta between the measured transmission intermediate shaft speed and the estimated transmission intermediate shaft speed is used to determine if the measured transmission intermediate shaft speed is rational.	delta1 = ABS (transmission input speed - (transmission output speed * gear ratio commanded)) update faiil time 25 millisecond update rate	> 10.0 RPM	diagnostic monitor enable speed sesnor configuration calibration is single OR dual ratio calibration is function of command gear and intermediate speed sesnor when not REVERSE ratio calibration is function of command gear and intermediate speed sesnor when REVERSE ****************************** delay time updates when: estimated transmission intermediate speed (transmission input speed / ratio calibration)	= 1 Boolean = CeTNSR_e_NSPD_SinglеSpdSnsr = **P176B ratio calibration when not REVERSE** see supporting tables = **P176B ratio calibration when REVERSE** see supporting tables ****************************** ≥ **P176B minimum estimated transmission intermediate speed to enable fail evaluation** see supporting tables	fail time ≥ **P176B intermediate speed sensor fail time threshold** see supporting tables fail time threshold met increments fail count, fail count ≥ **P176B intermediate speed sensor fail count threshold** see supporting tables ****************** delay time ≥	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					with transmission input speed input speed sensor ready based on commanded gear and transmission intermediate speed sensor (state output must be FALSE to enable fail evaluation) with with attained gear ***************************** transmission input speed transmission output speed neutral idle mode range shift state P0716 fault active P0717 fault active P07BF fault active P07C0 fault active P0722 fault active P0723 fault active P077C fault active P077D fault active P176C fault active P176D fault active battery voltage	 **P176B minimum transmission input speed to enable fail** ≥ **evaluation** see supporting tables **P176B holding clutch** = **states** see supporting tables = REVERSE OR = 1st thru 10th ****************************** ≥ 172.0 RPM ≥ 89.0 RPM = nuetral idle mode ON = range shift complete = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE ≥ 9.00 volts = FALSE ≥ 9.00 volts	**P176B delay to allow transmission input, intermediate and output speeds to stablize for fail evaluation** see supporting tables	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					service fast learn active run crank voltage transmission hydraulic pressure available: engine speed	≥ 400.0 RPM	battery voltage time ≥ 0.100 seconds run crank voltage time ≥ 0.100 seconds engine speed time ≥ **engine speed time for transmission hydraulic pressure available** see supporting tables	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Planetary Gearset Ring Gear Speed Sensor Circuit Low	P176C	Controller specific analog circuit diagnoses the transmission intermediate speed sensor and wiring for a short to ground fault by comparing a voltage measurement to controller specific voltage thresholds.	transmission intermediate speed sesnor raw voltage, update fail time, 12.5 millisecond update rate	≤ volts (≤ 0.5 Ω impedance between signal and controller ground)	service mode $04 active diagnostic monitor enable P176D fault active service fast learn run crank voltage battery voltage P176C fault active P176C test fail this key on	= FALSE = **P176C Enable Boolean** = FALSE = FALSE ≥ 10.00 volts ≥ 10.00 volts = FALSE = FALSE	fail time ≥ **P176C Fail Timer** seconds, update fail count, fail count ≥ **P176C Fail Count Threshold** counts 6.25 millisecond update rate run crank and battery voltage time ≥ 5.000 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Planetary Gearset Ring Gear Speed Sensor Circuit High	P176D	Controller specific analog circuit diagnoses the transmission intermediate speed sensor and wiring for a short to voltage fault by comparing a voltage measurement to controller specific voltage thresholds.	transmission intermediate speed sesnor raw voltage, update fail time, 12.5 millisecond update rate	**P176D Voltage Fail ≥Threshold** volts (≤ 0.5 Ω impedance between signal and controller power)	service mode $04 active diagnostic monitor enable P176C fault active service fast learn run crank voltage battery voltage P176D fault active P176D test fail this key on	= FALSE = **P176D Boolean Enable** = FALSE = FALSE ≥ 10.00 volts ≥ 10.00 volts = FALSE = FALSE	fail time ≥ **P176D Fail Time Threshold** seconds, update fail count, fail count ≥ **P176D Fail Count Threshold** counts 6.25 millisecond update rate run crank and battery voltage time ≥ 5.000 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Intermediate Speed Sensor 1 Direction Error	P17D3	The diagnostic monitor determines if the direction transmission intermediate speed sensor value is coherent based on the on period time of the directional sensor and raw speed sensor value. When the on period time indicates a transitional state, the direction must also be transitional as measured by very slow raw signal RPM. When the on period time indicates a non-transitional state, forward or reverse, the direction must also be transition, not forward and not reverse.	intermediate speed sesnor raw direction when transitional period = FALSE AND intermediate speed sesnor raw direction when transitional period = FALSE OR intermediate speed sesnor raw when transitional period = TRUE update fail and sample time 6.26 millisecond update rate	≠ FORWARD ≠ REVERSE ≥ **P17C5 P17D3 intermediate speed sensor RPM**	service mode $04 active diagnostic monitor enable intermediate speed sesnor count sample period P17D3 fault active OR P17D3 test fail this key on senor type cailbration (senor type is directional) transitional period detected = FALSE when: on period OR on period when direction unknown OR on period on period when direction is reverse OR on period on period when direction is forward transitional period detected = TRUE when: on period on period when direction unknown	= FALSE = 1 Boolean ≠ 0 counts = FALSE = FALSE = CeTNSR_e_NSPD_SinglеSpdSnsr ≥ 0.4434 seconds ≤ 0.2773 seconds < 0.2363 seconds > 0.1240 seconds < 0.0811 seconds > 0.0088 seconds < 0.4434 seconds > 0.2773 seconds	fail time ≥ 3.500 seconds out of sample time ≥ 5.000 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Up and Down Shift Switch Performance	P1876	This diagnostic monitor rationalizes the PRNDL, transmission shift lever position, against the state for the tap-up-tap-down (TUTD) enable switch or the manual-up-manual-down (MUMD) enable switch. The switch circuit is considered failing when the PRNDL is in park, reverse or neutral, and the switch circuit is indicating the switch in in the enable, or TUTD/ MUMD function request state. The switch can only be in the enable state when the PRNDL is in the appropriate drive range, for example D9, D8 or D7, but not in park, reverse or neutral. Emissions neutral default, disables tap-up tap-down or manual-up manual-down.	(PRNDL OR PRNDL OR PRNDL) AND (shift lever range calibration is tap-up-tap-down (TUTD) OR shift lever range calibration is manual-up-manual-down (MUMD)) AND TUTD/MUMD enable request (switch state) update fail time 100 millisecond update rate	= NEUTRAL = REVERSE = PARK = CeTUDR_e_MUMD_ ModeOnly = TRUE	service mode $04 active diagnostic monitor enable (P1876 test fail this key on OR P1876 fault active) PRNDL OR PRNDL OR PRNDL DTCs not test fail this key on DTCs not fault active	= FALSE = 0 Boolean = FALSE = FALSE = NEUTRAL = REVERSE = PARK P0815, P0816, P0826 Transmission Shift Lever Position Validity U0100, P0815, P0816, P0826, P1761, P0707, P0708	fail time ≥ 3.00 seconds, update fail count fail count ≥ 5 counts 100 millisecond update rate	Emissions Neutral Diagnostics – Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Ignition Switch Run/ Start Position Circuit Low	P2534	Detects a low ignition switch run/start position curcuit. This diagnostic reports the DTC when this circut is low. Monitoring occurs when the ECM run/ crank is active.	Ignition switch Run/Start position circuit low	Run / Crank = FALSE	Ignition switch Run/Start position circuit low diag enable and Run / Crank active ECM	= 1.00 = TRUE	280 failures out of 280 samples 25 ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Ignition Switch Run/ Start Position Circuit High	P2535	Detects a high ignition switch run/start position curcuit. This diagnostic reports the DTC when this circut is high. Monitoring occurs when the ECM run/ crank is NOT active.	Ignition switch Run/Start position circuit high	Run / Crank = TRUE	Ignition switch Run/Start position circuit low diag enable and Run / Crank active ECM	= 1.00 = FALSE	280 failures out of 280 samples 25 ms / sample	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Actuator Supply Voltage B Circuit Low	P2670	Controller specific output driver circuit diagnoses the high sided driver circuit for a short to ground failure, or where controller H/W cannot differentiate, diagnoses the high sided driver circuit for a short to ground failure or 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 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 Ω impedance between signal and controller ground	diagnostic monitor enable high side drive 2 ON P2670 fault active P2670 test fail this key on	= 1 Boolean = TRUE = FALSE = FALSE	fail count ≥ 6 counts out of sample count ≥ 2,400 counts 6.25 millisecond update rate	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid D Stuck Off (GF9)	P2714	Each pressure control solenoid stuck off diagnostic monitor detects a clutch pressure control solenoid failed hydraulically off, while the solenoid is electrically functional. In the failure mode the clutch slip speed, and gear box gear slip, will be excessive, not near or at zero RPM. The clutch slip speed is calculated based on the transmission lever node design, requiring transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. The clutch pressure control solenoid is tested after an automatic transmission shift occurs and has been considered shift complete, or, steady state gear is deemed active, range shift complete. When the automatic transmission shift is complete, steady state gear is considered, the clutch pressure control solenoid is mapped to transmission line	C4 clutch slip speed, update fail time 6.25 milliscond update	≥ 200.0 RPM			fail time ≥ 3.00 seconds, update fail count, fail count ≥ 3 counts 6.25 milliscond update	Type A, 1 Trips
					******************************	******************************		
					system-level enables:			
					use battery voltage calibration is FALSE OR	= 1 Boolean		
					(use battery voltage calibration is TRUE AND	= 1 Boolean		
					battery voltage)	≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					use run crank voltage calibration is FALSE OR	= 0 Boolean		
					(use run crank voltage calibration is TRUE AND	= 0 Boolean		
					run crank voltage)	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	
					TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		pressure control, which normally allows the clutch to maintain full torque holding capacity at the given engine crankshaft torque, to maintain true gear ratio. When the clutch pressure control solenoid is failed hydraulically off, the clutch does not maintain holding capacity at any engine crankshaft torque, and the clutch slip speed is uncontrollable. The clutch pressure control solenoid test is suspended if the higher level safety startle mitigation function is active. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed in the opposite sense, clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional, which must take priority over any clutch pressure control solenoid stuck off diagnostic monitor. All clutch pressure control			procedure active hydraulic pressure available **************************** enable C4 clutch slip speed fail compare when: ((startle mitigation active OR (startle mitigation active AND startle mitigation gear)) (see startle mitigation active NOTE below) unintended deceleration fault pending OR unintended deceleration fault pending enable cal is FALSE (startle mitigation) clutch steady state adaptive active (transmission output shaft speed OR (accelerator pedal position OR engine speed) C4 clutch slip speed valid	= FALSE Boolean = TRUE **************************** = FALSE = TRUE ≠ initial startle mitigation gear = FALSE = 0 (0 to enable, 1 to disable) = FALSE ≥ 89.0 RPM ≥ 2.00 % ≥ 1,500.0 RPM = TRUE (all speed sensors are functional for lever node clutch slip speed calculation)	≥ 0.900 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		solenoid stuck on/off diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck off test is disabled. This diagnostic monitor is relative to C4 GF9 clutch pressure control solenoid.			C4 clutch pressured map (enable forward gear cal AND driver direction request AND Attained Gear) OR (enable reverse gear cal AND driver direction request AND Attained Gear) P2821 (clutch select valve stuck on) test active range shift state ****************************** DTCs not fault pending DTCs not fault active	= mapped to line pressure, C4 clutch pressure has reached fully applied state = 1 (1 to enable, 0 to disable) = FORWARD = a FORWARD gear = 0 (1 to enable, 0 to disable) = REVERSE = REVERSE = FALSE = range shift complete ****************************** P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6 P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F P17C6 P17C4 P17C7 P172A P172B		
					NOTE: startle mitigation active is used to detect unintended deceleration due to clutch pressure control solenoid stuck on failure modes, the clutch pressure control solenoid stuck on DTCs being P0747 P0777 P0797 P2715 P2724 P2733 P2821			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid D Stuck On	P2715	Each pressure control solenoid stuck on diagnostic monitor detects a clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional. The clutch pressure control solenoid is tested during an automatic transmission shift by monitoring the off going clutch slip speed. With the clutch pressure control solenoid failed on, still allowing hydraulic pressure to the clutch being commanded off, the intended off going clutch continues to maintain torque capacity during the transmission automatic shift. In the failure mode, the off going clutch slip speed will remain near zero RPM when the clutch pressure control solenoid is commanded to an off pressure in the normal operation to release the holding clutch. The clutch slip speed is calculated based on the transmission lever node design, requiring	shift type is power down shift: C4 clutch slip speed OR shift type is garage shift: C4 clutch slip speed ELSE shift is another type: C4 clutch slip speed update fail time 6.25 milliscond update	< 50.00 RPM < 100.00 RPM < 50.00 RPM			Base fail time: shift type is power down shift: fail time ≥ 0.80 seconds shift type is garage shift: fail time ≥ 0.25 shift type is another type: fail time ≥ 0.15 seconds Add fail time offset according to shift type: open throttle upshift: **Clutch Stuck On Fail Offset Time PU Shifts** open throttle downshift: **Clutch Stuck On Fail Offset Time PD Shifts** garage shift: **Clutch Stuck On Fail Offset Time GS Shifts** closed throttle downshift:	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. As part of the pressure control solenoid stuck on diagnostic monitor, the safety startle mitigation function executes when in steady state gear, no automatic transmission shift in progress. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed hydraulically on, while the solenoid is electrically functional. All clutch pressure control solenoid stuck on diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck on test			****************************** system-level enables: use battery voltage calibration is FALSE OR (use battery voltage calibration is TRUE AND battery voltage) use run crank voltage calibration is FALSE OR (use run crank voltage calibration is TRUE AND run crank voltage)	****************************** = 1 Boolean = 1 Boolean ≥ 9.00 volts = 0 Boolean = 0 Boolean ≥ 9.00 volts	**Clutch Stuck On Fail Offset Time CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** clutch staging shift: **Clutch Stuck On Fail Offset Time STGR Shifts** update fail count, fail count ≥ 3 counts 6.25 milliscond update battery voltage time ≥ 0.100 seconds run crank voltage time ≥ 0.100 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		is disabled. This diagnostic monitor is relative to the GF9 C4 C4, GR10 C4 C23467810R, or 8 Speed C4 C23468 clutch pressure control solenoid.			TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled service fast learn active service solenoid cleaning procedure active hydraulic pressure available **************************** range shift state diagnostic clutch test transmission output shaft speed ((C4 off going clutch pressure control ramp time out complete AND off going clutch pressure ramp control ramp time out enable) OR C4 off going clutch command pressure)	= TRUE Boolean = TRUE Boolean = FALSE Boolean = FALSE Boolean = TRUE ***************************** ≠ range shift complete = OFF GOING CLUTCH TEST ≥ 89.0 RPM = TRUE = 1 (1 to enable, 0 to disable) ≤ 350 kPa	exhaust delay by shift type:	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							closed throttle upshift: **C4 exhaust delay closed throttle lift foot up shift** open throttle upshift: **C4 exhaust delay open throttle power on up shift** garage shifts: **C4 exhaust delay garage shift** closed throttle downshift: **C4 exhaust delay closed throttle down shift** negative torque upshift: **C4 exhaust delay negative torque up shift** open throttle downshift: **C4 exhaust delay open throttle power down shift**	
					(engine torque AND Primary oncoming stuck	≥ 8,192 Nm = 0 (0 is enable, 1 is		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					on torque enable cal)	enable)		
					OR			
					(primary oncoming clutch active	= TRUE		
					primary on coming control state	≠ clutch fill phase		
					primary on coming commanded pressure)	≥ pressure clip threshold according to shift type: closed throttle upshift: **Clutch Clip Press CU Shifts** open throttle upshift: **Clutch Clip Press PU Shifts** garage shifts: **Clutch Clip Press GS Shifts** closed throttle downshift: **Clutch Clip Press CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** open throttle downshift: **Clutch Clip Press PD Shifts**	absolute value of (-0.60) seconds	
					C4 clutch slip speed valid, all speed sensors are functional for lever node clutch slip speed calculation	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					****************************** conditions needed to trigger test: (current shift type AND shift type enable cal for current shift type) OR (Intrusive shift active AND shift type enable cal for garage shift AND Attained Gear AND (stuck on enable cal for forward garge shifts AND driver requested direction AND commanded gear) OR (stuck on enable cal for reverse garage shifts AND driver requested direction AND commanded gear)) clutch stuck off intrusive shift active startle mitigation active (see note on startle mitigation below) (new clutch controller has been initalized	****************************** ≠ Garage shift **Clutch Stuck On Shift** = **Type Enable** (0 table value will disable, 1 will enable) = FALSE = 0 (0 will enable, 1 will enable) = NEUTRAL OR commanded gear = 0 (0 to disable, 1 to enable) = FORWARD = a FORWARD gear = 0 (0 to disable, 1 to enable) = REVERSE = REVERSE = FALSE = FALSE = TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					OR transitioning to a different clutch controller)	= TRUE		
					current clutch solenoid test state	transitions to TestState or TUT_HOLD (see note below about state transitions)		
					******************************	******************************		
					DTCs not fault pending	P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6		
					DTCs not fault active	P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					****************************** NOTE: Clutch control solenoid test state TIE UP TEST HOLD is necessary, as it is possible to have multiple off going clutches during one automatic transmission shift. Clutch control solenoid test state is set to TIE UP TEST HOLD during an automatic transmission shift due to two conditions: Current value of clutch control solenoid test state is TIE UP TEST TEST STATE, when one off going clutch pressure control solenoid stuck on diagnostic monitor is currently executing. AND That off going clutch pressure control solenoid stuck on diagnostic monitor currently executing passes, the corresponding clutch slip speed ≥ clutch slip speed fail threshold. Once clutch control solenoid test state is set to TIE UP TEST HOLD, it remains TIE UP TEST HOLD during the automatic transmission	P17C6 P17C4 P17C7 P172A P172B ******************************		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					shift, until: An additional off going clutch occurs, as indicated by solenoid stuck on test trigger = TRUE, subsequently clutch control solenoid test state is reset to TIE UP TEST TEST STATE, to allow the additional corresponding off going clutch pressure control solenoid stuck on diagnostic monitor to execute. OR The automatic transmission shift completes, range shift state = range shift complete. NOTE: Startle mitigation is used to detect unintended vehicle deceleration due to a clutch pressure control solenoid stuck on failure mode that occurs during steady state gear, not during an automatic transmission shift. The startle mitigation active then forces the transmission clutch pressure control system to a safe gear or neutral state, based on the active and inactive clutches, when the unintended vehicle deceleration			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					occurred. Once a safe vehicle gear state is attained, the gear and clutch pressure control system allows transitions of the clutches on and off, to sequence automatic transmission shifts, single step shifts. As each single step automatic transmission shift occurs the normal pressure control solenoid stuck on diagnostic monitors execute to verify which clutch pressure control solenoid is in the stuck on failure mode, allowing one of the clutch pressure control solenoid stuck on DTCs to set P0747, P0777, P0797, P2715, P2724, P2733, P2821.			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid D Control Circuit Open	P2718	Controller specific circuit diagnoses 9 speed C4, 10 speed C23467810R, 8 speed C23468 clutch, or CVT input clutch, solenoid for an open circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates an open circuit Controller specific circuit voltage thresholds are set to meet the following controller specification for an open circuit Increment fail time	≥ 200 K Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage	≥ 5.00 volts	≥ 25 milliseconds	
					OR			
					accessory voltage active)	= TRUE	≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid D Control Circuit Low	P2720	Controller specific circuit diagnoses 9 speed C4, 10 speed C23467810R, 8 speed C23468 clutch, or CVT input clutch, solenoid for a ground short circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground	battery voltage (run crank voltage OR accessory voltage active) diagnostic monitor enable calibration (solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	≥ 9.00 volts and ≤ 32.00 volts ≥ 5.00 volts = TRUE = 1 (1 is enable, 0 is disable) = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON	fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds ≥ 1.00 seconds ≥ 25 milliseconds ≥ 12.5 milliseconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid D Control Circuit High	P2721	Controller specific circuit diagnoses 9 speed C4, 10 speed C23467810R, 8 speed C23468 clutch, or CVT input clutch, solenoid for a short to voltage circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a short to voltage Controller specific circuit voltage thresholds are set to meet the following controller specification for a short to voltage Increment fail time	≤ 0.5 Ω impedance between signal and controller voltage source			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid E Stuck Off (GF9)	P2723	Each pressure control solenoid stuck off diagnostic monitor detects a clutch pressure control solenoid failed hydraulically off, while the solenoid is electrically functional. In the failure mode the clutch slip speed, and gear box gear slip, will be excessive, not near or at zero RPM. The clutch slip speed is calculated based on the transmission lever node design, requiring transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. The clutch pressure control solenoid is tested after an automatic transmission shift occurs and has been considered shift complete, or, steady state gear is deemed active, range shift complete. When the automatic transmission shift is complete, steady state gear is considered, the clutch pressure control solenoid is mapped to transmission line	C5 clutch slip speed, update fail time 6.25 milliscond update	≥ 200.0 RPM			fail time ≥ 3.00 seconds, update fail count, fail count ≥ 3 counts 6.25 milliscond update	Type A, 1 Trips
					*****************************	*****************************		
					system-level enables:			
					use battery voltage calibration is FALSE	= 1 Boolean		
					OR			
					(use battery voltage calibration is TRUE	= 1 Boolean		
					AND			
					battery voltage)	≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					use run crank voltage calibration is FALSE	= 0 Boolean		
					OR			
					(use run crank voltage calibration is TRUE	= 0 Boolean		
					AND			
					run crank voltage)	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	
					TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		pressure control, which normally allows the clutch to maintain full torque holding capacity at the given engine crankshaft torque, to maintain true gear ratio. When the clutch pressure control solenoid is failed hydraulically off, the clutch does not maintain holding capacity at any engine crankshaft torque, and the clutch slip speed is uncontrollable. The clutch pressure control solenoid test is suspended if the higher level safety startle mitigation function is active. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed in the opposite sense, clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional, which must take priority over any clutch pressure control solenoid stuck off diagnostic monitor. All clutch pressure control			procedure active hydraulic pressure available **************************** enable C5 clutch slip speed fail compare when: ((startle mitigation active OR (startle mitigation active AND startle mitigation gear)) (see startle mitigation active NOTE below) unintended deceleration fault pending OR unintended deceleration fault pending enable cal is FALSE (startle mitigation) clutch steady state adaptive active (transmission output shaft speed OR (accelerator pedal position OR engine speed) C5 clutch slip speed valid	= FALSE Boolean = TRUE **************************** = FALSE = TRUE ≠ initial startle mitigation gear = FALSE = 0 (0 to enable, 1 to disable) = FALSE ≥ 89.0 RPM ≥ 2.00 % ≥ 1,500.0 RPM = TRUE (all speed sensors are functional for lever node clutch slip speed calculation)	≥ 0.900 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		solenoid stuck on/off diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck off test is disabled. This diagnostic monitor is relative to C5 GF9 C57R clutch pressure control solenoid.			C5 clutch pressured map (enable forward gear cal AND driver direction request AND Attained Gear) OR (enable reverse gear cal AND driver direction request AND Attained Gear) P2821 (clutch select valve stuck on) test active range shift state ****************************** DTCs not fault pending DTCs not fault active	= mapped to line pressure, C5 clutch pressure has reached fully applied state = 1 (1 to enable, 0 to disable) = FORWARD = a FORWARD gear = 0 (1 to enable, 0 to disable) = REVERSE = REVERSE = FALSE = range shift complete ****************************** P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6 P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F P17C6 P17C4 P17C7 P172A P172B		
					NOTE: startle mitigation active is used to detect unintended deceleration due to clutch pressure control solenoid stuck on failure modes, the clutch pressure control solenoid stuck on DTCs being P0747 P0777 P0797 P2715 P2724 P2733 P2821			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid E Stuck On	P2724	Each pressure control solenoid stuck on diagnostic monitor detects a clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional. The clutch pressure control solenoid is tested during an automatic transmission shift by monitoring the off going clutch slip speed. With the clutch pressure control solenoid failed on, still allowing hydraulic pressure to the clutch being commanded off, the intended off going clutch continues to maintain torque capacity during the transmission automatic shift. In the failure mode, the off going clutch slip speed will remain near zero RPM when the clutch pressure control solenoid is commanded to an off pressure in the normal operation to release the holding clutch. The clutch slip speed is calculated based on the transmission lever node design, requiring	shift type is power down shift: C5 clutch slip speed OR shift type is garage shift: C5 clutch slip speed ELSE shift is another type: C5 clutch slip speed update fail time 6.25 milliscond update	 < 50.00 RPM < 100.00 RPM < 50.00 RPM			Base fail time: shift type is power down shift: fail time ≥ 0.40 seconds shift type is garage shift: fail time ≥ 0.25 shift type is another type: fail time ≥ 0.15 seconds Add fail time offset according to shift type: open throttle upshift: **Clutch Stuck On Fail Offset Time PU Shifts** open throttle downshift: **Clutch Stuck On Fail Offset Time PD Shifts** garage shift: **Clutch Stuck On Fail Offset Time GS Shifts** closed throttle downshift:	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. As part of the pressure control solenoid stuck on diagnostic monitor, the safety startle mitigation function executes when in steady state gear, no automatic transmission shift in progress. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed hydraulically on, while the solenoid is electrically functional. All clutch pressure control solenoid stuck on diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck on test					**Clutch Stuck On Fail Offset Time CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** clutch staging shift: **Clutch Stuck On Fail Offset Time STGR Shifts** update fail count, fail count ≥ 3 counts 6.25 millliscond update	
					******************************	******************************		
					system-level enables:			
					use battery voltage calibration is FALSE	= 1 Boolean		
					OR			
					(use battery voltage calibration is TRUE	= 1 Boolean		
					AND		battery voltage	
					battery voltage)	≥ 9.00 volts	time ≥ 0.100 seconds	
					use run crank voltage calibration is FALSE	= 0 Boolean		
					OR			
					(use run crank voltage calibration is TRUE	= 0 Boolean		
					AND		run crank voltage	
					run crank voltage)	≥ 9.00 volts	time ≥ 0.100 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		is disabled. This diagnostic monitor is relative to the GF9 C5 C57R, GR10 C5 C1356789, or 8 Speed C5 C45678R clutch pressure control solenoid.			TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning procedure active	= FALSE Boolean		
					hydraulic pressure available	= TRUE		
					****************************	*****************************		
					range shift state	≠ range shift complete		
					diagnostic clutch test	= OFF GOING CLUTCH TEST		
					transmission output shaft speed	≥ 89.0 RPM		
					((C5 off going clutch pressure control ramp time out complete	= TRUE		
					AND			
					off going clutch pressure ramp control ramp time out enable)	= 1 (1 to enable, 0 to disable)		
					OR			
					C5 off going clutch command pressure)	≤ 350 kPa	exhaust delay by shift type:	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							closed throttle upshift: **C5 exhaust delay closed throttle lift foot up shift** open throttle upshift: **C5 exhaust delay open throttle power on up shift** garage shifts: **C5 exhaust delay garage shift** closed throttle downshift: **C5 exhaust delay closed throttle down shift** negative torque upshift: **C5 exhaust delay negative torque up shift** open throttle downshift: **C5 exhaust delay open throttle power down shift**	
					(engine torque AND Primary oncoming stuck	≥ 8,192 Nm = 0 (0 is enable, 1 is		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					on torque enable cal)	enable)		
					OR			
					(primary oncoming clutch active	= TRUE		
					primary on coming control state	≠ clutch fill phase		
					primary on coming commanded pressure)	≥ pressure clip threshold according to shift type: closed throttle upshift: **Clutch Clip Press CU Shifts** open throttle upshift: **Clutch Clip Press PU Shifts** garage shifts: **Clutch Clip Press GS Shifts** closed throttle downshift: **Clutch Clip Press CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** open throttle downshift: **Clutch Clip Press PD Shifts**	absolute value of (-0.60) seconds	
					C5 clutch slip speed valid, all speed sensors are functional for lever node clucth slip speed	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					calculation ***************************** conditions needed to trigger test: (current shift type AND shift type enable cal for current shift type) OR (Intrusive shift active AND shift type enable cal for garage shift AND Attained Gear AND (stuck on enable cal for forward garge shifts AND driver requested direction AND commanded gear) OR (stuck on enable cal for reverse garage shifts AND driver requested direction AND commanded gear)) clutch stuck off intrusive shift active startle mitigation active (see note on startle mitigation below) (new clutch controller has	***************************** ≠ Garage shift = **Clutch Stuck On Shift Type Enable** (0 table value will disable, 1 will enable) = FALSE = 0 (0 will enable, 1 will enable) = NEUTRAL OR commanded gear = 0 (0 to disable, 1 to enable) = FORWARD = a FORWARD gear = 0 (0 to disable, 1 to enable) = REVERSE = REVERSE = FALSE = FALSE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					been initalized OR transitioning to a different clutch controller)	= TRUE = TRUE		
					current clutch solenoid test state	transitions to TestState or TUT_HOLD (see note below about state transitions)		
					******************************	******************************		
					DTCs not fault pending	P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6		
					DTCs not fault active	P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					***************************** NOTE: Clutch control solenoid test state TIE UP TEST HOLD is necessary, as it is possible to have multiple off going clutches during one automatic transmission shift. Clutch control solenoid test state is set to TIE UP TEST HOLD during an automatic transmission shift due to two conditions: Current value of clutch control solenoid test state is TIE UP TEST TEST STATE, when one off going clutch pressure control solenoid stuck on diagnostic monitor is currently executing. AND That off going clutch pressure control solenoid stuck on diagnostic monitor currently executing passes, the corresponding clutch slip speed ≥ clutch slip speed fail threshold. Once clutch control solenoid test state is set to TIE UP TEST HOLD, it remains TIE UP TEST HOLD during the	P2821 P2820 P178F P17C6 P17C4 P17C7 P172A P172B *****************************		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					automatic transmission shift, until: An additional off going clutch occurs, as indicated by solenoid stuck on test trigger = TRUE, subsequently clutch control solenoid test state is reset to TIE UP TEST TEST STATE, to allow the additional corresponding off going clutch pressure control solenoid stuck on diagnostic monitor to execute. OR The automatic transmission shift completes, range shift state = range shift complete. NOTE: Startle mitigation is used to detect unintended vehicle deceleration due to a clutch pressure control solenoid stuck on failure mode that occurs during steady state gear, not during an automatic transmission shift. The startle mitigation active then forces the transmission clutch pressure control system to a safe gear or neutral state, based on the active and inactive clutches, when the unintended			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					vehicle deceleration occurred. Once a safe vehicle gear state is attained, the gear and clutch pressure control system allows transitions of the clutches on and off, to sequence automatic transmission shifts, single step shifts. As each single step automatic transmission shift occurs the normal pressure control solenoid stuck on diagnostic monitors execute to verify which clutch pressure control solenoid is in the stuck on failure mode, allowing one of the clutch pressure control solenoid stuck on DTCs to set P0747, P0777, P0797, P2715, P2724, P2733, P2821.			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid E Control Circuit Open	P2727	Controller specific circuit diagnoses 9 speed C57R, 10 speed C1356789, or 8 speed C45678R clutch solenoid for an open circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates an open circuit Controller specific circuit voltage thresholds are set to meet the following controller specification for an open circuit Increment fail time	≥ 200 K Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage	≥ 5.00 volts	≥ 25 milliseconds	
					OR			
					accessory voltage active)	= TRUE	≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid E Control Circuit Low	P2729	Controller specific circuit diagnoses 9 speed C57R, 10 speed C1356789, or 8 speed C45678R clutch solenoid for a ground short circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid E Control Circuit High	P2730	Controller specific circuit diagnoses 9 speed C57R, 10 speed C1356789, or 8 speed C45678R clutch solenoid for a short to voltage circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a short to voltage Controller specific circuit voltage thresholds are set to meet the following controller specification for a short to voltage Increment fail time	≤ 0.5 Ω impedance between signal and controller voltage source			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid F (GF9)	P2731	Each pressure control solenoid stuck on diagnostic monitor detects a clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional. The clutch pressure control solenoid is tested during an automatic transmission shift by monitoring the off going clutch slip speed. With the clutch pressure control solenoid failed on, still allowing hydraulic pressure to the clutch being commanded off, the intended off going clutch continues to maintain torque capacity during the transmission automatic shift. In the failure mode, the off going clutch slip speed will remain near zero RPM when the clutch pressure control solenoid is commanded to an off pressure in the normal operation to release the holding clutch. The clutch slip speed is calculated based on the transmission lever node design, requiring	common logic between P2731 and P2733 shift type is power down shift: C6 clutch slip speed OR shift type is garage shift: C6 clutch slip speed ELSE shift is another type: C6 clutch slip speed P2731 specific attained gear update fail time 6.25 milliscond update	 < 50.00 RPM < 100.00 RPM < 50.00 RPM = 1st lock OR = 1st free wheel			Base fail time: shift type is power down shift: fail time ≥ 0.80 seconds shift type is garage shift: fail time ≥ 0.25 shift type is another type: fail time ≥ 0.15 seconds Add fail time offset according to shift type: open throttle upshift: **Clutch Stuck On Fail Offset Time PU Shifts** open throttle downshift: **Clutch Stuck On Fail Offset Time PD Shifts** garage shift: **Clutch Stuck On Fail Offset Time GS Shifts** closed throttle downshift:	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. As part of the pressure control solenoid stuck on diagnostic monitor, the safety startle mitigation function executes when in steady state gear, no automatic transmission shift in progress. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed hydraulically on, while the solenoid is electrically functional. All clutch pressure control solenoid stuck on diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck on test					**Clutch Stuck On Fail Offset Time CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** clutch staging shift: **Clutch Stuck On Fail Offset Time STGR Shifts** update fail count, fail count ≥ 3 counts 6.25 milliscond update	
					******************************	******************************		
					system-level enables:			
					use battery voltage calibration is FALSE	= 1 Boolean		
					OR			
					(use battery voltage calibration is TRUE	= 1 Boolean		
					AND			
					battery voltage)	≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					use run crank voltage calibration is FALSE	= 0 Boolean		
					OR			
					(use run crank voltage calibration is TRUE	= 0 Boolean		
					AND			
					run crank voltage)	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		is disabled. This diagnostic monitor is relative to the GF9 C6 Selectable One Way Clutch (SOWC) / CBR1 clutch pressure control solenoid.			TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning procedure active	= FALSE Boolean		
					hydraulic pressure available	= TRUE		
					*****************************	*****************************		
					range shift state	≠ range shift complete		
					diagnostic clutch test	= OFF GOING CLUTCH TEST		
					transmission output shaft speed	≥ 89.0 RPM		
					((C6 off going clutch pressure control ramp time out complete	= TRUE		
					AND			
					off going clutch pressure ramp control ramp time out enable)	= 1 (1 to enable, 0 to disable)		
					OR			
					C6 off going clutch command pressure)	≤ 350 kPa	exhaust delay by shift type:	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							closed throttle upshift: **C6 exhaust delay closed throttle lift foot up shift** open throttle upshift: **C6 exhaust delay open throttle power on up shift** garage shifts: **C6 exhaust delay garage shift** closed throttle downshift: **C6 exhaust delay closed throttle down shift** negative torque upshift: **C6 exhaust delay negative torque up shift** open throttle downshift: **C6 exhaust delay open throttle power down shift**	
					(engine torque AND Primary oncoming stuck on torque enable cal)	≥ 8,192 Nm = 0 (0 is enable, 1 is enable)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					OR			
					(primary oncoming clutch active	= TRUE		
					primary on coming control state	≠ clutch fill phase		
					primary on coming commanded pressure)	≥ pressure clip threshold according to shift type: closed throttle upshift: **Clutch Clip Press CU Shifts** open throttle upshift: **Clutch Clip Press PU Shifts** garage shifts: **Clutch Clip Press GS Shifts** closed throttle downshift: **Clutch Clip Press CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** open throttle downshift: **Clutch Clip Press PD Shifts**	absolute value of (-0.60) seconds	
					C5 clutch slip speed valid, all speed sensors are functional for lever node clucth slip speed calculation	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					***************************** conditions needed to trigger test: (current shift type AND shift type enable cal for current shift type) OR (Intrusive shift active AND shift type enable cal for garage shift AND Attained Gear AND (stuck on enable cal for forward garge shifts AND driver requested direction AND commanded gear) OR (stuck on enable cal for reverse garage shifts AND driver requested direction AND commanded gear)) clutch stuck off intrusive shift active startle mitigation active (see note on startle mitigation below) (new clutch controller has been initalized	***************************** ≠ Garage shift = **Clutch Stuck On Shift Type Enable** (0 table value will disable, 1 will enable) = FALSE = 0 (0 will enable, 1 will enable) = NEUTRAL OR commanded gear = 0 (0 to disable, 1 to enable) = FORWARD = a FORWARD gear = 0 (0 to disable, 1 to enable) = REVERSE = REVERSE = FALSE = FALSE = TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					OR transitioning to a different clutch controller)	= TRUE		
					current clutch solenoid test state	transitions to TestState or TUT_HOLD (see note below about state transitions)		
					******************************	******************************		
					DTCs not fault pending	P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6		
					DTCs not fault active	P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					*****************************	P17C6 P17C4 P17C7 P172A P172B *****************************		
					NOTE: Clutch control solenoid test state TIE UP TEST HOLD is necessary, as it is possible to have multiple off going clutches during one automatic transmission shift. Clutch control solenoid test state is set to TIE UP TEST HOLD during an automatic transmission shift due to two conditions: Current value of clutch control solenoid test state is TIE UP TEST TEST STATE, when one off going clutch pressure control solenoid stuck on diagnostic monitor is currently executing. AND That off going clutch pressure control solenoid stuck on diagnostic monitor currently executing passes, the corresponding clutch slip speed ≥ clutch slip speed fail threshold. Once clutch control solenoid test state is set to TIE UP TEST HOLD, it remains TIE UP TEST HOLD during the automatic transmission			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					shift, until: An additional off going clutch occurs, as indicated by solenoid stuck on test trigger = TRUE, subsequently clutch control solenoid test state is reset to TIE UP TEST TEST STATE, to allow the additional corresponding off going clutch pressure control solenoid stuck on diagnostic monitor to execute. OR The automatic transmission shift completes, range shift state = range shift complete. NOTE: Startle mitigation is used to detect unintended vehicle deceleration due to a clutch pressure control solenoid stuck on failure mode that occurs during steady state gear, not during an automatic transmission shift. The startle mitigation active then forces the transmission clutch pressure control system to a safe gear or neutral state, based on the active and inactive clutches, when the unintended vehicle deceleration			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					occurred. Once a safe vehicle gear state is attained, the gear and clutch pressure control system allows transitions of the clutches on and off, to sequence automatic transmission shifts, single step shifts. As each single step automatic transmission shift occurs the normal pressure control solenoid stuck on diagnostic monitors execute to verify which clutch pressure control solenoid is in the stuck on failure mode, allowing one of the clutch pressure control solenoid stuck on DTCs to set P0747, P0777, P0797, P2715, P2724, P2733, P2821.			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid F Stuck Off (GF9)	P2732	Each pressure control solenoid stuck off diagnostic monitor detects a clutch pressure control solenoid failed hydraulically off, while the solenoid is electrically functional. In the failure mode the clutch slip speed, and gear box gear slip, will be excessive, not near or at zero RPM. The clutch slip speed is calculated based on the transmission lever node design, requiring transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. The clutch pressure control solenoid is tested after an automatic transmission shift occurs and has been considered shift complete, or, steady state gear is deemed active, range shift complete. When the automatic transmission shift is complete, steady state gear is considered, the clutch pressure control solenoid is mapped to transmission line	C6 clutch slip speed, update fail time 6.25 milliscond update	≥ 200.0 RPM			fail time ≥ 3.00 seconds, update fail count, fail count ≥ 3 counts 6.25 milliscond update	Type A, 1 Trips
					******************************	******************************		
					system-level enables:			
					use battery voltage calibration is FALSE OR	= 1 Boolean		
					(use battery voltage calibration is TRUE AND	= 1 Boolean		
					battery voltage)	≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					use run crank voltage calibration is FALSE OR	= 0 Boolean		
					(use run crank voltage calibration is TRUE AND	= 0 Boolean		
					run crank voltage)	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	
					TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		pressure control, which normally allows the clutch to maintain full torque holding capacity at the given engine crankshaft torque, to maintain true gear ratio. When the clutch pressure control solenoid is failed hydraulically off, the clutch does not maintain holding capacity at any engine crankshaft torque, and the clutch slip speed is uncontrollable. The clutch pressure control solenoid test is suspended if the higher level safety startle mitigation function is active. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed in the opposite sense, clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional, which must take priority over any clutch pressure control solenoid stuck off diagnostic monitor. All clutch pressure control			procedure active hydraulic pressure available **************************** enable C6 clutch slip speed fail compare when: ((startle mitigation active OR (startle mitigation active AND startle mitigation gear)) (see startle mitigation active NOTE below) unintended deceleration fault pending OR unintended deceleration fault pending enable cal is FALSE (startle mitigation) clutch steady state adaptive active (transmission output shaft speed OR (accelerator pedal position OR engine speed) C6 clutch slip speed valid	= FALSE Boolean = TRUE **************************** = FALSE = TRUE ≠ initial startle mitigation gear = FALSE = 0 (0 to enable, 1 to disable) = FALSE ≥ 89.0 RPM ≥ 2.00 % ≥ 1,500.0 RPM = TRUE (all speed sensors are functional for lever node clutch slip speed calculation)	≥ 0.900 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		solenoid stuck on/off diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck off test is disabled. This diagnostic monitor is relative to GF9 C6 C6789/Selectable One Way Clutch (SOWC) CBR1 clutch pressure control solenoid.			C6 clutch pressured map (enable forward gear cal AND driver direction request AND Attained Gear) OR (enable reverse gear cal AND driver direction request AND Attained Gear) P2821 (clutch select valve stuck on) test active range shift state ****************************** DTCs not fault pending DTCs not fault active	= mapped to line pressure, C6 clutch pressure has reached fully applied state = 1 (1 to enable, 0 to disable) = FORWARD = a FORWARD gear = 0 (1 to enable, 0 to disable) = REVERSE = REVERSE = FALSE = range shift complete ****************************** P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6 P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F P17C6 P17C4 P17C7 P172A P172B		
					NOTE: startle mitigation active is used to detect unintended deceleration due to clutch pressure control solenoid stuck on failure modes, the clutch pressure control solenoid stuck on DTCs being P0747 P0777 P0797 P2715 P2724 P2733 P2821			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid F Stuck On (GF9 and GR10)	P2733	Each pressure control solenoid stuck on diagnostic monitor detects a clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional. The clutch pressure control solenoid is tested during an automatic transmission shift by monitoring the off going clutch slip speed. With the clutch pressure control solenoid failed on, still allowing hydraulic pressure to the clutch being commanded off, the intended off going clutch continues to maintain torque capacity during the transmission automatic shift. In the failure mode, the off going clutch slip speed will remain near zero RPM when the clutch pressure control solenoid is commanded to an off pressure in the normal operation to release the holding clutch. The clutch slip speed is calculated based on the transmission lever node design, requiring	common logic between P2731 and P2733 shift type is power down shift: C6 clutch slip speed OR shift type is garage shift: C6 clutch slip speed ELSE shift is another type: C6 clutch slip speed P2733 specific attained gear update fail time 6.25 milliscond update	 < 50.00 RPM < 100.00 RPM < 50.00 RPM ≠ 1st lock AND ≠ 1st free wheel			Base fail time: shift type is power down shift: fail time ≥ 0.80 seconds shift type is garage shift: fail time ≥ 0.25 shift type is another type: fail time ≥ 0.15 seconds Add fail time offset according to shift type: open throttle upshift: **Clutch Stuck On Fail Offset Time PU Shifts** open throttle downshift: **Clutch Stuck On Fail Offset Time PD Shifts** garage shift: **Clutch Stuck On Fail Offset Time GS Shifts** closed throttle downshift:	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. As part of the pressure control solenoid stuck on diagnostic monitor, the safety startle mitigation function executes when in steady state gear, no automatic transmission shift in progress. The safety startle mitigation function is triggered when a sudden vehicle deceleration occurs due to a clutch pressure control solenoid that has failed hydraulically on, while the solenoid is electrically functional. All clutch pressure control solenoid stuck on diagnostic monitors are emission MIL DTCs. System voltage must be normal, all clutch pressure control solenoid driver circuits must be functional, no clutch pressure control solenoid electrical or performance faults can be present, and no speed sensor electrical or performance faults can be present, or the clutch pressure control solenoid stuck on test			****************************** system-level enables: use battery voltage calibration is FALSE OR (use battery voltage calibration is TRUE AND battery voltage) use run crank voltage calibration is FALSE OR (use run crank voltage calibration is TRUE AND run crank voltage)	****************************** = 1 Boolean = 1 Boolean ≥ 9.00 volts = 0 Boolean = 0 Boolean ≥ 9.00 volts	**Clutch Stuck On Fail Offset Time CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** clutch staging shift: **Clutch Stuck On Fail Offset Time STGR Shifts** update fail count, fail count ≥ 3 counts 6.25 millisecond update battery voltage time ≥ 0.100 seconds run crank voltage time ≥ 0.100 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		is disabled. This diagnostic monitor is relative to the GF9 C6 C6789 or GR10 C6 C45678910R clutch pressure control solenoid.			TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled	= TRUE Boolean		
					service fast learn active	= FALSE Boolean		
					service solenoid cleaning procedure active	= FALSE Boolean		
					hydraulic pressure available	= TRUE		
					*****************************	******************************		
					range shift state	≠ range shift complete		
					diagnostic clutch test	= OFF GOING CLUTCH TEST		
					transmission output shaft speed	≥ 89.0 RPM		
					((C6 off going clutch pressure control ramp time out complete	= TRUE		
					AND			
					off going clutch pressure ramp control ramp time out enable)	= 1 (1 to enable, 0 to disable)		
					OR			
					C6 off going clutch command pressure)	≤ 350 kPa	exhaust delay by shift type:	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							closed throttle upshift: **C6 exhaust delay closed throttle lift foot up shift** open throttle upshift: **C6 exhaust delay open throttle power on up shift** garage shifts: **C6 exhaust delay garage shift** closed throttle downshift: **C6 exhaust delay closed throttle down shift** negative torque upshift: **C6 exhaust delay negative torque up shift** open throttle downshift: **C6 exhaust delay open throttle power down shift**	
					(engine torque AND Primary oncoming stuck on torque enable cal)	≥ 8,192 Nm = 0 (0 is enable, 1 is enable)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					OR			
					(primary oncoming clutch active	= TRUE		
					primary on coming control state	≠ clutch fill phase		
					primary on coming commanded pressure)	≥ pressure clip threshold according to shift type: closed throttle upshift: **Clutch Clip Press CU Shifts** open throttle upshift: **Clutch Clip Press PU Shifts** garage shifts: **Clutch Clip Press GS Shifts** closed throttle downshift: **Clutch Clip Press CD Shifts** negative torque upshift: **Clutch Clip Press NU Shifts** open throttle downshift: **Clutch Clip Press PD Shifts**	absolute value of (-0.60) seconds	
					C5 clutch slip speed valid, all speed sensors are functional for lever node clucth slip speed calculation	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					*****************************	*****************************		
					conditions needed to trigger test:			
					(current shift type	≠ Garage shift		
					AND			
					shift type enable cal for current shift type)	= **Clutch Stuck On Shift Type Enable** (0 table value will disable, 1 will enable)		
					OR			
					(Intrusive shift active	= FALSE		
					AND			
					shift type enable cal for garage shift	= 0 (0 will enable, 1 will enable)		
					AND			
					Attained Gear	= NEUTRAL OR commanded gear		
					AND			
					(stuck on enable cal for forward garge shifts	= 0 (0 to disable, 1 to enable)		
					AND			
					driver requested direction	= FORWARD		
					AND			
					commanded gear)	= a FORWARD gear		
					OR			
					(stuck on enable cal for reverse garage shifts	= 0 (0 to disable, 1 to enable)		
					AND			
					driver requested direction	= REVERSE		
					AND			
					commanded gear))	= REVERSE		
					clutch stuck off intrusive shift active	= FALSE		
					startle mitigation active (see note on startle mitigation below)	= FALSE		
					(new clutch controller has been initalized	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					OR transitioning to a different clutch controller)	= TRUE		
					current clutch solenoid test state	transitions to TestState or TUT_HOLD (see note below about state transitions)		
					******************************	******************************		
					DTCs not fault pending	P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6		
					DTCs not fault active	P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					****************************** NOTE: Clutch control solenoid test state TIE UP TEST HOLD is necessary, as it is possible to have multiple off going clutches during one automatic transmission shift. Clutch control solenoid test state is set to TIE UP TEST HOLD during an automatic transmission shift due to two conditions: Current value of clutch control solenoid test state is TIE UP TEST TEST STATE, when one off going clutch pressure control solenoid stuck on diagnostic monitor is currently executing. AND That off going clutch pressure control solenoid stuck on diagnostic monitor currently executing passes, the corresponding clutch slip speed ≥ clutch slip speed fail threshold. Once clutch control solenoid test state is set to TIE UP TEST HOLD, it remains TIE UP TEST HOLD during the automatic transmission	P17C6 P17C4 P17C7 P172A P172B ******************************		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					shift, until: An additional off going clutch occurs, as indicated by solenoid stuck on test trigger = TRUE, subsequently clutch control solenoid test state is reset to TIE UP TEST TEST STATE, to allow the additional corresponding off going clutch pressure control solenoid stuck on diagnostic monitor to execute. OR The automatic transmission shift completes, range shift state = range shift complete. NOTE: Startle mitigation is used to detect unintended vehicle deceleration due to a clutch pressure control solenoid stuck on failure mode that occurs during steady state gear, not during an automatic transmission shift. The startle mitigation active then forces the transmission clutch pressure control system to a safe gear or neutral state, based on the active and inactive clutches, when the unintended vehicle deceleration			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					occurred. Once a safe vehicle gear state is attained, the gear and clutch pressure control system allows transitions of the clutches on and off, to sequence automatic transmission shifts, single step shifts. As each single step automatic transmission shift occurs the normal pressure control solenoid stuck on diagnostic monitors execute to verify which clutch pressure control solenoid is in the stuck on failure mode, allowing one of the clutch pressure control solenoid stuck on DTCs to set P0747, P0777, P0797, P2715, P2724, P2733, P2821.			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid F Control Circuit Open	P2736	Controller specific circuit diagnoses 9 speed (C6789/SOWC CBR1) clutch, 10 speed C45678910R clutch, 8 speed Line Pressure Control Circuit, or CVT binary pump, solenoid for an open circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates an open circuit Controller specific circuit voltage thresholds are set to meet the following controller specification for an open circuit Increment fail time	≥ 200 K Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage	≥ 5.00 volts	≥ 25 milliseconds	
					OR			
					accessory voltage active)	= TRUE	≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid F Control Circuit Low	P2738	Controller specific circuit diagnoses 9 speed (C6789/SOWC CBR1, 10 speed C45678910R clutch, 8 speed line pressure control, or CVT binary pump, solenoid for a ground short circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground	battery voltage (run crank voltage OR accessory voltage active) diagnostic monitor enable calibration (solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	≥ 9.00 volts and ≤ 32.00 volts ≥ 5.00 volts = TRUE = 1 (1 is enable, 0 is disable) = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON	fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds ≥ 1.00 seconds ≥ 25 milliseconds ≥ 12.5 milliseconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid F Control Circuit High	P2739	Controller specific circuit diagnoses 9 speed (C6789/SOWC CBR1), 10 speed C45678910R clutch, 8 speed line pressure control, or CVT binary pump, solenoid for a short to voltage circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground	battery voltage (run crank voltage OR accessory voltage active) diagnostic monitor enable calibration (solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	≥ 9.00 volts and ≤ 32.00 volts ≥ 5.00 volts = TRUE = 1 (1 is enable, 0 is disable) = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON	fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds ≥ 1.000 seconds 25 milliseconds 12.5 milliseconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid A Calibration Incorrect	P27A7	The diagnostic monitor verifies that the pressure control solenoid A (GF9 line or GR10 C1 C123456R clutch or CVT secondary pulley) characterization data is programmed correctly into the TCM EEPROM to match the pressure control solenoid A electrical characteristics of the device currently installed in the transmission valve body assembly.	pressure control solenoid characterization data programming complete Matching is defined as pressure control solenoid characterization data corresponding to the transmission valve body assembly componentry. pressure control solenoid characterization data programming complete is set to FALSE when any of the following is present: Solenoid data is not programmed or incomplete data fault - occurs when a new or service TCM is installed. OR Solenoid class programming fault – the characterization data indicates a different type of device than the TCM calibration data OR Checksum mismatch – the checksum that was calculated from the programmed pressure control solenoid characterization data region does not match the calculated valve at the time of programming. OR Axis data fault – pressure	= FALSE	Pressure control solenoid characterization data is programmed originally at vehicle plant assembly based on transmission valve body assembly part number associated to the unit installed in vehicle. When valve body is serviced, dealership performs reprogramming of TCM with pressure control solenoid characterization data based on the associated transmission valve body part number installed.		execution of monitor occurs once per controller normal power up event during the controller initialization before normal controller time loop execution	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			control solenoid characterization data has one or more points that are less than the previous match point, axis data must be greater than or equal to previous data values.					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid B Calibration Incorrect	P27A8	The diagnostic monitor verifies that the pressure control solenoid B (GF9 TCC or GR10 C2 C128910R clutch or CVT primary pulley) characterization data is programmed correctly into the TCM EEPROM to match the pressure control solenoid B electrical characteristics of the device currently installed in the transmission valve body assembly.	pressure control solenoid characterization data programming complete Matching is defined as pressure control solenoid characterization data corresponding to the transmission valve body assembly componentry. pressure control solenoid characterization data programming complete is set to FALSE when any of the following is present: Solenoid data is not programmed or incomplete data fault - occurs when a new or service TCM is installed. OR Solenoid class programming fault – the characterization data indicates a different type of device than the TCM calibration data OR Checksum mismatch – the checksum that was calculated from the programmed pressure control solenoid characterization data region does not match the calculated valve at the time of programming. OR Axis data fault – pressure	= FALSE	Pressure control solenoid characterization data is programmed originally at vehicle plant assembly based on transmission valve body assembly part number associated to the unit installed in vehicle. When valve body is serviced, dealership performs reprogramming of TCM with pressure control solenoid characterization data based on the associated transmission valve body part number installed.		execution of monitor occurs once per controller normal power event during the controller initialization before normal time loop execution	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			control solenoid characterization data has one or more points that are less than the previous match point, axis data must be greater than or equal to previous data values.					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid C Calibration Incorrect	P27A9	The diagnostic monitor verifies that the pressure control solenoid C (GF9 C1 CB123456 clutch or GR10 C3 C23457910 clutch or CVT line) characterization data is programmed correctly into the TCM EEPROM to match the pressure control solenoid C electrical characteristics of the device currently installed in the transmission valve body assembly.	pressure control solenoid characterization data programming complete Matching is defined as pressure control solenoid characterization data corresponding to the transmission valve body assembly componentry. pressure control solenoid characterization data programming complete is set to FALSE when any of the following is present: Solenoid data is not programmed or incomplete data fault - occurs when a new or service TCM is installed. OR Solenoid class programming fault – the characterization data indicates a different type of device than the TCM calibration data OR Checksum mismatch – the checksum that was calculated from the programmed pressure control solenoid characterization data region does not match the calculated valve at the time of programming. OR Axis data fault – pressure	= FALSE	Pressure control solenoid characterization data is programmed originally at vehicle plant assembly based on transmission valve body assembly part number associated to the unit installed in vehicle. When valve body is serviced, dealership performs reprogramming of TCM with pressure control solenoid characterization data based on the associated transmission valve body part number installed.		execution of monitor occurs once per controller normal power up event during the controller initialization before normal controller time loop execution	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			control solenoid characterization data has one or more points that are less than the previous match point, axis data must be greater than or equal to previous data values.					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid D Calibration Incorrect	P27AA	The diagnostic monitor verifies that the pressure control solenoid D (GF9 C2 CB29 clutch or GR10 C5 C1356789 clutch pressure or CVT C1 clutch) characterization data is programmed correctly into the TCM EEPROM to match the pressure control solenoid D electrical characteristics of the device currently installed in the transmission valve body assembly.	pressure control solenoid characterization data programming complete Matching is defined as pressure control solenoid characterization data corresponding to the transmission valve body assembly componentry. pressure control solenoid characterization data programming complete is set to FALSE when any of the following is present: Solenoid data is not programmed or incomplete data fault - occurs when a new or service TCM is installed. OR Solenoid class programming fault – the characterization data indicates a different type of device than the TCM calibration data OR Checksum mismatch – the checksum that was calculated from the programmed pressure control solenoid characterization data region does not match the calculated valve at the time of programming. OR Axis data fault – pressure	= FALSE	Pressure control solenoid characterization data is programmed originally at vehicle plant assembly based on transmission valve body assembly part number associated to the unit installed in vehicle. When valve body is serviced, dealership performs reprogramming of TCM with pressure control solenoid characterization data based on the associated transmission valve body part number installed.		execution of monitor occurs once per controller normal power up event during the controller initialization before normal controller time loop execution	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			control solenoid characterization data has one or more points that are less than the previous match point, axis data must be greater than or equal to previous data values.					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid E Calibration Incorrect	P27AB	The diagnostic monitor verifies that the pressure control solenoid E (GF9 C3 CB38 clutch or GR10 C4 C23467810R clutch or CVT TCC) characterization data is programmed correctly into the TCM EEPROM to match the pressure control solenoid E electrical characteristics of the device currently installed in the transmission valve body assembly.	pressure control solenoid characterization data programming complete Matching is defined as pressure control solenoid characterization data corresponding to the transmission valve body assembly componentry. pressure control solenoid characterization data programming complete is set to FALSE when any of the following is present: Solenoid data is not programmed or incomplete data fault - occurs when a new or service TCM is installed. OR Solenoid class programming fault – the characterization data indicates a different type of device than the TCM calibration data OR Checksum mismatch – the checksum that was calculated from the programmed pressure control solenoid characterization data region does not match the calculated valve at the time of programming. OR Axis data fault – pressure	= FALSE	Pressure control solenoid characterization data is programmed originally at vehicle plant assembly based on transmission valve body assembly part number associated to the unit installed in vehicle. When valve body is serviced, dealership performs reprogramming of TCM with pressure control solenoid characterization data based on the associated transmission valve body part number installed.		execution of monitor occurs once per controller normal power up event during the controller initialization before normal controller time loop execution	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			control solenoid characterization data has one or more points that are less than the previous match point, axis data must be greater than or equal to previous data values.					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid F Calibration Incorrect	P27AC	The diagnostic monitor verifies that the pressure control solenoid F (GF9 C4 C4 clutch or GR10 C6 C45678910R clutch or CVT binary pump) characterization data is programmed correctly into the TCM EEPROM to match the pressure control solenoid F electrical characteristics of the device currently installed in the transmission valve body assembly.	pressure control solenoid characterization data programming complete Matching is defined as pressure control solenoid characterization data corresponding to the transmission valve body assembly componentry. pressure control solenoid characterization data programming complete is set to FALSE when any of the following is present: Solenoid data is not programmed or incomplete data fault - occurs when a new or service TCM is installed. OR Solenoid class programming fault – the characterization data indicates a different type of device than the TCM calibration data OR Checksum mismatch – the checksum that was calculated from the programmed pressure control solenoid characterization data region does not match the calculated valve at the time of programming. OR Axis data fault – pressure	= FALSE	Pressure control solenoid characterization data is programmed originally at vehicle plant assembly based on transmission valve body assembly part number associated to the unit installed in vehicle. When valve body is serviced, dealership performs reprogramming of TCM with pressure control solenoid characterization data based on the associated transmission valve body part number installed.		execution of monitor occurs once per controller normal power up event during the controller initialization before normal controller time loop execution	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			control solenoid characterization data has one or more points that are less than the previous match point, axis data must be greater than or equal to previous data values.					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid G Calibration Incorrect	P27AD	The diagnostic monitor verifies that the pressure control solenoid G (GF9 C5 C57R clutch or GR10 line or CVT mode valve A ETRS only) characterization data is programmed correctly into the TCM EEPROM to match the pressure control solenoid G electrical characteristics of the device currently installed in the transmission valve body assembly.	pressure control solenoid characterization data programming complete Matching is defined as pressure control solenoid characterization data corresponding to the transmission valve body assembly componentry. pressure control solenoid characterization data programming complete is set to FALSE when any of the following is present: Solenoid data is not programmed or incomplete data fault - occurs when a new or service TCM is installed. OR Solenoid class programming fault – the characterization data indicates a different type of device than the TCM calibration data OR Checksum mismatch – the checksum that was calculated from the programmed pressure control solenoid characterization data region does not match the calculated valve at the time of programming. OR Axis data fault – pressure	= FALSE	Pressure control solenoid characterization data is programmed originally at vehicle plant assembly based on transmission valve body assembly part number associated to the unit installed in vehicle. When valve body is serviced, dealership performs reprogramming of TCM with pressure control solenoid characterization data based on the associated transmission valve body part number installed.		execution of monitor occurs once per controller normal power up event during the controller initialization before normal controller time loop execution	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			control solenoid characterization data has one or more points that are less than the previous match point, axis data must be greater than or equal to previous data values.					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid H Calibration Incorrect	P27AE	The diagnostic monitor verifies that the pressure control solenoid H (GF9 C6 C6789 clutch or GR10 TCC or CVT mode valve B ETRS only) characterization data is programmed correctly into the TCM EEPROM to match the pressure control solenoid H electrical characteristics of the device currently installed in the transmission valve body assembly.	pressure control solenoid characterization data programming complete Matching is defined as pressure control solenoid characterization data corresponding to the transmission valve body assembly componentry. pressure control solenoid characterization data programming complete is set to FALSE when any of the following is present: Solenoid data is not programmed or incomplete data fault - occurs when a new or service TCM is installed. OR Solenoid class programming fault – the characterization data indicates a different type of device than the TCM calibration data OR Checksum mismatch – the checksum that was calculated from the programmed pressure control solenoid characterization data region does not match the calculated valve at the time of programming. OR Axis data fault – pressure	= FALSE	Pressure control solenoid characterization data is programmed originally at vehicle plant assembly based on transmission valve body assembly part number associated to the unit installed in vehicle. When valve body is serviced, dealership performs reprogramming of TCM with pressure control solenoid characterization data based on the associated transmission valve body part number installed.		execution of monitor occurs once per controller normal power up event during the controller initialization before normal controller time loop execution	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			control solenoid characterization data has one or more points that are less than the previous match point, axis data must be greater than or equal to previous data values.					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Transmission Range Sensor A/B Correlation	P2805	Internal range sensor A is wired independently to the TCM while internal range sensor B is wired independently to the ECM. The monitor diagnoses the internal range sensor A PWM duty cycle by comparing the raw sensor A value against the raw sensor B adjusted value, to verify signals are consistent, or determine the TCM internal range sensor A does not correlate to the ECM internal range sensor B. The ECM transmits internal range sensor B raw PWM to the TCM over the serial data bus.	ABS((TCM internal range sesnor A + ECM internal range sesnor B raw adjusted for high or low time) - 100 %)) Increment fail and sample time, update rate 25 milliseconds	> 5.200 % duty cycle	diagnostic monitor enable	= 1 Boolean	PWM fail time ≥ 2.000 seconds out of sample time ≥ 2.500 seconds	Type A, 1 Trips
					P0707 fault active P0708 fault active U0100 fault active ECM internal range sesnor B available from ECM ECM internal range sesnor B fault active	= FALSE = FALSE = FALSE = TRUE = FALSE		
					battery voltage	≥ 9.00 volts	battery voltage time ≥ 1.000 seconds	
					ABS(TCM internal range sesnor A current loop value - TCM internal range sesnor A previous loop value), update TCM internal range sesnor A stablity time, update rate 25 milliseconds	< 1.001 % duty cycle	TCM internal range sesnor A stability time ≥ 1.000 seconds	
					ABS(ECM internal range sesnor B current loop value - ECM internal range sesnor B previous loop value), update ECM internal range sesnor B stablity time, update rate 25 milliseconds	< 1.001 % duty cycle	ECM internal range sesnor B stability time ≥ 1.000 seconds	
					TCM internal range sesnor A stability time met OR ECM internal range sesnor B stability time met			
					ECM internal range sesnor B raw adjusted for	= ABS(ECM internal range sesnor B raw -		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					high or low time	0.000 %)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid G Control Circuit Open	P2812	Controller specific circuit diagnoses 9 speed Line Pressure Control Circuit, 10 speed Line Pressure Control Circuit, or 8 speed TCC Control Circuit for an open circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates an open circuit Controller specific circuit voltage thresholds are set to meet the following controller specification for an open circuit Increment fail time	≥ 200 K Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
							≥ 25 milliseconds	
					(run crank voltage	≥ 5.00 volts		
					OR			
					accessory voltage active)	= TRUE	≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid G Control Circuit Low	P2814	Controller specific circuit diagnoses 9 speed Line Pressure Circuit, 10 speed Line Pressure Circuit, or 8 speed TCC Control Circuit for a ground short circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid G Control Circuit High	P2815	Controller specific circuit diagnoses 9 speed Line Pressure Circuit, 10 speed Line Pressure Circuit, or 8 speed TCC Control Circuit for a short to voltage circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a short to voltage Controller specific circuit voltage thresholds are set to meet the following controller specification for a short to voltage Increment fail time	≤ 0.5 Ω impedance between signal and controller voltage source			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control Solenoid H Performance /Stuck Off	P2817	The diagnostic monitor detects the transmission torque converter control valve solenoid failed hydraulically off. The monitor executes when the transmission torque converter is commanded to a “lock” mode during which the torque converter will be controlled to near zero (0.0) RPM slip speed, or, an “on” mode during which the torque converter will be controlled to target slip speed using slip speed error. The transmission torque converter control valve solenoid is considered failed hydraulically off when the “lock” mode slip speed is excessive, or, when the ‘on” mode slip speed error is excessive.	if use TCC slip speed error OR TCC control mode TCC slip speed error = TCC slip speed - TCC comand slip speed else if TCC control mode torque convert slip = engine speed - transmission input shaft speed then update fail time 25 millisecond update rate	= 0 Boolean = ON mode (controlled slip mode) ≥ **P2817 TCC stuck off fail TCC slip speed** see supporting table = LOCK ≥ 130.0 RPM	diagnostic monitor enable TCC command capacity TCC command pressure (TCC control mode previous TCC control mode previous TCC control mode previous) AND (TCC control mode current OR TCC control mode current) (TCC stuck off enable OR TCC stuck on enable) hydraulic pressure available: engine speed	= 1 Boolean ≥ 0.00 % ≥ 800.0 kPa ≠ TCC control mode current ≠ ON mode (controlled slip mode) ≠ LOCK = ON mode (controlled slip mode) = LOCK = 1 Boolean = 1 Boolean ≥ 400.0 RPM	fail time ≥ 2.500 seconds increment fail count fail count ≥ 3 counts 25 millisecond update rate TCC command capacity time ≥ 0.00 seconds TCC command pressure time ≥ 2.00 seconds engine speed time ≥ **engine speed time for transmission hydraulic pressure available**	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
							see supporting table	
					service fast learn active	= FALSE		
					battery voltage	≥ 9.00 volts	battery voltage time ≥ 0.100 seconds	
					run crank voltage	≥ 9.00 volts	run crank voltage time ≥ 0.100 seconds	
					P281B falut active	= FALSE		
					P281D falut active	= FALSE		
					P281E falut active	= FALSE		
					P0722 fault pending	= FALSE		
					P0723 fault pending	= FALSE		
					P0716 fault pending	= FALSE		
					P0717 fault pending	= FALSE		
					P07BF fault pending	= FALSE		
					P07C0 fault pending	= FALSE		
					(PTO active OR	= FALSE		
					PTO disable calibration)	= 1 Boolean		
					accelerator pedal position	≥ 8.0 %		
					accelerator pedal position	≤ 100.0 %		
					range shift state	= range shift complete		
					transmission fluid temperature	≥ -6.66 °C		
					transmission fluid temperature	≤ 130.0 °C		
					engine torque	≥ 50.0 Nm		
					engine torque	≤ 8,191.8 Nm		
					P2817 test fail this key on	= FALSE		
					(TCC control mode OR	= ON mode (controlled slip mode)		
					TCC control mode)	= LOCK		
					break latch state (clutch select valve solenoid)	= disabled (clutch select valve not transitioning)		
					attained gear	≥ CeCGSR_e_CR_Third		
					attained gear slip	≤ 25 RPM		
					DTCs not fault active	AcceleratorPedalFailure EngineTorqueEstInaccurate		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P0716, P0717, P07BF, P07C0 P0722, P0723, P077C, P077D		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control Solenoid H Stuck On - GF9 specific	P2818	The diagnostic monitor detects the transmission torque converter control valve solenoid failed hydraulically on. The torque converter hydraulic control circuit is multiplexed with the transmission clutch select valve hydraulic control circuit, allowing for the torque converter control valve solenoid stuck on test to execute when the clutch select valve solenoid is commanded ON. When the clutch select valve solenoid is commanded ON as the vehicle speed decreases toward zero KPH, and, if the torque converter control valve solenoid is stuck on, the torque converter slip speed rate of change will have a large slope while decreasing toward zero RPM, and the torque converter slip speed will remain low near zero RPM.	while control valve test time timing down: rate of change of torque convert slip speed = (ABS (current loop value torque convert slip speed - previous loop value torque convert slip speed) / 25 milliseconds) when clutch select valve soleniod multiplexed to TCC hydraulic AND torque convert slip speed = ABS(engine speed - transmission input shaft speed) AND torque convert slip speed = engine speed - transmission input shaft speed torque convert slip speed torque convert slip speed THEN increment fail time 25 millisecond update rate	≥ **P2818 torque convert derivative slip speed fail threshold** see supporting table ≤ **P0741 (GF9 specific) TCC slip speed crash RPM** ≥ -50.0 RPM ≤ 30.0 RPM	diagnostic monitor enable (TCC stuck off enable OR TCC stuck on enable) hydraulic pressure available: engine speed service fast learn active battery voltage run crank voltage P281B falut active P281D falut active P281E falut active PRNDL PRNDL transmission fluid temperature transmission fluid	= 1 Boolean = 1 Boolean = 1 Boolean ≥ 400.0 RPM = FALSE ≥ 9.00 volts ≥ 9.00 volts = FALSE = FALSE = FALSE ≠ NEUTRAL ≠ REVERSE ≥ -6.66 °C ≤ 130.00 °C	fail time ≥ 1.500 seconds increment fail count fail count ≥ 4 counts 25 millisecond update rate engine speed time ≥ **engine speed time for transmission hydraulic pressure available** see supportinf table battery voltage time ≥ 0.100 seconds run crank voltage time ≥ 0.100 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					temperature			
					accelerator pedal position	≥ 0.00 %		
					accelerator pedal position	≤ 1.00 %		
					vehicle speed	≥ 3.0 KPH		
					vehicle speed	≤ 9.5 KPH		
					TCC command mode	= OFF		
					break latch state (clutch select valve solenoid)	≠ disabled (clutch select valve transitioning)		
					P0722 fault pending	= FALSE		
					P0723 fault pending	= FALSE		
					P0716 fault pending	= FALSE		
					P0717 fault pending	= FALSE		
					P07BF fault pending	= FALSE		
					P07C0 fault pending	= FALSE		
					(PTO active OR	= FALSE		
					PTO disable calibration)	= 1 Boolean		
					transmission fluid temperature	≥ -6.66 °C		
					transmission fluid temperature	≤ 130.00 °C		
					engine torque	≥ 55.0 Nm		
					engine torque	≤ 800.0 Nm		
					P2818 test fail this key on	= FALSE		
					vehicle speed	≤ 45.0 KPH		
					engine speed	≥ 400.0 RPM		
					engine speed	≤ 5,500.0 RPM		
					accelerator pedal position	≤ 95.0 %		
					4WD low state	= FALSE		
					(driver shift mode active OR	= FALSE		
					driver shift mode calibration)	= 0 Boolean		
					(misfire requests TCC off OR	= FALSE		
					misfire TCC off calibration)	= 0 Boolean		
					(clucth control solenoid stuck on OR stuck OFF intrusive shift active)	= FALSE		
					P0746 fault pending	= FALSE		
					P0747 fault pending	= FALSE		
					P0776 fault pending	= FALSE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P0777 fault pending P0796 fault pending P0797 fault pending P2714 fault pending P2715 fault pending P2723 fault pending P2724 fault pending P2732 fault pending P2733 fault pending P2820 fault pending P2821 fault pending vehicle speed accelerator pedal position hysteresis when: break latch state (clutch select valve solenoid) previous break latch state (clutch select valve solenoid) set stuck on test time and begin time down, stuck on test time must time down from calibration value to zero (0.0) seconds break latch state (clutch select valve solenoid) AND previous break latch state (clutch select valve solenoid) THEN initialize control valve test time, control valve test time must time down from calibration value to zero (0.0) seconds	= FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE = FALSE ≤ 8.0 KPH ≥ 4.0 % > 1.0 % = disabled (clutch select valve not transitioning) = complete (clutch select valve transition complete) = **P2818 stuck on test time** see supporting tables = clutch select valve solenoid mutliplexed to TCC hydraulic = disabled (clutch select valve not transitioning) = **P2818 (GF9 specific) control valve test time** see supporting tables		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					DTCs not fault active	AcceleratorPedalFailure EngineTorqueEstInaccurate P0716, P0717, P07BF, P07C0 P0722, P0723, P077C, P077D		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control Solenoid H Control Circuit Open	P281B	Controller specific circuit diagnoses 9 speed TCC Control Circuit, 10 speed TCC Control Circuit, or 8 speed T93 Default Valve Control Circuit for an open circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates an open circuit Controller specific circuit voltage thresholds are set to meet the following controller specification for an open circuit Increment fail time	≥ 200 K Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type B, 2 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage	≥ 5.00 volts	≥ 25 milliseconds	
					OR			
					accessory voltage active)	= TRUE	≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control Solenoid H Control Circuit Low	P281D	Controller specific circuit diagnoses 9 speed TCC Pressure Control Circuit, 10 speed TCC Control Circuit, or 8 speed Default Valve Control Circuit for a ground short circuit failure by comparing a voltage measurement to controller specific voltage thresholds. For 8 speed T87a controllers, an open circuit on the Default Valve Control Circuit will also set P281D.	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type A, 1 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control Solenoid H Control Circuit High	P281E	Controller specific circuit diagnoses 9 speed TCC Pressure Control Circuit, 10 speed TCC Control Circuit, or 8 speed Default Valve Control Circuit for a short to voltage circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a short to voltage Controller specific circuit voltage thresholds are set to meet the following controller specification for a short to voltage Increment fail time	≤ 0.5 Ω impedance between signal and controller voltage source			fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds	Type B, 2 Trips
					battery voltage	≥ 9.00 volts and ≤ 32.00 volts	≥ 1.00 seconds	
					(run crank voltage OR accessory voltage active)	≥ 5.00 volts = TRUE	≥ 25 milliseconds ≥ 12.5 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)		
					(solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		
					OR			
					(solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	= CeTSCR_e_HSD2 (CeTSCR_e_NoHSD will disable) = ON		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control (PC) Solenoid J Stuck Off (GF9)	P2820	Each pressure control solenoid stuck off diagnostic monitor detects a control solenoid failed hydraulically off, while the solenoid is electrically functional. This diagnostic monitor detects the clutch select valve solenoid failed hydraulically off. The clutch select valve is used to route hydraulic fluid to, either, the selectable one way clutch hydraulic circuit used to attain transmission 1st gear lock state, or, to the C6 - C6789 clutch hydraulic circuit necessary for transmission higher gear states. When the clutch select valve is failed hydraulically off, and transmission is in 1st gear lock state, it is possible to measure low C6 - C6789 clutch slip speed or 6th gear transmission ratio, since hydraulic fluid is routed to the clutch C6 - C6789. This can be determined based on transmission lever node design, the	(gear ratio AND gear ratio) OR C6 clutch slip speed update fail time 6.25 milliscond update	≤ 1.700 ≥ 1.200 ≤ 20.0 RPM	****************************** system-level enables: use battery voltage calibration is FALSE OR (use battery voltage calibration is TRUE AND battery voltage) use run crank voltage calibration is FALSE OR (use run crank voltage calibration is TRUE AND run crank voltage) TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled service fast learn active	****************************** = 1 Boolean = 1 Boolean ≥ 9.00 volts = 0 Boolean = 0 Boolean ≥ 9.00 volts = TRUE Boolean = TRUE Boolean = FALSE Boolean	fail time ≥ 0.250 seconds, update fail count, fail count ≥ 3 counts 6.25 milliscond update battery voltage time ≥ 0.100 seconds run crank voltage time ≥ 0.100 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		transmission input shaft speed, the transmission output shaft speed, and one transmission intermediate shaft speed, while not commanding 6th-9th gear. This diagnostic monitor is relative to the GF9 clutch select valve pressure control solenoid.			service solenoid cleaning procedure active hydraulic pressure available ****************************** diagnostic monitor enabled transmission output shaft speed transmission fluid temperature transmission fluid temperature (command gear AND attained gear) OR (attained gear AND SOWC state) C6 clutch slip speed valid ****************************** DTCs not fault pending DTCs not fault active	= FALSE Boolean = TRUE ****************************** = 1 (1 to enable, 0 to disable) ≥ 35 RPM ≥ -256.00 °C ≤ 130.0 °C = 1st lock = 1st lock = 2nd lock = APPLY COMPLETE = TRUE ****************************** P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6 P2534 P0707 P0708 P0716 P0717 P07C0		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
						P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not test fail this key on	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F P17C6 P17C4 P17C7 P172A P172B		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control Solenoid J Stuck On (GF9)	P2821	Each pressure control solenoid stuck on diagnostic monitor detects a clutch pressure control solenoid failed hydraulically on, while the solenoid is electrically functional. The clutch select pressure control solenoid must be hydraulically off and the clutch select valve in the off state, to allow hydraulic fluid supply to the C3 (CB38) or C4 (C4) or C5 (C57R) clutches, such that when activated, commanded gear 3rd or 4th or 5th can be attained. With the clutch select valve pressure control solenoid failed hydraulically on, commanded gear 3rd or 4th or 5th cannot be attained. In the failure mode, the clutch slip speed, and gear box gear slip, will be excessive, not near or at zero RPM, when commanding 3rd or 4th or 5th gear, but due to the clutch select pressure control solenoid failed hydraulically on and not	Cx clutch slip speed fail compare C3 (CB38) OR C4 (C4) OR C5 (C57R) update Cx clutch slip speed fail time 6.25 milliscond update once intrusive gear is commanded and clutch select stuck on test active remains and Cx clutch fail count limit occurs, increment clutch select valve solenoid stuck on fail count and time up clutch select stuck on test gear time 6.25 milliscond update	 ≥ 200.0 RPM ≥ 200.0 RPM ≥ 200.0 RPM = TRUE			Cx clutch slip speed fail time ≥ (C3 (CB38) 3.00 seconds OR C4 (C4) 3.00 seconds OR C5 (C57R) 3.00 seconds) update Cx fail count, Cx fail count ≥ (C3 (CB38) 3 counts OR C4 (C4) 3 counts OR C5 (C57R) 3 counts) Cx clutch fail count limit occurs 6.25 milliscond update clutch select valve solenoid stuck on fail count ≥ 2 counts OR clutch select stuck on test gear time ≥ 9.00 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		individual clutch control faults. It is thus necessary, when individual clutch slip occurs in 3rd or 4th or 5th gear and counted toward the clutch pressure control solenoid stuck on failure, for an intrusive gear commanded from 3rd or 4th or 5th to verify the clutch slip in the remaining gear states. The individual clutch slip that occurs in those intrusive gears, 3rd or 4th or 5th, is also counted toward the clutch pressure control solenoid stuck on failure. As individual clutch slip is accumulated in each commanded gear 3rd or 4th or 5th, that failure time is the verification of the clutch pressure control solenoid failed hydraulically on. The clutch slip speed is calculated based on the transmission lever node design, requiring transmission input shaft speed, transmission output shaft speed, and, one transmission intermediate shaft speed. The clutch			***************************** system-level enables: use battery voltage calibration is FALSE OR (use battery voltage calibration is TRUE AND battery voltage use run crank voltage calibration is FALSE OR (use run crank voltage calibration is TRUE AND run crank voltage TCM output driver high side driver 1, clutch pressure control solenoid driver circuit enabled TCM output driver high side driver 2, clutch pressure control solenoid driver circuit enabled service fast learn active service solenoid cleaning procedure active hydraulic pressure available ***************************** diagnostic monitor enable	***************************** = 1 Boolean = 1 Boolean ≥ 9.00 volts = 0 Boolean = 0 Boolean ≥ 9.00 volts = TRUE Boolean = TRUE Boolean = FALSE Boolean = FALSE Boolean = TRUE ***************************** = 1 Boolean	6.25 milliscond update battery voltage time ≥ 0.100 seconds run crank voltage time ≥ 0.100 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		pressure control solenoid is tested after an automatic transmission shift occurs and has been considered shift complete, or, steady state gear is deemed active, range shift complete. When the automatic transmission shift is complete, steady state gear is considered, the clutch pressure control solenoid is mapped to transmission line pressure control, which normally allows the clutch to maintain full torque holding capacity at the given engine crankshaft torque, to maintain true gear ratio. When the clutch select pressure control solenoid is failed hydraulically on, C3 (CB38) or C4 (C4) or C5 (C57R) clutches cannot maintain holding capacity at any engine crankshaft torque, and the clutch slip speed is uncontrollable. The clutch pressure control solenoid test is suspended if the higher level safety startle mitigation function is			P2821 test fail this key on test trigger set to TRUE: enable forward gear AND direction request OR enable reverse gear AND direction request current loop test trigger clutch control solenoid test state range shift state clutch solenoid test state set to NEUTRAL TEST when: test trigger initialize range shift complete time, when range shift state, range shift complete time must time down to zero when range shift complete Cx indicates any one of the 3 clutches: C3 (CB38) OR C4 (C4) OR C5 (C57R) enable Cx clutch slip speed fail compare when: diagnostic clutch test Cx ((startle mitigation active OR (startle mitigation active	= FALSE = 1 Boolean = forward gear = 0 Boolean = reverse gear = FALSE ≠ NEUTRAL TEST = range shift completed = TRUE ≠ range shift completed = HOLDING CLUTCH = FALSE = TRUE	initialize range shift complete time = 0.900 seconds, range shift complete time must time down to zero when range shift complete	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		active. The safety			AND			
		startle mitigation function is triggered when a sudden vehicle			startle mitigation gear)) (see startle mitigation active NOTE below)	≠ initial startle mitigation gear		
		deceleration occurs due to a clutch			unintended deceleration fault pending OR	= FALSE		
		pressure control solenoid that has failed hydraulically on, while			unintended deceleration fault pending enable FASLE	= 0 Boolean		
		the solenoid is			(startle mitigation)			
		electrically functional, which, must take			clutch steady state adaptive active	= FALSE		
		priority over this clutch select pressure control			transmission output shaft speed	≥ 89.0 RPM		
		solenoid stuck off diagnostic monitor. All clutch pressure control solenoid stuck on/off diagnostic monitors are			Cx clutch slip speed valid, all speed sesnors are functional for lever node clucth slip speed calculation			
		emission MIL DTCs.						
		System voltage must			accelerator pedal position	≥ 2.00 %		
		be normal, all clutch pressure control			engine speed	≥ 1,500.0 RPM		
		solenoid driver circuits must be functional, no clutch pressure control			diagnostic clutch test Cx set to HOLDING CLUTCH when:			
		solenoid electrical or			clutch solenoid test state	= NEUTRAL TEST		
		performance faults can be present, and no			((startle mitigation active OR	= FALSE		
		speed sensor electrical or performance faults			(startle mitigation active AND	= TRUE		
		can be present, or the a clutch pressure control solenoid stuck			startle mitigation gear)) (see startle mitigation active NOTE below)	≠ initial startle mitigation gear		
		off test is disabled. This diagnostic monitor is relative to the GF9			Cx clutch pressured map	= mapped to line pressure, Cx clutch pressure has transtioned from off-applying-applied		
		clutch select valve pressure control			*****************************	*****************************		
		solenoid.			clutch select stuck on test active set to TRUE when:			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					command gear clutch control solenoid test state any Cx clutch fail count limit occurs break latch state, clutch select valve hydraulic latch fluid is applied, hydraulic latch fluid force balance acts with clutch select valve return spring, to force the clutch select valve to the off postion in normal operation, allowing hydraulic fluid to C3 (CB38) C4 (C4) and C5 (C57R) clutches clutch select stuck on test active driver direction (PRNDL) change request, select intrusive gear to verify clutch select valve solenoid when HOLDING CLUTCH: C3 (CB38) C4 (C4) C5 (C57R) enable clutch select stuck on test gear time NOTE: startle mitigation active is used to detect unintended deceleration due to clutch pressure control solenoid stuck on failure modes, the clutch pressure control solenoid stuck on DTCs being P0747 P0777 P0797	≠ REVERSE = NEUTRAL TEST = complete = TRUE = FALSE = CeCGSR_e_Fifth = CeCGSR_e_Fifth = CeCGSR_e_Third		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					P2715 P2724 P2733 P2821 ******************************	 ******************************		
					DTCs not fault pending	P17CE P1783 P178F P17C6 P17C4 P17C7 P17D3 P17C5 P0721 P172A P172B P0716 P0717 P07C0 P07BF P0723 P0722 P077D P077C P176C P176D P176B P17D6		
					DTCs not test fail this key on	P2534 P0707 P0708 P0716 P0717 P07C0 P07BF P077D P077C P126C P176D P17CC P17CD P0962 P0966 P0970 P2720 P2729 P2738 P0963 P0967 P0971 P2721 P2730 P2739 P0960 P0964 P0968 P2718 P2727 P2736 P17CE P1783 P17D3 P17C5 P0721 AcceleratorPedalFailure CrankSensor_FA		
					DTCs not fault active	P0707 P0708 P0723 P0722 P176B P17D6 P0747 P0777 P0797 P2715 P2724 P2733 P0746 P0776 P0796 P2714 P2723 P2732 P2821 P2820 P178F P17C6 P17C4 P17C7 P172A P172B		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control Solenoid J Control Circuit Low	P2826	Controller specific circuit diagnoses 9 speed Clutch Select Valve Control Circuit, 10 speed Default Disable Control Circuit, or 8 speed Boost Valve Control Circuit for a ground short circuit failure by comparing a voltage measurement to controller specific voltage thresholds. For T87a controllers, an open circuit on solenoid I/J will also set P2826	Voltage measurement outside of controller specific acceptable range indicates a ground short Controller specific circuit voltage thresholds are set to meet the following controller specification for a ground short Increment fail time	≤ 0.5 Ω impedance between signal and controller ground	battery voltage (run crank voltage OR accessory voltage active) diagnostic monitor enable calibration (solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	≥ 9.00 volts and ≤ 32.00 volts ≥ 5.00 volts = TRUE = 1 (1 is enable, 0 is disable) = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON	fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds ≥ 1.00 seconds ≥ 25 milliseconds ≥ 12.5 milliseconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Pressure Control Solenoid J Control Circuit High	P2827	Controller specific circuit diagnoses 9 speed Clutch Valve Control Circuit, 10 speed Default Disable Control Circuit, or 8 speed Boost Valve Control Circuit for a short to voltage circuit failure by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a short to voltage Controller specific circuit voltage thresholds are set to meet the following controller specification for a short to voltage Increment fail time	≤ 0.5 Ω impedance between signal and controller voltage source	battery voltage (run crank voltage OR accessory voltage active) diagnostic monitor enable calibration (solenoid is mapped to high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (solenoid is mapped to high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (solenoid is mapped to high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3)	≥ 9.00 volts and ≤ 32.00 volts ≥ 5.00 volts = TRUE = 1 (1 is enable, 0 is disable) = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON = CeTSCR_e_HSD1 (CeTSCR_e_NoHSD will disable) = ON	fail time ≥ 0.30 seconds out of sample time ≥ 0.50 seconds ≥ 1.00 seconds ≥ 25 milliseconds ≥ 12.5 milliseconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Engine Stall Prevention Active Signal Message Counter Incorrect	P30BD	The diagnostic monitor detects an alive rolling count error in the CAN frame containing the engine stall protection signal value. The alive rolling count sequences 0, 1, 2, 3 repeatedly. As each serial data frame is broadcast by the transmitting controller, the transmitting controller increments the alive rolling count in this sequence manner. The receiving controller compares the most recent received alive rolling count value to the previous value plus one. If the values are not equal, an alive rolling count error has occurred. If continuous alive rolling count errors occur the DTC is set.	rolling count value received from ECM and expected TCM calculated value not equal 50 millisecond update rate	= TRUE	10 millisecond update rate of enable conditions service mode $04 active battery voltage battery voltage time engine stall protection ECM frame recieved	 = FALSE ≥ 11.00 volts ≥ 300.000 seconds = TRUE	alive rolling count errors ≥ 8 out of 10 sample counts 50 millisecond update rate	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Communication 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) 0.81 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycleDiagEnbl 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 > 0.1625 seconds	Diagnostic runs in 12.5 ms loop	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With ECM	U0100	This DTC monitors for a loss of communication with the engine control module	Message is not received from controller for		General Enable Criteria:		Diagnostic runs in 12.5 ms loop	Type A, 1 Trips
					U0073	Not Active on Current Key Cycle		
			Message $0BE	≥ 0.50 seconds				
			Message $0C9	≥ 0.50 seconds	Normal CAN transmission on Bus A	Enabled		
			Message $18E	≥ 0.50 seconds				
					Device Control	Not Active		
			Message $1A1	≥ 0.50 seconds				
			Message $1A3	≥ 12.00 seconds	High Voltage Virtual Network Management	Not Active		
			Message $1AA	≥ 12.00 seconds	Ignition Voltage Criteria:			
			Message $1BA	≥ 12.00 seconds	Run/Crank Ignition voltage	> 6.41 Volts		
			Message $287	≥ 0.50 seconds				
			Message $3D1	≥ 12.00 seconds	Power Mode	= run		
			Message $3E9	≥ 12.00 seconds				
					Off Cycle Enable Criteria:			
			Message $4C1	≥ 12.00 seconds				
			Message $4C7	≥ 12.00 seconds	KeCAND_b_OffKeyCycle DiagEnbl	= 1 (1 indicates enabled)		
			Message $4D1	≥ 12.00 seconds	Ignition Accessory Line and	= Active		
			Message $4F1	≥ 12.00 seconds	Battery Voltage	> 11.00 Volts		
			Message $589	≥ 12.00 seconds				
					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			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Network Management is not active for U0100 ECM	> 0.4000 seconds Not Active on Current Key Cycle is present on the bus		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Anti-Lock Brake System (ABS) Control Module	U0121	This DTC monitors for a loss of communication with the Anti-Lock Brake System (ABS) Control Module (Non-OBD Module ID 243).	Message is not received from controller for Message $0C1 Message $0C5 Message $1E9 Message $2F9	 ≥ 12.0 seconds ≥ 12.0 seconds ≥ 12.0 seconds ≥ 12.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycleDiagEnbl 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 for	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 1 (1 indicates enabled) = Active > 11.00 Volts > 0.4000 seconds	Diagnostic runs in 12.5 ms loop	Emissions Neutral Diagnostic – Type C

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Body Control Module	U0140	This DTC monitors for a loss of communication with the Body Control Module.	Message is not received from controller for Message $0F1 Message $12A Message $1F1 Message $1F3 Message $4E1 Message $4E9	 ≥ 0.5 seconds ≥ 12.0 seconds ≥ 12.0 seconds ≥ 12.0 seconds ≥ 12.0 seconds ≥ 12.0 seconds	General Enable Criteria: U0073 Normal CAN transmission on Bus A Device Control High Voltage Virtual Network Management Ignition Voltage Criteria: Run/Crank Ignition voltage Power Mode Off Cycle Enable Criteria: KeCAND_b_OffKeyCycleDiagEnbl 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 for	 Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 1 (1 indicates enabled) = Active > 11.00 Volts > 0.4000 seconds	Diagnostic runs in 12.5 ms loop	Emissions Neutral Diagnostic – Type C

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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With Gateway A	U0146	This DTC monitors for a loss of communication with Gateway A	Message is not received from controller for Message $3CF	≥ 10.00 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_OffKeyCycleDiagEnbl 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 for	Not Active on Current Key Cycle Enabled Not Active Not Active > 6.41 Volts = run = 1 (1 indicates enabled) = Active > 11.00 Volts > 0.4000 seconds	Diagnostic runs in 12.5 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					U0146 Gateway A	Not Active on Current Key Cycle is present on the bus		

Initial Supporting table - 10 speed transmission clutch definition and gear state to clutch map

Description: indicates clutch definition and gear state verses applied and released clutches for 10 speed transmission

Value Units: applied or released
X Unit: clutch
Y Units: gear index Y axis, actual gear column 1

y/x	1	2	3	4	5	6	7	8
1		C1 = C123456R	C2 = C1289-10R	C3 = C234579-10	C4 = C234678-10R	C5 = C1356789	C6 = C456789-10R	C7 = OWC12
2	1st gear braking	applied	applied	released	released	applied	released	applied
3	1st gear free wheel	applied	applied	released	released	applied	released	released
4	2nd gear braking	applied	applied	applied	applied	released	released	applied
5	2nd gear free wheel	applied	applied	applied	applied	released	released	released
6	3rd gear	applied	released	applied	applied	applied	released	released
7	4th gear	applied	released	applied	applied	released	applied	released
8	5th gear	applied	released	applied	released	applied	applied	released
9	6th gear	applied	released	released	released	applied	applied	released
10	7th gear	released	released	applied	applied	applied	applied	released
11	8th gear	released	applied	released	applied	applied	applied	released
12	9th gear	released	applied	applied	released	applied	applied	released
13	10th gear	released	applied	applied	applied	released	applied	released
14	reverse gear	applied	applied	released	applied	released	released	released

Initial Supporting table - 9 speed transmission clutch definition and gear state to clutch map

Description: indicates clutch definition and gear state verses applied and released clutches for 9 speed transmission

Value Units: applied or released
X Unit: clutch
Y Units: gear index Y axis, actual gear column 1

y/x	1	2	3	4	5	6	7	8
1		C1 = CB123456	C2 = C6789	C3 = CB1R	C4 = CB29	C5 = CB38	C6 = C4	C7 = C57R
2	1st gear braking	applied	released	applied	released	released	released	released
3	1st gear free wheel	applied	released	released	released	released	released	released
4	2nd gear	applied	released	released	applied	released	released	released
5	3rd gear	applied	released	released	released	applied	released	released
6	4th gear	applied	released	released	released	released	applied	released
7	5th gear	applied	released	released	released	released	released	applied
8	6th gear	applied	applied	released	released	released	released	released
9	7th gear	released	applied	released	released	released	released	applied
10	8th gear	released	applied	released	released	applied	released	released
11	9th gear	released	applied	released	applied	released	released	released
12	reverse gear	released	released	applied	released	released	released	applied

Initial Supporting table - engine speed time for transmission hydraulic pressure available

Description: time needed for engine speed to trigger "transmission hydraulic pressure available"

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	0.300	0.300	0.275	0.200	0.200

Initial Supporting table - NumClchTieUp

Description: NumClchTieUp

Value Units: minimum # of clutches
X Unit: command gear or attained gear
Y Units: not applicable, no units, single row table f(gear)

NumClchTieUp - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5
1	2	3	2	2	2	2	2

NumClchTieUp - Part 2

y/x	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3
1	2	2	1	1	1	1	1

NumClchTieUp - Part 3

y/x	CeCGSR_e_NeutralC2C4	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6	CeCGSR_e_NeutralC4C5
1	1	1	1	1	1	1	1

NumClchTieUp - Part 4

y/x	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4
1	1	1	3	2	2	2	2

NumClchTieUp - Part 5

y/x	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	2	2	2	1	1	1	1

NumClchTieUp - Part 6

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5
1	1	1	1	1	1	1	1

NumClchTieUp - Part 7

y/x	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth
1	1	1	2	1	1	1	1

NumClchTieUp - Part 8

y/x	CeCGSR_e_Fifth	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth	

Initial Supporting table - NumClchTieUp

1	1	1	1	1	1	1	

Initial Supporting table - P171D hydraulic pressure delay

Description: Time to delay the initial x of y counter due to hydraulic transients. Thresholds are a function of transmission fluid temperature. Horizontal axis is transmission fluid temperature (DegC) and table output is delay time (seconds).

Value Units: delay time seconds
X Unit: transmission fluid temperature DegC

y/x	-40	0	20	30	40	50	60
1	0.090	0.090	0.080	0.050	0.050	0.050	0.050

Initial Supporting table - P171D predicted turbine speed error

Description: Predicted turbine speed vs actual turbine speed error. Thresholds are a function of engine speed and transmission fliud temperature. Diagnostic is considered failing above these values. Table vertical axis is engine speed (RPM), horizontal axis is transmission fluid temperature (DegC) and table output is predicted turbine speed error (RPM).

Value Units: turbine speed RPM error
X Unit: transmission fluid temperature DegC
Y Units: engine speed RPM

y/x	-40	0	10	20	40
0	300	300	300	300	300
500	300	300	300	300	300
1,100	300	300	300	300	300
1,500	300	300	300	300	300
2,500	300	300	300	300	300

Initial Supporting table - P176B delay to allow transmission input, intermediate and output speeds to stablize for fail evaluation

Description: delay to allow transmission input, intermediate and output speeds to stablize for fail evaluation

Value Units: seconds
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	1.000	1.000

Initial Supporting table - P176B holding clutch states

Description: inditaces when the clutch states allow transmission intermediate speed sensor evaluation, when rotating components can trigger speed sesnor, holding clutches will not allow evaluation while clutches not holding will allow evaluation

Value Units: TRUE or FALSE
X Unit: intermediate speed sensor select
Y Units: commanded gear

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
CeCGSR_e_CR_NullForSched	1	1
CeCGSR_e_CR_Neutral	1	1
CeCGSR_e_CR_Park	1	1
CeCGSR_e_CR_Reverse	0	1
CeCGSR_e_CR_First	0	1
CeCGSR_e_CR_Second	0	1
CeCGSR_e_CR_Third	1	1
CeCGSR_e_CR_Fourth	0	1
CeCGSR_e_CR_Fifth	0	1
CeCGSR_e_CR_Sixth	0	1
CeCGSR_e_CR_Seventh	0	1
CeCGSR_e_CR_Eighth	1	1
CeCGSR_e_CR_Ninth	0	1
CeCGSR_e_CR_Tenth	1	1

Initial Supporting table - P176B intermediate speed sensor fail count threshold

Description: P176B intermediate speed sensor fail count threshold

Value Units: fail counts
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	4	4

Initial Supporting table - P176B intermediate speed sensor fail time threshold

Description: P176B intermediate speed sensor fail time threshold

Value Units: seconds
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	2.000	2.000

Initial Supporting table - P176B minimum estimated transmission intermediate speed to enable fail evaluation

Description: minimum estimated transmission intermediate speed to enable fail evaluation, where estimate is based on transmission input speed / ratio calibration, where ratio calibration is either P176B ratio calibration when REVERSE or P176B ratio calibration when not REVERSE

Value Units: estimated transmission intermediate speed RPM
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	172.0	172.0

Initial Supporting table - P176B minimum transmission input speed to enable fail evaluation

Description: minimum transmission input speed to enable fail evaluation

Value Units: transmission input speed RPM
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	172.0	172.0

Initial Supporting table - P176B ratio calibration when not REVERSE

Description: used to estimate transmission input speed based on transmission intermediate speed when range is not REVERSE

Value Units: ratio
X Unit: commanded gear
Y Units: intermediate speed sensor select

y/x	CeTGRR_e_Gear1	CeTGRR_e_Gear2	CeTGRR_e_Gear3	CeTGRR_e_Gear4	CeTGRR_e_Gear5	CeTGRR_e_Gear6	CeTGRR_e_Gear7	CeTGRR_e_Gear8	CeTGRR_e_Gear9	CeTGRR_e_Gear10
CeTSRR_e_C2C_ClchSpdSnsr1	1.5848	6.3694	1.0000	2.4450	1.0000	0.5227	1.0000	1.0000	1.1905	1.0000
CeTSRR_e_C2C_ClchSpdSnsr2	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

Initial Supporting table - P176B ratio calibration when REVERSE

Description: used to estimate transmission input speed based on transmission intermediate speed when range is REVERSE

Value Units: ratio
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	1.0000	1.0000

Initial Supporting table - P17C5 P17D3 intermediate speed sensor RPM

Description: P17C5 P17D3 intermediate speed sensor RPM at signal period transtion to enable fail time update

Value Units: intermediate speed sensor RPM
X Unit: intermediate speed sensor 1 or 2

y/x	0	1
1	25	25

Initial Supporting table - P2D2 Cltch Slip Sum

Description:

Value Units: rate of change of output rpm (dn) per 25 milliseconds
X Unit: % brake pedal position
Y Units: not applicable, no units, single row table f(brake pedal position)

y/x	0	15	20	30	35	50	75	88	100
1	-3	-3	-3	-3	-3	-3	-3	-3	-3

Initial Supporting table - P2D2 Decel Pressure - C1

Description: clutch 1 command pressure threshold below which clutch 1 is considered released, such that, clutch 1 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C1 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	115.7	115.7	9,999.0	304.4	362.1

P2D2 Decel Pressure - C1 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	9,999.0	115.7	304.4	115.7	9,999.0

P2D2 Decel Pressure - C1 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	9,999.0	9,999.0	9,999.0	50.0	50.0

P2D2 Decel Pressure - C1 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50.0	304.4	50.0	50.0	362.1

P2D2 Decel Pressure - C1 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	569.9	569.9	50.0	115.7	9,999.0

P2D2 Decel Pressure - C1 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	304.4	362.1	9,999.0	115.7	304.4

P2D2 Decel Pressure - C1 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	115.7	9,999.0	50.0	50.0	50.0

P2D2 Decel Pressure - C1 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	304.4	50.0	50.0	362.1	569.9

P2D2 Decel Pressure - C1 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C1

1	569.9	50.0	115.7	9,999.0	9,999.0
P2D2 Decel Pressure - C1 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	9,999.0	9,999.0	9,999.0	9,999.0	9,999.0
P2D2 Decel Pressure - C1 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	9,999.0	569.9	362.1	304.4	50.0
P2D2 Decel Pressure - C1 - Part 12					
y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C2

Description: clutch 2 command pressure threshold below which clutch 2 is considered released, such that, clutch 2 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C2 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	317	317	317	9,999	1,972

P2D2 Decel Pressure - C2 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	706	431	317	451	9,999

P2D2 Decel Pressure - C2 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	2,123	706	431	50	50

P2D2 Decel Pressure - C2 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	9,999	50	50	1,972

P2D2 Decel Pressure - C2 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	676	676	50	317	317

P2D2 Decel Pressure - C2 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	9,999	1,972	706	431	317

P2D2 Decel Pressure - C2 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	451	9,999	50	50	50

P2D2 Decel Pressure - C2 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	9,999	50	50	1,972	676

P2D2 Decel Pressure - C2 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C2

1	676	50	451	500	500

P2D2 Decel Pressure - C2 - Part 10

y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	9,999	9,999	2,123	706	431

P2D2 Decel Pressure - C2 - Part 11

y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	317	676	1,972	9,999	50

P2D2 Decel Pressure - C2 - Part 12

y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C3

Description: clutch 3 command pressure threshold below which clutch 3 is considered released, such that, clutch 3 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C3 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	216	216	219	1,143	9,999

P2D2 Decel Pressure - C3 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	623	216	219	216	1,251

P2D2 Decel Pressure - C3 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	9,999	623	318	50	50

P2D2 Decel Pressure - C3 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	1,143	50	50	9,999

P2D2 Decel Pressure - C3 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	596	596	50	216	219

P2D2 Decel Pressure - C3 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	1,143	9,999	623	216	219

P2D2 Decel Pressure - C3 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	216	1,251	50	50	50

P2D2 Decel Pressure - C3 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	1,143	50	50	9,999	596

P2D2 Decel Pressure - C3 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C3

1	596	50	216	240	240
P2D2 Decel Pressure - C3 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	1,251	1,251	9,999	623	318
P2D2 Decel Pressure - C3 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	219	596	9,999	1,143	50
P2D2 Decel Pressure - C3 - Part 12					
y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C4

Description: clutch 4 command pressure threshold below which clutch 4 is considered released, such that, clutch 4 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C4 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	382	382	423	920	1,401

P2D2 Decel Pressure - C4 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	9,999	382	809	382	1,008

P2D2 Decel Pressure - C4 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	1,508	9,999	1,564	50	50

P2D2 Decel Pressure - C4 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	920	50	50	1,401

P2D2 Decel Pressure - C4 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	9,999	9,999	50	382	423

P2D2 Decel Pressure - C4 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	920	1,401	9,999	382	809

P2D2 Decel Pressure - C4 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	382	1,008	50	50	50

P2D2 Decel Pressure - C4 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	920	50	50	1,401	9,999

P2D2 Decel Pressure - C4 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C4

1	9,999	50	382	423	423

P2D2 Decel Pressure - C4 - Part 10

y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	1,008	1,008	1,508	9,999	1,564

P2D2 Decel Pressure - C4 - Part 11

y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	809	2,030	1,401	920	50

P2D2 Decel Pressure - C4 - Part 12

y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C5

Description: clutch 5 command pressure threshold below which clutch 5 is considered released, such that, clutch 5 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C5 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	123	123	123	224	280

P2D2 Decel Pressure - C5 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	570	9,999	606	123	224

P2D2 Decel Pressure - C5 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	280	570	9,999	50	50

P2D2 Decel Pressure - C5 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	690	50	50	1,050

P2D2 Decel Pressure - C5 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	9,999	50	50	123	123

P2D2 Decel Pressure - C5 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	224	280	570	9,999	606

P2D2 Decel Pressure - C5 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	123	224	50	50	50

P2D2 Decel Pressure - C5 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	690	50	50	1,050	9,999

P2D2 Decel Pressure - C5 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C5

1	50	50	9,999	123	123

P2D2 Decel Pressure - C5 - Part 10

y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	224	224	280	570	9,999

P2D2 Decel Pressure - C5 - Part 11

y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	606	9,999	1,050	690	50

P2D2 Decel Pressure - C5 - Part 12

y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C6

Description: clutch 6 command pressure threshold below which clutch 6 is considered released, such that, clutch 6 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C6 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	156	156	156	249	291

P2D2 Decel Pressure - C6 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	444	223	9,999	156	249

P2D2 Decel Pressure - C6 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	291	444	915	50	50

P2D2 Decel Pressure - C6 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	9,999	50	50	9,999

P2D2 Decel Pressure - C6 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	50	9,999	50	156	156

P2D2 Decel Pressure - C6 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	249	291	444	223	9,999

P2D2 Decel Pressure - C6 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	156	249	50	50	50

P2D2 Decel Pressure - C6 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	9,999	50	50	9,999	50

P2D2 Decel Pressure - C6 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C6

1	9,999	50	223	156	156

P2D2 Decel Pressure - C6 - Part 10

y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	249	249	291	444	915

P2D2 Decel Pressure - C6 - Part 11

y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	9,999	9,999	9,999	9,999	50

P2D2 Decel Pressure - C6 - Part 12

y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C7

Description: clutch 7 command pressure threshold below which clutch 7 is considered released, such that, clutch 7 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C7 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	50	50	50	9,999	50

P2D2 Decel Pressure - C7 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	9,999	50	50	50	50

P2D2 Decel Pressure - C7 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C7

1	50	50	9,999	9,999	50

P2D2 Decel Pressure - C7 - Part 10

y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 11

y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 12

y/x					
1					

Initial Supporting table - transmission fluid temperature warm up time

Description:

Value Units: transmission fluid temperature normal warn up time, seconds
X Unit: transmission fluid temperature at controller power up, °C

y/x	-40.00	-30.00	-20.00	0.00	20.00
1	1,800.0	1,500.0	1,200.0	600.0	60.0

Initial Supporting table - 10 speed transmission clutch definition and gear state to clutch map

Description: indicates clutch definition and gear state verses applied and released clutches for 10 speed transmission

Value Units: applied or released
X Unit: clutch
Y Units: gear index Y axis, actual gear column 1

y/x	1	2	3	4	5	6	7	8
1		C1 = C123456R	C2 = C1289-10R	C3 = C234579-10	C4 = C234678-10R	C5 = C1356789	C6 = C456789-10R	C7 = OWC12
2	1st gear braking	applied	applied	released	released	applied	released	applied
3	1st gear free wheel	applied	applied	released	released	applied	released	released
4	2nd gear braking	applied	applied	applied	applied	released	released	applied
5	2nd gear free wheel	applied	applied	applied	applied	released	released	released
6	3rd gear	applied	released	applied	applied	applied	released	released
7	4th gear	applied	released	applied	applied	released	applied	released
8	5th gear	applied	released	applied	released	applied	applied	released
9	6th gear	applied	released	released	released	applied	applied	released
10	7th gear	released	released	applied	applied	applied	applied	released
11	8th gear	released	applied	released	applied	applied	applied	released
12	9th gear	released	applied	applied	released	applied	applied	released
13	10th gear	released	applied	applied	applied	released	applied	released
14	reverse gear	applied	applied	released	applied	released	released	released

Initial Supporting table - 9 speed transmission clutch definition and gear state to clutch map

Description: indicates clutch definition and gear state verses applied and released clutches for 9 speed transmission

Value Units: applied or released
X Unit: clutch
Y Units: gear index Y axis, actual gear column 1

y/x	1	2	3	4	5	6	7	8
1		C1 = CB123456	C2 = C6789	C3 = CB1R	C4 = CB29	C5 = CB38	C6 = C4	C7 = C57R
2	1st gear braking	applied	released	applied	released	released	released	released
3	1st gear free wheel	applied	released	released	released	released	released	released
4	2nd gear	applied	released	released	applied	released	released	released
5	3rd gear	applied	released	released	released	applied	released	released
6	4th gear	applied	released	released	released	released	applied	released
7	5th gear	applied	released	released	released	released	released	applied
8	6th gear	applied	applied	released	released	released	released	released
9	7th gear	released	applied	released	released	released	released	applied
10	8th gear	released	applied	released	released	applied	released	released
11	9th gear	released	applied	released	applied	released	released	released
12	reverse gear	released	released	applied	released	released	released	applied

Initial Supporting table - engine speed time for transmission hydraulic pressure available

Description: time needed for engine speed to trigger "transmission hydraulic pressure available"

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	0.300	0.300	0.275	0.200	0.200

Initial Supporting table - engine speed time for transmission hydraulic pressure available

Description: time needed for engine speed to trigger "transmission hydraulic pressure available"

Value Units: seconds
X Unit: °C

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	0.300	0.300	0.275	0.200	0.200

Initial Supporting table - NumClchTieUp

Description: NumClchTieUp

Value Units: minimum # of clutches
X Unit: command gear or attained gear
Y Units: not applicable, no units, single row table f(gear)

NumClchTieUp - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5
1	2	3	2	2	2	2	2

NumClchTieUp - Part 2

y/x	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3
1	2	2	1	1	1	1	1

NumClchTieUp - Part 3

y/x	CeCGSR_e_NeutralC2C4	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6	CeCGSR_e_NeutralC4C5
1	1	1	1	1	1	1	1

NumClchTieUp - Part 4

y/x	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4
1	1	1	3	2	2	2	2

NumClchTieUp - Part 5

y/x	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	2	2	2	1	1	1	1

NumClchTieUp - Part 6

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5
1	1	1	1	1	1	1	1

NumClchTieUp - Part 7

y/x	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth
1	1	1	2	1	1	1	1

NumClchTieUp - Part 8

y/x	CeCGSR_e_Fifth	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth	

Initial Supporting table - NumClchTieUp

1	1	1	1	1	1	1	

Initial Supporting table - P0741 (GF9 specific) TCC slip speed crash RPM

Description: RPM limit used to establish slip crashed when TCC oil became available

Value Units: RPM
X Unit: % accelerator position

y/x	0.00	15.00	25.00	50.00	75.00
1	100	100	160	233	300

Initial Supporting table - P0741 (GF9 specific) torque convert derivative slip speed fail threshold

Description: he fail threshold, rate of change of torque converter slip speed, at which the torque convert clutch is considered stuck on.

Value Units: RPM/second
X Unit: transmission fluid temperature °C

y/x	-7.00	10.00	40.00
0	-600	-600	-600
15	-600	-600	-600
25	-900	-900	-900
50	-1,200	-1,200	-1,200
75	-1,500	-1,500	-1,500

Initial Supporting table - P0741 stuck on test time

Description: Value to initialize the TCC Stuck On test time to after transition of clutch select valve allowing TCC hydraulic circuit connectivity. Window is a time down window from the calibration value to zero (0.0) seconds.

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-7.00	10.00	40.00
1	1.500	1.250	1.000

Initial Supporting table - P176B delay to allow transmission input, intermediate and output speeds to stablize for fail evaluation

Description: delay to allow transmission input, intermediate and output speeds to stablize for fail evaluation

Value Units: seconds
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	1.000	1.000

Initial Supporting table - P176B holding clutch states

Description: inditaces when the clutch states allow transmission intermediate speed sensor evaluation, when rotating components can trigger speed sesnor, holding clutches will not allow evaluation while clutches not holding will allow evaluation

Value Units: TRUE or FALSE
X Unit: intermediate speed sensor select
Y Units: commanded gear

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
CeCGSR_e_CR_NullForSched	1	1
CeCGSR_e_CR_Neutral	1	1
CeCGSR_e_CR_Park	1	1
CeCGSR_e_CR_Reverse	0	1
CeCGSR_e_CR_First	0	1
CeCGSR_e_CR_Second	0	1
CeCGSR_e_CR_Third	1	1
CeCGSR_e_CR_Fourth	0	1
CeCGSR_e_CR_Fifth	0	1
CeCGSR_e_CR_Sixth	0	1
CeCGSR_e_CR_Seventh	0	1
CeCGSR_e_CR_Eighth	1	1
CeCGSR_e_CR_Ninth	0	1
CeCGSR_e_CR_Tenth	1	1

Initial Supporting table - P176B intermediate speed sensor fail count threshold

Description: P176B intermediate speed sensor fail count threshold

Value Units: fail counts
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	4	4

Initial Supporting table - P176B intermediate speed sensor fail time threshold

Description: P176B intermediate speed sensor fail time threshold

Value Units: seconds
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	2.000	2.000

Initial Supporting table - P176B minimum estimated transmission intermediate speed to enable fail evaluation

Description: minimum estimated transmission intermediate speed to enable fail evaluation, where estimate is based on transmission input speed / ratio calibration, where ratio calibration is either P176B ratio calibration when REVERSE or P176B ratio calibration when not REVERSE

Value Units: estimated transmission intermediate speed RPM
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	172.0	172.0

Initial Supporting table - P176B minimum transmission input speed to enable fail evaluation

Description: minimum transmission input speed to enable fail evaluation

Value Units: transmission input speed RPM
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	172.0	172.0

Initial Supporting table - P176B ratio calibration when not REVERSE

Description: used to estimate transmission input speed based on transmission intermediate speed when range is not REVERSE

Value Units: ratio
X Unit: commanded gear
Y Units: intermediate speed sensor select

y/x	CeTGRR_e_Gear1	CeTGRR_e_Gear2	CeTGRR_e_Gear3	CeTGRR_e_Gear4	CeTGRR_e_Gear5	CeTGRR_e_Gear6	CeTGRR_e_Gear7	CeTGRR_e_Gear8	CeTGRR_e_Gear9	CeTGRR_e_Gear10
CeTSRR_e_C2C_ClchSpdSnsr1	1.5848	6.3694	1.0000	2.4450	1.0000	0.5227	1.0000	1.0000	1.1905	1.0000
CeTSRR_e_C2C_ClchSpdSnsr2	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

Initial Supporting table - P176B ratio calibration when REVERSE

Description: used to estimate transmission input speed based on transmission intermediate speed when range is REVERSE

Value Units: ratio
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	1.0000	1.0000

Initial Supporting table - P17C5 P17D3 intermediate speed sensor RPM

Description: P17C5 P17D3 intermediate speed sensor RPM at signal period transtion to enable fail time update

Value Units: intermediate speed sensor RPM
X Unit: intermediate speed sensor 1 or 2

y/x	0	1
1	25	25

Initial Supporting table - P2817 TCC stuck off fail TCC slip speed

Description: TCC stuck off slip speed fail threshold when TCC is in ON mode (controlled slip mode)

Value Units: RPM
X Unit: engine torque Nm

y/x	0.00	64.00	128.00	192.00	256.00	320.00	384.00	448.00	512.00
1	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0

Initial Supporting table - P2818 (GF9 specific) control valve test time

Description: Value to initialize the torque converter clutch control valve test time to after clutch select valve solenoid is turned on, window of time in which the torque converter clutch slip speed and derivative slip speed must be evaluated for failure. Window is a time down window from the calibration value to zero (0.0) seconds.

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-7.00	10.00	40.00
1	0.600	0.300	0.100

Initial Supporting table - P2818 stuck on test time

Description: Value to initialize the TCC Stuck On test time to after transition of clutch select valve allowing TCC hydraulic circuit connectivity. Window is a time down window from the calibration value to zero (0.0) seconds.

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-7.00	10.00	40.00
1	1.500	1.250	1.000

Initial Supporting table - P2818 torque convert derivative slip speed fail threshold

Description: The fail threshold, rate of change of torque converter slip speed, at which the torque convert clutch is considered stuck on.

Value Units: RPM/second
X Unit: transmission fluid temperature °C

y/x	-7.00	10.00	40.00
0	-600.0	-600.0	-600.0
15	-600.0	-600.0	-600.0
25	-900.0	-900.0	-900.0
50	-1,200.0	-1,200.0	-1,200.0
75	-1,500.0	-1,500.0	-1,500.0

Initial Supporting table - P2D2 Cltch Slip Sum

Description:

Value Units: rate of change of output rpm (dn) per 25 milliseconds
X Unit: % brake pedal position
Y Units: not applicable, no units, single row table f(brake pedal position)

y/x	0	15	20	30	35	50	75	88	100
1	-3	-3	-3	-3	-3	-3	-3	-3	-3

Initial Supporting table - P2D2 Decel Pressure - C1

Description: clutch 1 command pressure threshold below which clutch 1 is considered released, such that, clutch 1 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C1 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	115.7	115.7	9,999.0	304.4	362.1

P2D2 Decel Pressure - C1 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	9,999.0	115.7	304.4	115.7	9,999.0

P2D2 Decel Pressure - C1 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	9,999.0	9,999.0	9,999.0	50.0	50.0

P2D2 Decel Pressure - C1 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50.0	304.4	50.0	50.0	362.1

P2D2 Decel Pressure - C1 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	569.9	569.9	50.0	115.7	9,999.0

P2D2 Decel Pressure - C1 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	304.4	362.1	9,999.0	115.7	304.4

P2D2 Decel Pressure - C1 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	115.7	9,999.0	50.0	50.0	50.0

P2D2 Decel Pressure - C1 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	304.4	50.0	50.0	362.1	569.9

P2D2 Decel Pressure - C1 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C1

1	569.9	50.0	115.7	9,999.0	9,999.0

P2D2 Decel Pressure - C1 - Part 10

y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	9,999.0	9,999.0	9,999.0	9,999.0	9,999.0

P2D2 Decel Pressure - C1 - Part 11

y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	9,999.0	569.9	362.1	304.4	50.0

P2D2 Decel Pressure - C1 - Part 12

y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C2

Description: clutch 2 command pressure threshold below which clutch 2 is considered released, such that, clutch 2 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C2 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	317	317	317	9,999	1,972

P2D2 Decel Pressure - C2 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	706	431	317	451	9,999

P2D2 Decel Pressure - C2 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	2,123	706	431	50	50

P2D2 Decel Pressure - C2 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	9,999	50	50	1,972

P2D2 Decel Pressure - C2 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	676	676	50	317	317

P2D2 Decel Pressure - C2 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	9,999	1,972	706	431	317

P2D2 Decel Pressure - C2 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	451	9,999	50	50	50

P2D2 Decel Pressure - C2 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	9,999	50	50	1,972	676

P2D2 Decel Pressure - C2 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C2

1	676	50	451	500	500
P2D2 Decel Pressure - C2 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	9,999	9,999	2,123	706	431
P2D2 Decel Pressure - C2 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	317	676	1,972	9,999	50
P2D2 Decel Pressure - C2 - Part 12					
y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C3

Description: clutch 3 command pressure threshold below which clutch 3 is considered released, such that, clutch 3 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C3 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	216	216	219	1,143	9,999

P2D2 Decel Pressure - C3 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	623	216	219	216	1,251

P2D2 Decel Pressure - C3 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	9,999	623	318	50	50

P2D2 Decel Pressure - C3 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	1,143	50	50	9,999

P2D2 Decel Pressure - C3 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	596	596	50	216	219

P2D2 Decel Pressure - C3 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	1,143	9,999	623	216	219

P2D2 Decel Pressure - C3 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	216	1,251	50	50	50

P2D2 Decel Pressure - C3 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	1,143	50	50	9,999	596

P2D2 Decel Pressure - C3 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C3

1	596	50	216	240	240
P2D2 Decel Pressure - C3 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	1,251	1,251	9,999	623	318
P2D2 Decel Pressure - C3 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	219	596	9,999	1,143	50
P2D2 Decel Pressure - C3 - Part 12					
y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C4

Description: clutch 4 command pressure threshold below which clutch 4 is considered released, such that, clutch 4 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C4 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	382	382	423	920	1,401

P2D2 Decel Pressure - C4 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	9,999	382	809	382	1,008

P2D2 Decel Pressure - C4 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	1,508	9,999	1,564	50	50

P2D2 Decel Pressure - C4 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	920	50	50	1,401

P2D2 Decel Pressure - C4 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	9,999	9,999	50	382	423

P2D2 Decel Pressure - C4 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	920	1,401	9,999	382	809

P2D2 Decel Pressure - C4 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	382	1,008	50	50	50

P2D2 Decel Pressure - C4 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	920	50	50	1,401	9,999

P2D2 Decel Pressure - C4 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C4

1	9,999	50	382	423	423

P2D2 Decel Pressure - C4 - Part 10

y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	1,008	1,008	1,508	9,999	1,564

P2D2 Decel Pressure - C4 - Part 11

y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	809	2,030	1,401	920	50

P2D2 Decel Pressure - C4 - Part 12

y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C5

Description: clutch 5 command pressure threshold below which clutch 5 is considered released, such that, clutch 5 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C5 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	123	123	123	224	280

P2D2 Decel Pressure - C5 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	570	9,999	606	123	224

P2D2 Decel Pressure - C5 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	280	570	9,999	50	50

P2D2 Decel Pressure - C5 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	690	50	50	1,050

P2D2 Decel Pressure - C5 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	9,999	50	50	123	123

P2D2 Decel Pressure - C5 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	224	280	570	9,999	606

P2D2 Decel Pressure - C5 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	123	224	50	50	50

P2D2 Decel Pressure - C5 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	690	50	50	1,050	9,999

P2D2 Decel Pressure - C5 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C5

1	50	50	9,999	123	123
P2D2 Decel Pressure - C5 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	224	224	280	570	9,999
P2D2 Decel Pressure - C5 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	606	9,999	1,050	690	50
P2D2 Decel Pressure - C5 - Part 12					
y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C6

Description: clutch 6 command pressure threshold below which clutch 6 is considered released, such that, clutch 6 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C6 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	156	156	156	249	291

P2D2 Decel Pressure - C6 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	444	223	9,999	156	249

P2D2 Decel Pressure - C6 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	291	444	915	50	50

P2D2 Decel Pressure - C6 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	9,999	50	50	9,999

P2D2 Decel Pressure - C6 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	50	9,999	50	156	156

P2D2 Decel Pressure - C6 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	249	291	444	223	9,999

P2D2 Decel Pressure - C6 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	156	249	50	50	50

P2D2 Decel Pressure - C6 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	9,999	50	50	9,999	50

P2D2 Decel Pressure - C6 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C6

1	9,999	50	223	156	156

P2D2 Decel Pressure - C6 - Part 10

y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	249	249	291	444	915

P2D2 Decel Pressure - C6 - Part 11

y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	9,999	9,999	9,999	9,999	50

P2D2 Decel Pressure - C6 - Part 12

y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C7

Description: clutch 7 command pressure threshold below which clutch 7 is considered released, such that, clutch 7 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C7 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	50	50	50	9,999	50

P2D2 Decel Pressure - C7 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	9,999	50	50	50	50

P2D2 Decel Pressure - C7 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C7

1	50	50	9,999	9,999	50
P2D2 Decel Pressure - C7 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	50	50	50	50	50
P2D2 Decel Pressure - C7 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	50	50	50	50	50
P2D2 Decel Pressure - C7 - Part 12					
y/x					
1					

Initial Supporting table - transmission fluid temperature warm up time

Description:

Value Units: transmission fluid temperature normal warn up time, seconds
X Unit: transmission fluid temperature at controller power up, °C

y/x	-40.00	-30.00	-20.00	0.00	20.00
1	1,800.0	1,500.0	1,200.0	600.0	60.0

Initial Supporting table - 10 speed transmission clutch definition and gear state to clutch map

Description: indicates clutch definition and gear state verses applied and released clutches for 10 speed transmission

Value Units: applied or released
X Unit: clutch
Y Units: gear index Y axis, actual gear column 1

y/x	1	2	3	4	5	6	7	8
1		C1 = C123456R	C2 = C1289-10R	C3 = C234579-10	C4 = C234678-10R	C5 = C1356789	C6 = C456789-10R	C7 = OWC12
2	1st gear braking	applied	applied	released	released	applied	released	applied
3	1st gear free wheel	applied	applied	released	released	applied	released	released
4	2nd gear braking	applied	applied	applied	applied	released	released	applied
5	2nd gear free wheel	applied	applied	applied	applied	released	released	released
6	3rd gear	applied	released	applied	applied	applied	released	released
7	4th gear	applied	released	applied	applied	released	applied	released
8	5th gear	applied	released	applied	released	applied	applied	released
9	6th gear	applied	released	released	released	applied	applied	released
10	7th gear	released	released	applied	applied	applied	applied	released
11	8th gear	released	applied	released	applied	applied	applied	released
12	9th gear	released	applied	applied	released	applied	applied	released
13	10th gear	released	applied	applied	applied	released	applied	released
14	reverse gear	applied	applied	released	applied	released	released	released

Initial Supporting table - 9 speed transmission clutch definition and gear state to clutch map

Description: indicates clutch definition and gear state verses applied and released clutches for 9 speed transmission

Value Units: applied or released
X Unit: clutch
Y Units: gear index Y axis, actual gear column 1

y/x	1	2	3	4	5	6	7	8
1		C1 = CB123456	C2 = C6789	C3 = CB1R	C4 = CB29	C5 = CB38	C6 = C4	C7 = C57R
2	1st gear braking	applied	released	applied	released	released	released	released
3	1st gear free wheel	applied	released	released	released	released	released	released
4	2nd gear	applied	released	released	applied	released	released	released
5	3rd gear	applied	released	released	released	applied	released	released
6	4th gear	applied	released	released	released	released	applied	released
7	5th gear	applied	released	released	released	released	released	applied
8	6th gear	applied	applied	released	released	released	released	released
9	7th gear	released	applied	released	released	released	released	applied
10	8th gear	released	applied	released	released	applied	released	released
11	9th gear	released	applied	released	applied	released	released	released
12	reverse gear	released	released	applied	released	released	released	applied

Initial Supporting table - C1 exhaust delay closed throttle down shift

Description: P0747 C1 clutch hydraulic circuit exhaust time in closed throttle down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C1 exhaust delay closed throttle lift foot up shift

Description: P0747 C1 clutch hydraulic circuit exhaust time in closed throttle lift foot up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C1 exhaust delay garage shift

Description: P0747 C1 clutch hydraulic circuit exhaust time in garage shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C1 exhaust delay negative torque up shift

Description: P0747 C1 clutch hydraulic circuit exhaust time in negative torque up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	0.500	0.500	0.500	0.500	0.500

Initial Supporting table - C1 exhaust delay open throttle power down shift

Description: P0747 C1 clutch hydraulic circuit exhaust time in open throttle power down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C1 exhaust delay open throttle power on up shift

Description: P0747 C1 clutch hydraulic circuit exhaust time in open throttle power on up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	2.000	1.100	0.813	0.500	0.269

Initial Supporting table - C2 exhaust delay closed throttle down shift

Description: P0777 C2 clutch hydraulic circuit exhaust time in closed throttle down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.350	0.200

Initial Supporting table - C2 exhaust delay closed throttle lift foot up shift

Description: P0777 C2 clutch hydraulic circuit exhaust time in closed throttle lift foot up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C2 exhaust delay garage shift

Description: P0777 C2 clutch hydraulic circuit exhaust time in garage shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C2 exhaust delay negative torque up shift

Description: P0777 C2 clutch hydraulic circuit exhaust time in negative torque up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	0.500	0.500	0.500	0.500	0.500

Initial Supporting table - C2 exhaust delay open throttle power down shift

Description: P0777 C2 clutch hydraulic circuit exhaust time in open throttle power down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.212	0.212

Initial Supporting table - C2 exhaust delay open throttle power on up shift

Description: P0777 C2 clutch hydraulic circuit exhaust time in open throttle power on up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	3.100	0.900	0.800	0.700	0.262

Initial Supporting table - C3 exhaust delay closed throttle down shift

Description: P0797 C3 clutch hydraulic circuit exhaust time in closed throttle down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.300	1.000	0.950	0.469	0.200

Initial Supporting table - C3 exhaust delay closed throttle lift foot up shift

Description: P0797 C3 clutch hydraulic circuit exhaust time in closed throttle lift foot up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C3 exhaust delay garage shift

Description: P0797 C3 clutch hydraulic circuit exhaust time in garage shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C3 exhaust delay negative torque up shift

Description: P0797 C3 clutch hydraulic circuit exhaust time in negative torque up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	0.500	0.500	0.500	0.500	0.500

Initial Supporting table - C3 exhaust delay open throttle power down shift

Description: P0797 C3 clutch hydraulic circuit exhaust time in open throttle power down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.387	0.144

Initial Supporting table - C3 exhaust delay open throttle power on up shift

Description: P0797 C3 clutch hydraulic circuit exhaust time in open throttle power on up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.900	0.800	0.750	0.650	0.256

Initial Supporting table - C4 exhaust delay closed throttle down shift

Description: P2715 C4 clutch hydraulic circuit exhaust time in closed throttle down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.400	0.750	0.700	0.663	0.225

Initial Supporting table - C4 exhaust delay closed throttle lift foot up shift

Description: P2715 C4 clutch hydraulic circuit exhaust time in closed throttle lift foot up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C4 exhaust delay garage shift

Description: P2715 C4 clutch hydraulic circuit exhaust time in garage shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C4 exhaust delay negative torque up shift

Description: P2715 C4 clutch hydraulic circuit exhaust time in negative torque up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	0.500	0.500	0.500	0.500	0.500

Initial Supporting table - C4 exhaust delay open throttle power down shift

Description: P2715 C4 clutch hydraulic circuit exhaust time in open throttle power down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.119	0.119

Initial Supporting table - C4 exhaust delay open throttle power on up shift

Description: P2715 C4 clutch hydraulic circuit exhaust time in open throttle power on up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.900	0.650	0.600	0.550	0.300

Initial Supporting table - C5 exhaust delay closed throttle down shift

Description: P2724 C5 clutch hydraulic circuit exhaust time in closed throttle down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.700	1.369	1.100	0.650	0.337

Initial Supporting table - C5 exhaust delay closed throttle lift foot up shift

Description: P2724 C5 clutch hydraulic circuit exhaust time in closed throttle lift foot up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C5 exhaust delay garage shift

Description: P2724 C5 clutch hydraulic circuit exhaust time in garage shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40	-20	0	30	110
1	2	1	1	1	1

Initial Supporting table - C5 exhaust delay negative torque up shift

Description: P0747 C1 clutch hydraulic circuit exhaust time in negative torque up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	0.500	0.500	0.500	0.500	0.500

Initial Supporting table - C5 exhaust delay open throttle power down shift

Description: P2724 C5 clutch hydraulic circuit exhaust time in open throttle power down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	0.900	0.613	0.450	0.300	0.163

Initial Supporting table - C5 exhaust delay open throttle power on up shift

Description: P2724 C5 clutch hydraulic circuit exhaust time in open throttle power on up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	2.900	1.350	1.100	0.850	0.406

Initial Supporting table - C6 exhaust delay closed throttle down shift

Description: P2733 C6 clutch hydraulic circuit exhaust time in closed throttle down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.400	1.100	0.719	0.400	0.350

Initial Supporting table - C6 exhaust delay closed throttle lift foot up shift

Description: P2733 C6 clutch hydraulic circuit exhaust time in closed throttle lift foot up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C6 exhaust delay garage shift

Description: P2733 C6 clutch hydraulic circuit exhaust time in garage shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.850	0.850

Initial Supporting table - C6 exhaust delay negative torque up shift

Description: P2733 C6 clutch hydraulic circuit exhaust time in negative torque up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	0.500	0.500	0.500	0.500	0.500

Initial Supporting table - C6 exhaust delay open throttle power down shift

Description: P2733 C6 clutch hydraulic circuit exhaust time in open throttle power down shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	0.850	0.350	0.300	0.238	0.131

Initial Supporting table - C6 exhaust delay open throttle power on up shift

Description: P2733 C6 clutch hydraulic circuit exhaust time in open throttle power on up shift

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	30.00	110.00
1	1.600	1.100	0.950	0.600	0.600

Initial Supporting table - Clutch Clip Press CD Shifts

Description: Oncoming clutch clip pressure for closed throttle down shifts

Value Units: kPa
X Unit: Oncoming Clutch

y/x	CeTSER_e_C1_Clutch	CeTSER_e_C2_Clutch	CeTSER_e_C3_Clutch	CeTSER_e_C4_Clutch	CeTSER_e_C5_Clutch	CeTSER_e_C6_Clutch
1	690	800	500	850	703	655

Initial Supporting table - Clutch Clip Press CU Shifts

Description: Oncoming clutch clip pressure for closed throttle lift foot up shifts

Value Units: kPa
X Unit: Oncoming Clutch

y/x	CeTSER_e_C1_Clutch	CeTSER_e_C2_Clutch	CeTSER_e_C3_Clutch	CeTSER_e_C4_Clutch	CeTSER_e_C5_Clutch	CeTSER_e_C6_Clutch
1	690	800	500	850	703	655

Initial Supporting table - Clutch Clip Press GS Shifts

Description: Oncoming clutch clip pressure for garage shifts

Value Units: kPa
X Unit: Oncoming Clutch

y/x	CeTSER_e_C1_Clutch	CeTSER_e_C2_Clutch	CeTSER_e_C3_Clutch	CeTSER_e_C4_Clutch	CeTSER_e_C5_Clutch	CeTSER_e_C6_Clutch
1	750	750	750	750	750	750

Initial Supporting table - Clutch Clip Press NU Shifts

Description: Oncoming clutch clip pressure for negative torque up shifts

Value Units: kPa
X Unit: Oncoming Clutch

y/x	CeTSER_e_C1_Clutch	CeTSER_e_C2_Clutch	CeTSER_e_C3_Clutch	CeTSER_e_C4_Clutch	CeTSER_e_C5_Clutch	CeTSER_e_C6_Clutch
1	690	800	500	850	703	655

Initial Supporting table - Clutch Clip Press PD Shifts

Description: Oncoming clutch clip pressure for open throttle power down shifts

Value Units: kPa
X Unit: Oncoming Clutch

y/x	CeTSER_e_C1_Clutch	CeTSER_e_C2_Clutch	CeTSER_e_C3_Clutch	CeTSER_e_C4_Clutch	CeTSER_e_C5_Clutch	CeTSER_e_C6_Clutch
1	400	800	500	850	703	655

Initial Supporting table - Clutch Clip Press PU Shifts

Description: Oncoming clutch clip pressure for open throttle powered up shifts

Value Units: kPa
X Unit: Oncoming Clutch

y/x	CeTSER_e_C1_Clutch	CeTSER_e_C2_Clutch	CeTSER_e_C3_Clutch	CeTSER_e_C4_Clutch	CeTSER_e_C5_Clutch	CeTSER_e_C6_Clutch
1	2,100	900	500	850	703	655

Initial Supporting table - Clutch Stuck On Fail Offset Time CD Shifts

Description: Used for closed throttle down shifts to add additional fail time based on oil temperature

Value Units: time (seconds)
X Unit: transmission fluid temperature °C

y/x	-40	-20	0	30	110
1	0	0	0	0	0

Initial Supporting table - Clutch Stuck On Fail Offset Time GS Shifts

Description: Used for garage shifts to add additional fail time based on oil temperature

Value Units: time (seconds)
X Unit: transmission fluid temperature °C

y/x	-40	-20	0	30	110
1	0	0	0	0	0

Initial Supporting table - Clutch Stuck On Fail Offset Time PD Shifts

Description: Used for open throttle power down shifts to add additional fail time based on oil temperature

Value Units: time (seconds)
X Unit: transmission fluid temperature °C

y/x	-40	-20	0	30	110
1	1	0	0	0	0

Initial Supporting table - Clutch Stuck On Fail Offset Time PU Shifts

Description: Used for powered up shifts to add additional fail time based on oil temperature

Value Units: time (seconds)
X Unit: transmission fluid temperature °C

y/x	-40	-20	0	30	110
1	0	0	0	0	0

Initial Supporting table - Clutch Stuck On Fail Offset Time STGR Shifts

Description: Used for clutch staging shifts to add additional fail time based on oil temperature

Value Units: time (seconds)
X Unit: transmission fluid temperature °C

y/x	-40	-20	0	30	110
1	0	0	0	0	0

Initial Supporting table - Clutch Stuck On Shift Type Enable

Description: Calibration to enable the clutch stuck on test for each shift type

X Unit: Shift Type
Y Units: Boolean

y/x	CeTSER_e_STGR	CeTSER_e_GSCR	CeTSER_e_NUCR	CeTSER_e_PUCR	CeTSER_e_CDCR	CeTSER_e_PDCR	CeTSER_e_CLAR
1	0	0	1	1	1	1	0

Initial Supporting table - engine speed time for transmission hydraulic pressure available

Description: time needed for engine speed to trigger "transmission hydraulic pressure available"

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	0.300	0.300	0.275	0.200	0.200

Initial Supporting table - engine speed time for transmission hydraulic pressure available

Description: time needed for engine speed to trigger "transmission hydraulic pressure available"

Value Units: seconds
X Unit: °C

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	0.300	0.300	0.275	0.200	0.200

Initial Supporting table - NumClchTieUp

Description: NumClchTieUp

Value Units: minimum # of clutches
X Unit: command gear or attained gear
Y Units: not applicable, no units, single row table f(gear)

NumClchTieUp - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5
1	2	3	2	2	2	2	2

NumClchTieUp - Part 2

y/x	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3
1	2	2	1	1	1	1	1

NumClchTieUp - Part 3

y/x	CeCGSR_e_NeutralC2C4	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6	CeCGSR_e_NeutralC4C5
1	1	1	1	1	1	1	1

NumClchTieUp - Part 4

y/x	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4
1	1	1	3	2	2	2	2

NumClchTieUp - Part 5

y/x	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	2	2	2	1	1	1	1

NumClchTieUp - Part 6

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5
1	1	1	1	1	1	1	1

NumClchTieUp - Part 7

y/x	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth
1	1	1	2	1	1	1	1

NumClchTieUp - Part 8

y/x	CeCGSR_e_Fifth	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth	

Initial Supporting table - NumClchTieUp

1	1	1	1	1	1	1	

Initial Supporting table - P0722 Internal Speed Sensor Held

Description:

Value Units: Boolean
X Unit: Gear
Y Units: Internal Speed Sensor location

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
CeCGSR_e_CR_NullForSched	1	1
CeCGSR_e_CR_Neutral	1	1
CeCGSR_e_CR_Park	1	1
CeCGSR_e_CR_Reverse	0	1
CeCGSR_e_CR_First	0	1
CeCGSR_e_CR_Second	0	1
CeCGSR_e_CR_Third	1	1
CeCGSR_e_CR_Fourth	0	1
CeCGSR_e_CR_Fifth	0	1
CeCGSR_e_CR_Sixth	0	1
CeCGSR_e_CR_Seventh	0	1
CeCGSR_e_CR_Eighth	1	1
CeCGSR_e_CR_Ninth	0	1
CeCGSR_e_CR_Tenth	1	1

Initial Supporting table - P0722 OSS Direction Change Delay

Description:

Value Units: seconds
X Unit: DegC

y/x	-40	0	40
1	5	3	1

Initial Supporting table - P0722 TIS TNS Diff

Description:

Value Units: RPM
X Unit: Speed Sensor Location
Y Units: Gear

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
CeTGRR_e_Gear1	251	0
CeTGRR_e_Gear2	382	0
CeTGRR_e_Gear3	10,000	0
CeTGRR_e_Gear4	248	0
CeTGRR_e_Gear5	50	0
CeTGRR_e_Gear6	133	0
CeTGRR_e_Gear7	50	0
CeTGRR_e_Gear8	10,000	0
CeTGRR_e_Gear9	121	0
CeTGRR_e_Gear10	10,000	0

Initial Supporting table - P0723 transmission engaged state time threshold

Description: time necessary after transmission engaged state indicates transmsision engaged to allow P0723 enable

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.000	0.000	40.000
1	5.000	3.000	1.000

Initial Supporting table - P0741 (GF9 specific) TCC slip speed crash RPM

Description: RPM limit used to establish slip crashed when TCC oil became available

Value Units: RPM
X Unit: % accelerator position

y/x	0.00	15.00	25.00	50.00	75.00
1	100	100	160	233	300

Initial Supporting table - P0741 (GF9 specific) torque convert derivative slip speed fail threshold

Description: he fail threshold, rate of change of torque converter slip speed, at which the torque convert clutch is considered stuck on.

Value Units: RPM/second
X Unit: transmission fluid temperature °C

y/x	-7.00	10.00	40.00
0	-600	-600	-600
15	-600	-600	-600
25	-900	-900	-900
50	-1,200	-1,200	-1,200
75	-1,500	-1,500	-1,500

Initial Supporting table - P0741 stuck on test time

Description: Value to initialize the TCC Stuck On test time to after transition of clutch select valve allowing TCC hydraulic circuit connectivity. Window is a time down window from the calibration value to zero (0.0) seconds.

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-7.00	10.00	40.00
1	1.500	1.250	1.000

Initial Supporting table - P171D hydraulic pressure delay

Description: Time to delay the initial x of y counter due to hydraulic transients. Thresholds are a function of transmission fluid temperature. Horizontal axis is transmission fluid temperature (DegC) and table output is delay time (seconds).

Value Units: delay time seconds
X Unit: transmission fluid temperature DegC

y/x	-40	0	20	30	40	50	60
1	0.090	0.090	0.080	0.050	0.050	0.050	0.050

Initial Supporting table - P171D predicted turbine speed error

Description: Predicted turbine speed vs actual turbine speed error. Thresholds are a function of engine speed and transmission fliud temperature. Diagnostic is considered failing above these values. Table vertical axis is engine speed (RPM), horizontal axis is transmission fluid temperature (DegC) and table output is predicted turbine speed error (RPM).

Value Units: turbine speed RPM error
X Unit: transmission fluid temperature DegC
Y Units: engine speed RPM

y/x	-40	0	10	20	40
0	300	300	300	300	300
500	300	300	300	300	300
1,100	300	300	300	300	300
1,500	300	300	300	300	300
2,500	300	300	300	300	300

Initial Supporting table - P176B delay to allow transmission input, intermediate and output speeds to stablize for fail evaluation

Description: delay to allow transmission input, intermediate and output speeds to stablize for fail evaluation

Value Units: seconds
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	1.000	1.000

Initial Supporting table - P176B holding clutch states

Description: inditaces when the clutch states allow transmission intermediate speed sensor evaluation, when rotating components can trigger speed sesnor, holding clutches will not allow evaluation while clutches not holding will allow evaluation

Value Units: TRUE or FALSE
X Unit: intermediate speed sensor select
Y Units: commanded gear

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
CeCGSR_e_CR_NullForSched	1	1
CeCGSR_e_CR_Neutral	1	1
CeCGSR_e_CR_Park	1	1
CeCGSR_e_CR_Reverse	0	1
CeCGSR_e_CR_First	0	1
CeCGSR_e_CR_Second	0	1
CeCGSR_e_CR_Third	1	1
CeCGSR_e_CR_Fourth	0	1
CeCGSR_e_CR_Fifth	0	1
CeCGSR_e_CR_Sixth	0	1
CeCGSR_e_CR_Seventh	0	1
CeCGSR_e_CR_Eighth	1	1
CeCGSR_e_CR_Ninth	0	1
CeCGSR_e_CR_Tenth	1	1

Initial Supporting table - P176B intermediate speed sensor fail count threshold

Description: P176B intermediate speed sensor fail count threshold

Value Units: fail counts
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	4	4

Initial Supporting table - P176B intermediate speed sensor fail time threshold

Description: P176B intermediate speed sensor fail time threshold

Value Units: seconds
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	2.000	2.000

Initial Supporting table - P176B minimum estimated transmission intermediate speed to enable fail evaluation

Description: minimum estimated transmission intermediate speed to enable fail evaluation, where estimate is based on transmission input speed / ratio calibration, where ratio calibration is either P176B ratio calibration when REVERSE or P176B ratio calibration when not REVERSE

Value Units: estimated transmission intermediate speed RPM
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	172.0	172.0

Initial Supporting table - P176B minimum transmission input speed to enable fail evaluation

Description: minimum transmission input speed to enable fail evaluation

Value Units: transmission input speed RPM
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	172.0	172.0

Initial Supporting table - P176B ratio calibration when not REVERSE

Description: used to estimate transmission input speed based on transmission intermediate speed when range is not REVERSE

Value Units: ratio
X Unit: commanded gear
Y Units: intermediate speed sensor select

y/x	CeTGRR_e_Gear1	CeTGRR_e_Gear2	CeTGRR_e_Gear3	CeTGRR_e_Gear4	CeTGRR_e_Gear5	CeTGRR_e_Gear6	CeTGRR_e_Gear7	CeTGRR_e_Gear8	CeTGRR_e_Gear9	CeTGRR_e_Gear10
CeTSRR_e_C2C_ClchSpdSnsr1	1.5848	6.3694	1.0000	2.4450	1.0000	0.5227	1.0000	1.0000	1.1905	1.0000
CeTSRR_e_C2C_ClchSpdSnsr2	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000

Initial Supporting table - P176B ratio calibration when REVERSE

Description: used to estimate transmission input speed based on transmission intermediate speed when range is REVERSE

Value Units: ratio
X Unit: intermediate speed sensor select

y/x	CeTSRR_e_C2C_ClchSpdSnsr1	CeTSRR_e_C2C_ClchSpdSnsr2
1	1.0000	1.0000

Initial Supporting table - P176C Enable Boolean

Description:

Value Units: Boolean

y/x	0	1
1	1	0

Initial Supporting table - P176C Fail Count Threshold

Description:

Value Units: Count

y/x	0	1
1	40	65,535

Initial Supporting table - P176C Fail Timer

Description:

Value Units: seconds
X Unit: intermediate speed sensor index

y/x	0	1
1	0	410

Initial Supporting table - P176D Boolean Enable

Description:

Value Units: Boolean
X Unit: Speed Sensor Index

y/x	0	1
1	1	0

Initial Supporting table - P176D Fail Count Threshold

Description:

Value Units: Count
X Unit: Speed Sensor Index

y/x	0	1
1	40	65,535

Initial Supporting table - P176D Fail Time Threshold

Description:

Value Units: seconds
X Unit: Speed Sensor Index

y/x	0	1
1	0	410

Initial Supporting table - P176D Voltage Fail Threshold

Description:

Value Units: Volts
X Unit: Speed Sensor Index

y/x	0	1
1	5	12

Initial Supporting table - P17C5 P17D3 intermediate speed sensor RPM

Description: P17C5 P17D3 intermediate speed sensor RPM at signal period transtion to enable fail time update

Value Units: intermediate speed sensor RPM
X Unit: intermediate speed sensor 1 or 2

y/x	0	1
1	25	25

Initial Supporting table - P2817 TCC stuck off fail TCC slip speed

Description: TCC stuck off slip speed fail threshold when TCC is in ON mode (controlled slip mode)

Value Units: RPM
X Unit: engine torque Nm

y/x	0.00	64.00	128.00	192.00	256.00	320.00	384.00	448.00	512.00
1	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0

Initial Supporting table - P2818 (GF9 specific) control valve test time

Description: Value to initialize the torque converter clutch control valve test time to after clutch select valve solenoid is turned on, window of time in which the torque converter clutch slip speed and derivative slip speed must be evaluated for failure. Window is a time down window from the calibration value to zero (0.0) seconds.

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-7.00	10.00	40.00
1	0.600	0.300	0.100

Initial Supporting table - P2818 stuck on test time

Description: Value to initialize the TCC Stuck On test time to after transition of clutch select valve allowing TCC hydraulic circuit connectivity. Window is a time down window from the calibration value to zero (0.0) seconds.

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-7.00	10.00	40.00
1	1.500	1.250	1.000

Initial Supporting table - P2818 torque convert derivative slip speed fail threshold

Description: The fail threshold, rate of change of torque converter slip speed, at which the torque convert clutch is considered stuck on.

Value Units: RPM/second
X Unit: transmission fluid temperature °C

y/x	-7.00	10.00	40.00
0	-600.0	-600.0	-600.0
15	-600.0	-600.0	-600.0
25	-900.0	-900.0	-900.0
50	-1,200.0	-1,200.0	-1,200.0
75	-1,500.0	-1,500.0	-1,500.0

Initial Supporting table - P2D2 Cltch Slip Sum

Description:

Value Units: rate of change of output rpm (dn) per 25 milliseconds
X Unit: % brake pedal position
Y Units: not applicable, no units, single row table f(brake pedal position)

y/x	0	15	20	30	35	50	75	88	100
1	-3	-3	-3	-3	-3	-3	-3	-3	-3

Initial Supporting table - P2D2 Decel Pressure - C1

Description: clutch 1 command pressure threshold below which clutch 1 is considered released, such that, clutch 1 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C1 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	115.7	115.7	9,999.0	304.4	362.1

P2D2 Decel Pressure - C1 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	9,999.0	115.7	304.4	115.7	9,999.0

P2D2 Decel Pressure - C1 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	9,999.0	9,999.0	9,999.0	50.0	50.0

P2D2 Decel Pressure - C1 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50.0	304.4	50.0	50.0	362.1

P2D2 Decel Pressure - C1 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	569.9	569.9	50.0	115.7	9,999.0

P2D2 Decel Pressure - C1 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	304.4	362.1	9,999.0	115.7	304.4

P2D2 Decel Pressure - C1 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	115.7	9,999.0	50.0	50.0	50.0

P2D2 Decel Pressure - C1 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	304.4	50.0	50.0	362.1	569.9

P2D2 Decel Pressure - C1 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C1

1	569.9	50.0	115.7	9,999.0	9,999.0

P2D2 Decel Pressure - C1 - Part 10

y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	9,999.0	9,999.0	9,999.0	9,999.0	9,999.0

P2D2 Decel Pressure - C1 - Part 11

y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	9,999.0	569.9	362.1	304.4	50.0

P2D2 Decel Pressure - C1 - Part 12

y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C2

Description: clutch 2 command pressure threshold below which clutch 2 is considered released, such that, clutch 2 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C2 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	317	317	317	9,999	1,972

P2D2 Decel Pressure - C2 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	706	431	317	451	9,999

P2D2 Decel Pressure - C2 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	2,123	706	431	50	50

P2D2 Decel Pressure - C2 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	9,999	50	50	1,972

P2D2 Decel Pressure - C2 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	676	676	50	317	317

P2D2 Decel Pressure - C2 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	9,999	1,972	706	431	317

P2D2 Decel Pressure - C2 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	451	9,999	50	50	50

P2D2 Decel Pressure - C2 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	9,999	50	50	1,972	676

P2D2 Decel Pressure - C2 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C2

1	676	50	451	500	500

P2D2 Decel Pressure - C2 - Part 10

y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	9,999	9,999	2,123	706	431

P2D2 Decel Pressure - C2 - Part 11

y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	317	676	1,972	9,999	50

P2D2 Decel Pressure - C2 - Part 12

y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C3

Description: clutch 3 command pressure threshold below which clutch 3 is considered released, such that, clutch 3 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C3 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	216	216	219	1,143	9,999

P2D2 Decel Pressure - C3 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	623	216	219	216	1,251

P2D2 Decel Pressure - C3 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	9,999	623	318	50	50

P2D2 Decel Pressure - C3 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	1,143	50	50	9,999

P2D2 Decel Pressure - C3 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	596	596	50	216	219

P2D2 Decel Pressure - C3 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	1,143	9,999	623	216	219

P2D2 Decel Pressure - C3 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	216	1,251	50	50	50

P2D2 Decel Pressure - C3 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	1,143	50	50	9,999	596

P2D2 Decel Pressure - C3 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C3

1	596	50	216	240	240
P2D2 Decel Pressure - C3 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	1,251	1,251	9,999	623	318
P2D2 Decel Pressure - C3 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	219	596	9,999	1,143	50
P2D2 Decel Pressure - C3 - Part 12					
y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C4

Description: clutch 4 command pressure threshold below which clutch 4 is considered released, such that, clutch 4 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C4 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	382	382	423	920	1,401

P2D2 Decel Pressure - C4 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	9,999	382	809	382	1,008

P2D2 Decel Pressure - C4 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	1,508	9,999	1,564	50	50

P2D2 Decel Pressure - C4 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	920	50	50	1,401

P2D2 Decel Pressure - C4 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	9,999	9,999	50	382	423

P2D2 Decel Pressure - C4 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	920	1,401	9,999	382	809

P2D2 Decel Pressure - C4 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	382	1,008	50	50	50

P2D2 Decel Pressure - C4 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	920	50	50	1,401	9,999

P2D2 Decel Pressure - C4 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C4

1	9,999	50	382	423	423
P2D2 Decel Pressure - C4 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	1,008	1,008	1,508	9,999	1,564
P2D2 Decel Pressure - C4 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	809	2,030	1,401	920	50
P2D2 Decel Pressure - C4 - Part 12					
y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C5

Description: clutch 5 command pressure threshold below which clutch 5 is considered released, such that, clutch 5 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C5 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	123	123	123	224	280

P2D2 Decel Pressure - C5 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	570	9,999	606	123	224

P2D2 Decel Pressure - C5 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	280	570	9,999	50	50

P2D2 Decel Pressure - C5 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	690	50	50	1,050

P2D2 Decel Pressure - C5 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	9,999	50	50	123	123

P2D2 Decel Pressure - C5 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	224	280	570	9,999	606

P2D2 Decel Pressure - C5 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	123	224	50	50	50

P2D2 Decel Pressure - C5 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	690	50	50	1,050	9,999

P2D2 Decel Pressure - C5 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C5

1	50	50	9,999	123	123
P2D2 Decel Pressure - C5 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	224	224	280	570	9,999
P2D2 Decel Pressure - C5 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	606	9,999	1,050	690	50
P2D2 Decel Pressure - C5 - Part 12					
y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C6

Description: clutch 6 command pressure threshold below which clutch 6 is considered released, such that, clutch 6 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C6 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	156	156	156	249	291

P2D2 Decel Pressure - C6 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	444	223	9,999	156	249

P2D2 Decel Pressure - C6 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	291	444	915	50	50

P2D2 Decel Pressure - C6 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	9,999	50	50	9,999

P2D2 Decel Pressure - C6 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	50	9,999	50	156	156

P2D2 Decel Pressure - C6 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	249	291	444	223	9,999

P2D2 Decel Pressure - C6 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	156	249	50	50	50

P2D2 Decel Pressure - C6 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	9,999	50	50	9,999	50

P2D2 Decel Pressure - C6 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C6

1	9,999	50	223	156	156
P2D2 Decel Pressure - C6 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	249	249	291	444	915
P2D2 Decel Pressure - C6 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	9,999	9,999	9,999	9,999	50
P2D2 Decel Pressure - C6 - Part 12					
y/x					
1					

Initial Supporting table - P2D2 Decel Pressure - C7

Description: clutch 7 command pressure threshold below which clutch 7 is considered released, such that, clutch 7 cannot carry enough clutch torque that would induce a vehicle deceleration above the design safety metric

Value Units: kPa
X Unit: command gear
Y Units: not applicable, no units, single row table f(command gear)

P2D2 Decel Pressure - C7 - Part 1

y/x	CeCGSR_e_NullForSched	CeCGSR_e_NeutralNoClutch	CeCGSR_e_NeutralC1	CeCGSR_e_NeutralC2	CeCGSR_e_NeutralC3
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 2

y/x	CeCGSR_e_NeutralC4	CeCGSR_e_NeutralC5	CeCGSR_e_NeutralC6	CeCGSR_e_NeutralC7	CeCGSR_e_NeutralC1C2
1	50	50	50	9,999	50

P2D2 Decel Pressure - C7 - Part 3

y/x	CeCGSR_e_NeutralC1C3	CeCGSR_e_NeutralC1C4	CeCGSR_e_NeutralC1C5	CeCGSR_e_NeutralC2C3	CeCGSR_e_NeutralC2C4
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 4

y/x	CeCGSR_e_NeutralC2C5	CeCGSR_e_NeutralC2C6	CeCGSR_e_NeutralC3C4	CeCGSR_e_NeutralC3C5	CeCGSR_e_NeutralC3C6
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 5

y/x	CeCGSR_e_NeutralC4C5	CeCGSR_e_NeutralC4C6	CeCGSR_e_NeutralC2C3C4C5	CeCGSR_e_Park_wNC	CeCGSR_e_Park_wNC1
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 6

y/x	CeCGSR_e_Park_wNC2	CeCGSR_e_Park_wNC3	CeCGSR_e_Park_wNC4	CeCGSR_e_Park_wNC5	CeCGSR_e_Park_wNC6
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 7

y/x	CeCGSR_e_Park_wNC7	CeCGSR_e_Park_wNC1C2	CeCGSR_e_Park_wNC2C3	CeCGSR_e_Park_wNC2C4	CeCGSR_e_Park_wNC2C5
1	9,999	50	50	50	50

P2D2 Decel Pressure - C7 - Part 8

y/x	CeCGSR_e_Park_wNC2C6	CeCGSR_e_Park_wNC3C4	CeCGSR_e_Park_wNC3C5	CeCGSR_e_Park_wNC3C6	CeCGSR_e_Park_wNC4C5
1	50	50	50	50	50

P2D2 Decel Pressure - C7 - Part 9

y/x	CeCGSR_e_Park_wNC4C6	CeCGSR_e_Park_wNC2C3C4C5	CeCGSR_e_Reverse	CeCGSR_e_FirstLckd	CeCGSR_e_FirstFW

Initial Supporting table - P2D2 Decel Pressure - C7

1	50	50	9,999	9,999	50
P2D2 Decel Pressure - C7 - Part 10					
y/x	CeCGSR_e_SecondLckd	CeCGSR_e_SecondFW	CeCGSR_e_Third	CeCGSR_e_Fourth	CeCGSR_e_Fifth
1	50	50	50	50	50
P2D2 Decel Pressure - C7 - Part 11					
y/x	CeCGSR_e_Sixth	CeCGSR_e_Seventh	CeCGSR_e_Eighth	CeCGSR_e_Ninth	CeCGSR_e_Tenth
1	50	50	50	50	50
P2D2 Decel Pressure - C7 - Part 12					
y/x					
1					

Initial Supporting table - transmission fluid temperature warm up time

Description:

Value Units: transmission fluid temperature normal warn up time, seconds
X Unit: transmission fluid temperature at controller power up, °C

y/x	-40.00	-30.00	-20.00	0.00	20.00
1	1,800.0	1,500.0	1,200.0	600.0	60.0

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Ignition Switch Run/Start Position Circuit Stuck Low Detected	B2B0D	This monitoring checks if the hardwired Run/Crank analog signal matches the value of the Run/Crank Terminal Status message received from the ECM. This fault is set if the two signals do not match where the hardwired signal is set to INACTIVE while the serial data signal is set to ACTIVE.	Run/Crank Analog Signal State **AND** Run/Crank Terminal Status **AND** X **OUT OF** Y	<= 1.5V = ACTIVE = 80 = 100	ECM Timed Out	= FALSE	0.8 [Sec]	Type B 2 Trips
Ignition Switch Run/Start Position Circuit Stuck High Detected	B2B0E	This monitoring checks if the hardwired Run/Crank analog signal matches the value of the Run/Crank Terminal Status message received from the ECM. This fault is set if the two signals do not match where the hardwired signal is set to ACTIVE while the serial data signal is set to INACTIVE.	Run/Crank Analog Signal State **AND** Run/Crank Terminal Status **AND** X **OUT OF** Y	>=5.5V = INACTIVE = 80 = 100	ECM Timed Out	= FALSE	0.8 [Sec]	Type B 2 Trips
CGM System Voltage Low Detected	B2B11	This monitoring checks the two system battery voltage sensors and sets a fault if both are below 7.0V.	VBATT1 **AND** VBATT2 **AND** X **OUT OF** Y	< 7.0V < 7.0V = 1600 = 2000	BCM Timed Out **AND** System Power Mode	= FALSE != CRANK	1.6 [Sec]	Type C - No MIL
Bus-Off detected on the HS Primary bus (Bus A)	U2413	This fault is set if the HS Primary bus enters the Bus-Off state	Bus Off Event Occurred on HS Primary	= TRUE	Run/Crank Analog Signal State **OR** Comm Enable Hardwire Line **AND** System Voltage	>= 5.5V >= 4.5V > 5.5V	25 [usec] for pass 10 [usec] for fail	Type B 2 Trips
Internal memory failure on the CGM Detected	B2B12	This monitoring checks whether a double bit ECC error has occurred in code flash or RAM. This fault is set if an ECC error has occurred.	ECC Error Detected	= TRUE	Guarded Read Flag	= FALSE	50 [ms]	Type B 2 Trips
		This monitoring checks and sets a fault if a defect in the data flash (NVM) is detected.	NVM Fault Detected	= TRUE	N/A	N/A	1.5 [usec]	
Microcontroller Performance Failure Detected	B2B13	This monitoring shall check whether the ALU in the microcontroller is functioning correctly by running an algorithm and checking the results against an expected value. If the result is incorrect the fault shall be set.	Test Result 1 **AND** Test Result 2	!= Expected Result 1 != Expected Result 2	N/A	N/A	1.5 [usec]	Type B 2 Trips

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		This monitoring shall check whether any clock monitoring interrupts have occurred. If any clock monitoring interrupts have occurred this fault shall be set.	Clock Monitoring Interrupt Occurred	= TRUE	N/A	N/A		
Loss of Communication with the ECM Detected	U18D5	This monitoring shall check a supervised message from the ECM to check the communication status. If the CGM has not received the supervised message from the ECM for 2.5x of its periodic rate, a secondary counter shall be enabled and decremented. When the secondary timer reaches zero, this fault shall be set if the message still has not been received.	Supervised Message has not been received in 62.5[ms] **THEN** Secondary Timer (4 sec)	= TRUE = 0 sec	Run/Crank Analog Signal State **AND** System Voltage	>= 5.5V >= 7V	4.0625 [sec]	Type B 2 Trips
Loss of Communication with the TCM Detected	U18D7	This monitoring shall check a supervised message from the TCM to check the communication status. If the CGM has not received the supervised message from the TCM for 2.5x of its periodic rate, a secondary counter shall be enabled and decremented. When the secondary timer reaches zero, this fault shall be set if the message still has not been received.	Supervised Message has not been received in 2.5[sec] **THEN** Secondary Timer (4 sec)	= TRUE = 0 sec	Run/Crank Analog Signal State **AND** System Voltage	= ACTIVE >= 7V	6.5 [sec]	Type B 2 Trips
Loss of Communication with the EBCM Detected	U18DC	This monitoring shall check a supervised message from the EBCM to check the communication status. If the CGM has not received the supervised message from the EBCM for 2.5x of its periodic rate, a secondary counter shall be enabled and decremented. When the secondary timer reaches zero, this fault shall be set if the message still has not been received.	Supervised Message has not been received in 2.5[sec] **THEN** Secondary Timer (4 sec)	= TRUE = 0 sec	Run/Crank Analog Signal State **AND** System Voltage	= ACTIVE >= 7V	6.5 [sec]	Type B 2 Trips

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Hand Wheel Angle Sensor	C0051	Monitoring for hand wheel angle data. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Hand wheel angle data is invalid.	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	40ms	Safety Emissions Neutral Diagnostic - Type C
Hand Wheel Angle Sensor	C0051	Monitoring for I2C communication fault. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	I2C communication is invalid.	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
Hand Wheel Angle Sensor	C0051	Monitoring spur 1 of the sensor. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Spur 1 of handwheel angle sensor is invalid.	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	10ms	Safety Emissions Neutral Diagnostic - Type C
Hand Wheel Angle Sensor	C0051	Monitoring spur 2 of the sensor. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Spur 2 of handwheel angle sensor is invalid.	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	10ms	Safety Emissions Neutral Diagnostic - Type C
Hand Wheel Angle Sensor	C0051	Monitoring hand wheel to motor angle rationality. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Hand wheel angle to motor position invalid.	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	100ms	Safety Emissions Neutral Diagnostic - Type C
Calibration Not Learned	C0051	Read handwheel angle trim value. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Calibration Not Learned	Unknown/ Estimated	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
Motor Sensor	C0475	Primary MSB signal strength .Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Primary MSB Signal Strength Out of range.	FAILED	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	20ms	Safety Emissions Neutral Diagnostic - Type C
Motor Sensor	C0475	Secondary MSB signal strength. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Secondary MSB Signal Strength Out of range.	FAILED	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	20ms	Safety Emissions Neutral Diagnostic - Type C
Motor Sensor	C0475	Correlation between motor position sensors. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Motor Position Corrrelation exceeded tolerance	x > 25°	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	20ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Logic fault check. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Flash Wrapper Logic Fault	TRUE	Diagnostic Voltage	= Enabled = 6V < voltage < 16V	2ms	Safety Emissions Neutral Diagnostic - Type C

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Vehicle Power Mode	= RUN		
ECU Hardware Failure	C144A	Cyclic Redundancy Check of Flash Memory. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Flash Memory CRC Fault	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Checking EEPROM CRC. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Num_EEPROMDiagMTStr Detected	FAULT	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Check torque sensor storage. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Storage offset or gain value.	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	EOL Polarity and NVM compared. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	EEPROM Polarity Fault	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	PBIST fault detected. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	RAM General Failure	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	RAM logic fail on initialization. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	RAM Wrapper Logic Fault	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Check ECC for memory faults. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	RAM ECC Memory Fault present	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	40ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Error reported when parity fault detected. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	VIM RAM Faults	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Parity fault reported. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	RAM Parity Fault in RAM1	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Parity fault reported. Emissions neutral default action: disable steering angle based auto-stop inhibit and	RAM Parity Fault in RAM2	TRUE	Diagnostic	= Enabled	2ms	Safety Emissions Neutral Diagnostic -

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
		perform auto-stops.			Voltage Vehicle Power Mode	= 6V < voltage < 16V = RUN		Type C
ECU Hardware Failure	C144A	Parity fault detected in RAM. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	ADC1 RAM Fault	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Parity fault detected. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	DCAN RAM Fault	FAULT	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Parity fault detected. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	ADC2 RAM Fault	FAULT	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Parity fault detected. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	HET TU 1 RAM Fault	FAULT	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Parity fault detected. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	HET TU 2 RAM Fault	FAULT	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Mismatch in critical register and flash memory. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Critical Register Verification	FAILED	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Wrong CRC at initialization. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Initialization Fault	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Lockstep core mismatch. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Run Time Fault	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Monitor clock frequency. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Clock Monitor	1.375MGz < x < 78MHz	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
ECU Hardware Failure	C144A	Check data load register. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Improper data load	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	10ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Corrupt RAM check. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	MPU Violation	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Verify trim value is not 0. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Factory Processing Failure	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Check order of function execution. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Program Flow or Deadline Fault	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Unexpected interrupt present. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Runtime Diagnostic	FAILED	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	COP test. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	COP Timeout	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	8ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Invalid read request. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Pre-Fetch Abort	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Improper data event. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Data Abort	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Clock monitor. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	ADC1 Fault	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	8ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Clock monitor. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	ADC2 Fault	TRUE	Diagnostic Voltage	= Enabled = 6V < voltage < 16V	8ms	Safety Emissions Neutral Diagnostic - Type C

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Vehicle Power Mode	= RUN		
ECU Hardware Failure	C144A	Invalid access request. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Illegal Access to Peripheral Register	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Fault detection on memory. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	DMA Fault	FAILED	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Initialization fault. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Peripheral Start up Fault	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Initialization fault. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Temporal Monitor Function/ Circuitry Init Test	FAILED	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Run phase fault. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Temporal Monitor Run time Fault	TRUE	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
ECU Hardware Failure	C144A	Motor position threshold exceeded. Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	Kinematic Integrity Fault	x > 2100°	Diagnostic Voltage Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	100ms	Safety Emissions Neutral Diagnostic - Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Vehicle Identification Number Information	B1015	The Vehicle Identification Number has not been programmed or is missing.	After a calibratable debounce time, VIN_Bcode_DTC_Set_Time, Any digit of the programmed VIN does not match the digits of the VIN transmitted over the GMLAN. In addition, the VIN numbers programmed in EEPROM are NOT all 0xFF's. Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur	GMCAN Reported VIN ≠ FCM Stored VIN OR All EEPROM VIN = 0xFF	Vehicle Power Mode Secondary Parameters Manufacturing Defaults Calibrations Virtual Network condition Algorithm shall not run if B1015_00_ENABLE = disabled	= RUN = 9 - 16 V = NOT Present = Any Virtual Network that the ECU participates in is active	20 seconds	Safety Emissions Neutral Diagnostics - Special Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Electronic Control Unit Hardware	B101D	This diagnostic monitors for multiple circuit level failures within the FCM. These include Random Access Memory (RAM), Read Only Memory (ROM), Electrically Erasable Programmable Read-Only Memory (EEPROM) and General Internal Electronic Failures	The RAM Test Algorithm will cycle through the RAM memory map and verify each bit within each byte of RAM is valid. This is accomplished by writing $AA, then reading the value back, if the value is not $AA the DTC will set. If the value is $AA the algorithm will write $55, then read the value back, if the value is not $55 the DTC will set. Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within B101D.	For any RAM Memory Address, the written/ ready memory value ≠ $AA or $55 (for the second pass test)	Vehicle Power Mode Secondary Parameters Virtual Network condition Algorithm shall not run if B101D_34_ENABLE = disabled	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active	The RAM Test algorithm will RUN once on Power Up until it completes. This test is run in its entirety or until a fault is detected.	Safety Emissions Neutral Diagnostics - Special Type C
			The Flash Test Algorithm will cycle through the Flash memory map, byte by byte. The algorithm will sum each byte. If the sum is not (0) then the DTC is set.	Checksum ≠ 0	Vehicle Power Mode Secondary Parameters Virtual Network condition Algorithm shall not run if B101D_35_ENABLE = disabled	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active	The Flash Test algorithm will run once at Power up until it completes.	
			Each EEPROM block contains a checksum value, if the contents of the EEPROM Block do not evaluate to the corresponding checksum, three attempts to write to	Three failed Checksums	Vehicle Power Mode Secondary Parameters Virtual Network condition	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active	The EEPROM Test algorithm is RUN every time EEPROM is updated.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			EEPROM will occur before setting the DTC. OR Secondary micro indicates EEPROM memory failure check.		Algorithm shall not run if B101D_36_ENABLE = disabled			
			Power Supplies fall out of range for greater than 10 ms: 1.2 V 1.8 V 3.3 V 5.0 V Vcc1 Vcc1	 1.14 < V < 1.26 1.71 < V < 1.89 3.05 < V < 3.57 4.75 < V < 5.25 3.00 < V < 3.60 1.65 < V < 1.94	Vehicle Power Mode Secondary Parameters Virtual Network condition Algorithm shall not run if B101D_39_ENABLE = disabled	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active	The Voltage Monitoring Algorithm runs every 10 ms. I2C Communication is tested in Powerup. Memory Diagnostics are run on Powerup.	
			No I2C communication between the Imager and Vision Processing Engine then the DTC is set. Additional Failures for the Imager are monitored (Video time-out or Initization of Imager)	Loss of Communication on IC2 network	Vehicle Power Mode Secondary Parameters Virtual Network condition Algorithm shall not run if B101D_39_ENABLE = disabled	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active	I2C Communication is tested in Powerup.	
			If there is a missing or bad calibration in the Vision Processing Engine then this DTC is set.	Bad or missing calibrations or Vision Processing Engine	Vehicle Power Mode Secondary Parameters Virtual Network condition	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is	Memory Diagnostics are run on Powerup.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Algorithm shall not run if B101D_39_ENABLE = disabled	active		
			No SPI communication (or faulty communication) between the Microcontroller and Vision Processing Engine	Loss of Communication on SPI network	Vehicle Power Mode Secondary Parameters Virtual Network condition Algorithm shall not run if B101D_39_ENABLE = disabled	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active	SPI Communication is tested in Powerup.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Electronic Control Unit Software	B101E	This diagnostic monitors for multiple software errors within the FCM. This can include communications, calibrations, or VIN programming	Internal Communications Failure - No interprocessor communications OR Cyclic redundancy check failure within the Video Processing Engine internal data structure OR Video Processing Engine identifies corruption within intenal input signal data storage. Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within B101E.	Fault Detected	Vehicle Power Mode Secondary Parameters Virtual Network condition Algorithm shall not run if B101E_3C_ENABLE = disabled	= RUN = 9 - 16 V = Any Virtual Network that the ECU participates in is active	50 seconds	Safety Emissions Neutral Diagnostics - Special Type C
			Default calibrations are still stored and have not been written	Memory space for calibrations are empty or all 0xFF	Vehicle Power Mode Secondary Parameters Virtual Network condition Algorithm shall not run if B101E_42_ENABLE = disabled	= RUN = 9 - 16 V = Any Virtual Network that the ECU participates in is active	Once on Power Up.	
			VIN stored in EEPROM contains all bytes with 0xFF.	Memory space for VINs are ALL 0xFF	Vehicle Power Mode Secondary Parameters	= RUN = 9 - 16 V	Once on Power Up.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Virtual Network condition	= Any Virtual Network that the ECU participates in is active		
					Manufacturing requirement: MIC	>= Manufacturing Enable Counter		
					Algorithm shall not run if B101E_47_ENABLE = disabled			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Control Module Power Circuit	B1325	Voltage Out of Range	Supply Votlage to FCM Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within B1325.	< 9.0V (+/- 0.5 V)	Vehicle Power Mode Virtual Network condition Algorithm shall not run if B1325_03_ENABLE = disabled	= RUN = Any Virtual Network that the ECU participates in is active	1 second	Safety Emissions Neutral Diagnostics - Special Type C
			Supply Votlage to FCM	> 16.0V (+/- 0.5 V)	Vehicle Power Mode Virtual Network condition Algorithm shall not run if B1325_07_ENABLE = disabled	= RUN = Any Virtual Network that the ECU participates in is active	0.5 second	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Front Camera Module - Long Range Radar Objects Detected Not Plausible	B1A01	Monitors the message 'fressness' for vehicle yaw and vehicle speed provided by the chassis sub-systems. These messages are send to the Front Camera Module via CAN.	If last valid message associated with yaw or vehicle speed is older than the defined maximal latency on this signal OR If Internal input signals storage check fails Note: This DTC is set after 3 attempts at resetting the Secondary Micro processor and not passing the DTC criteria Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur.	Fault Detected.	Vehicle Power Mode Secondary Parameters Virtual Network condition Manufacturing requirement: MIC Algorithm shall not run if B1A01_00_ENABLE = disabled	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active >= Manufacturing Enable Counter	Inputs are checked for plausibility at startup and continuously after 50 msec.	Safety Emissions Neutral Diagnostics - Special Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Steering Wheel Controls ACC Gap Up/Down Signal Circuit	B3623	Monitors the 'Lane Keep Assist' Buttons on the steering wheel for Short to Groud and Short to Battery/Open Circuit failures. Stuck buttons are also monitored	The CAN message for the Cruise Control Switches (as reported by the Body Control Module, over GM High Speed CAN) has not been recieved for more than 1 seconds OR A one of the following circuit failures is detected -Short to Ground - Short to Power - Open Circuit - Indeterminate - Value between ranges This is monitored for the Gap switches, Speed up/ down, cancel & resume. Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within B3623.	Fault detected (as described in the malfuction criteria)	Vehicle Power Mode Secondary Parameters Virtual Network condition Algorithm shall not run if B3623_08_ENABLE = disabled Five second delay after communication enable	= Run = 9 - 16 V = Any Virtual Network that the ECU participates in is active	10 seconds	Safety Emissions Neutral Diagnostics - Special Type C
			Switch the switch messages have been stuck at the same value for greater than 10 seconds, indicating a stuck switch or stagnant CAN message. This is monitored for the Gap switches, Speed up/ down, cancel & resume.	Fault detected (as described in the malfuction criteria)	Vehicle Power Mode Secondary Parameters Virtual Network condition Algorithm shall not run if B3623_61_ENABLE = disabled	= Run = 9 - 16 V = Any Virtual Network that the ECU participates in is active	10 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
					Five second delay after communication enable			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Camera Misaligned	B395D	The diagnoistic reports the Video Processing Engine's test for Camera alightment. This diagnoistic also covers end-of-line (EOL) and in-use alignment	Camera Alignment is not successful either at EOL / Service Station OR Video Processing Engine reported Camera is out of Severe Alignment Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur.	Fault Detected by Video Processing Engine	Vehicle Power Mode Secondary Parameters Virtual Network condition Manufacturing requirement Algorithm shall not run if B395D_08_ENABLE = disabled	= RUN = 9 - 16 V = Any Virtual Network that the ECU participates in is active >= Manufacturing Enable Counter	At Power-up and every 0.05 seconds	Safety Emissions Neutral Diagnostics - Special Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Loss of Communications or Invalid Data with Brake Control Module	DID $18 - enm_VBACC_Automatic_Inhibit_Reason	This diagnoistic monitors critical CAN message frames from the brake controller to ensure it is communicating. This diagnostic also monitors Invalid data from the brake controller.	CAN message ($0C5 & $1E9) from the brake control module not recieved Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within DID $18	No activity of brake controller signals for 3 or more seconds.	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if diagnostic calibration	= RUN = Any Virtual Network that the ECU participates in is active = disabled	< 3 s	Safety Emissions Neutral Diagnostics - DID Type
			This diagnositic monitors brake controller CAN frames ($0C5 & $1E9) for the following faults: - Message Invalid - Checksum Invalid - ARC Invalid - Mask Invalid	Fault detected due to one of the monitoring criteria	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if diagnostic calibration	= RUN = Any Virtual Network that the ECU participates in is active = disabled	< 0.5 s	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Loss of Communications or Invalid Data with Engine Control Module	DID $18 - enm_VBACC_Automatic_Inhibit_Reason	This diagnoistic monitors critical CAN message frames from the engine controller to ensure it is communicating. This diagnostic also monitors Invalid data from the brake controller.	CAN message ($1C4) from the engine controller not recieved Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within DID $18	No activity of engine controller signals for 3 or more seconds.	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if diagnostic calibration	= RUN = Any Virtual Network that the ECU participates in is active = disabled	< 3 s	Safety Emissions Neutral Diagnostics - DID Type
			This diagnositic monitors engine controller CAN frames ($1C4) for the following faults: - Message Invalid - Checksum Invalid - ARC Invalid - Mask Invalid	Fault detected due to one of the monitoring criteria	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if diagnostic calibration	= RUN = Any Virtual Network that the ECU participates in is active = disabled	< 0.5 s	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Loss of Communications or Invalid Data with Inertial Measurement Unit	DID $18 - enm_VBACC_Automatic_Inhibit_Reason	This diagnoistic monitors critical CAN message frames from inertrial measurement unit to ensure it is communicating. This diagnostic also monitors Invalid data from the inertrial measurement unit.	CAN message $34C from the inertrial measurement unit located within the airbag module is not recieved Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within DID $18	No activity of IMU signals for 3 or more seconds.	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if diagnostic calibration	= RUN = Any Virtual Network that the ECU participates in is active = disabled	< 3 s	Safety Emissions Neutral Diagnostics - DID Type
			This diagnositic monitors the $34C CAN frame for the following faults: - Message Invalid - Checksum Invalid - ARC Invalid - Mask Invalid	Fault detected due to one of the monitoring criteria	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if diagnostic calibration	= RUN = Any Virtual Network that the ECU participates in is active = disabled	< 0.5 s	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Loss of Communications or Invalid Data with Steering Angle Sensor	DID $18 - enm_VBACC_Automatic_Inhibit_Reason	This diagnoistic monitors critical CAN message frames from steering angle sensor to ensure it is communicating. This diagnostic also monitors Invalid data from the steering angle sensor	CAN message $1E5 from the steering angle sensor located within the electronic steering sensor is not recieved Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within DID $18	No activity of EPS signals for 3 or more seconds.	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if diagnostic calibration	= RUN = Any Virtual Network that the ECU participates in is active = disabled	< 3 s	Safety Emissions Neutral Diagnostics - DID Type
			This diagnositic monitors the $1E5 CAN frame for the following faults: - Parameter Invalid - Checksum Invalid - ARC Invalid - Mask Invalid - Calibration Invalid - SAS Type Incorrect	Fault detected due to one of the monitoring criteria	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if diagnostic calibration	= RUN = Any Virtual Network that the ECU participates in is active = disabled	0.5 s	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Loss of Communications or Invalid Data with Transmission Controller	DID $18 - enm_VBACC_Automatic_Inhibit_Reason	This diagnoistic monitors critical CAN message frames from the tranmission controller to ensure it is communicating. This diagnostic also monitors Invalid data from the tranmission controller	CAN message ($1F5) from the brake control module not recieved Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within DID $18	No activity of Transmission controller signals for 5 or more seconds.	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if diagnostic calibration	= RUN = Any Virtual Network that the ECU participates in is active = disabled	< 3.5 s	Safety Emissions Neutral Diagnostics - DID Type
			This diagnositic monitors brake controller CAN frames ($1F5) for the following faults: - Message Invalid - Checksum Invalid - ARC Invalid - Mask Invalid	Fault detected due to one of the monitoring criteria	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if diagnostic calibration = disabled	= RUN = Any Virtual Network that the ECU participates in is active	< 3.5 s	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
High Speed CAN Bus Off	U0073	Monitors the GM High Speed CAN bus for a 'Bus-Off' Condition	CAN Bus Failure Detected Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur.	= TRUE	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if U0073_00_ENABLE = disabled	= OFF, ACCESSORY, RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state	Diagnoistic Runs Every 1 second	Safety Emissions Neutral Diagnostics - Special Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication with Body Control Module	U0140	This diagnoistic monitors critical CAN message frames from Body Control Module to ensure it is communicating	Key CAN messages from the Body Control Module are not recieved Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur.	No activity of BCM signals for 3 seconds	Vehicle Power Mode Virtual Network condition ECU Operational condition Algorithm shall not run if U0140_00_ENABLE = disabled	= RUN = Any Virtual Network that the ECU participates in is active	3 seconds	Safety Emissions Neutral Diagnostics - Special Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Invalid Data Received From Body Control Module	U0422	This diagnoistic monitors for failures in message validity, alive rolling counter, and signal protection between the Body Control Module and Front Camera Module	This test is considered failed when the application receives a validity bit set to Invalid for any signal that is used for normal functionality from BCM node. - Transmission engage validity - Brake pedal Mod travel achieved Status validity - Brake pedal initial travel validity - System Power mode validity - Steering wheel angle validity - Steering wheel angle VDA Upon fault detection the emissions neutral default action action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within U0422	Any signal invalid for 5 seconds	Vehicle Power Mode Virtual Network condition ECU Operational condition	= RUN = Any Virtual Network that the ECU participates in is active	5 seconds	Safety Emissions Neutral Diagnostics - Special Type C
			A sliding window monitors for Alive Counters that are incorrect or not updated. The following messages are monitored: -Brake Pedal Switch -Cruise Control Switches	3 out of 10 missing or incorrect messages	Vehicle Power Mode Virtual Network condition 5 second delay after Com_enable and voltage in valid range (9 to 16V) Algorithm shall not run if U0422_72_ENABLE = disabled	= RUN	0.15 second out of 0.5 second window	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
			A sliding window monitors for Data Protection Calculations that are incorrect or not updated. The following messages are monitored: -Brake Pedal Switch -Cruise Control Switches	3 out of 10 missing or incorrect messages	Vehicle Power Mode Virtual Network condition 5 second delay after Com_enable and voltage in valid range (9 to 16V) Algorithm shall not run if U0422_74_ENABLE = disabled	= RUN	0.15 second out of 0.5 second window	

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Primary (Sensor 1) IMU Sensor - Lateral Acceleration Circuit	C0186	This monitor cover various aspects of the lateral acceleration 1 sensor circuit, including: software, hardware, and out of range	- IMU SW driver configuration mismatch. - Sensor Active Check error. - Sensor Continuous Selftest error. - Sensor Message Counter error. - Sensor Checksum error. - Sensor Lateral Acc. signal error.	Fault Detected	Comm_Enable Operating Voltage DTC Enabled	= Available = 9.0 - 19.0v = True	0.05 s	Safety Non-MIL Emissions Neutral Diagnostic
Primary (Sensor 1) IMU Sensor - Yaw Rate Circuit	C0196	Validation of the yaw rate 1 signal is within acceptable ranges. Two internal self test are processed. If they are more than 24% out of range, the fault counter begins to count	Two internal self test monitors: Expected Self Test Signal Amplitude	> 24% Difference	Comm_Enable Operating Voltage DTC Enabled	= Available = 9.0 - 19.0v = True	0.05 s	Safety Non-MIL Emissions Neutral Diagnostic
Secondary (Sensor 2) IMU Sensor - Longitdinal Accl. Rate Signal	C027E	Validation of the Longitduinal accleration secondary sensor signal is within acceptable ranges. Two internal self test are processed. If they are more than 24% out of range, the fault counter begins to count; and the signal is not changing (i.e. Stuck)	Two internal self test monitors: Expected Self Test Signal Amplitude And Signal is not Changing (i.e. Stuck)	> 24% Difference	Comm_Enable Operating Voltage DTC Enabled	= Available = 9.0 - 19.0v = True	0.05 s	Safety Non-MIL Emissions Neutral Diagnostic
ECU Hardware Performance	B101D	General Failure	Stuck CPU OR Addressing Error OR Stuck ALU OR Stuck Registers (GPIO, Internal RAM) OR Stuck Clock OR Programming flow/sequence stuck OR Stuck Interrupt/Event Manager	For RAM, ROM and EEPROM errors, CRC is used.	Power Mode DTC	= RUN, CRANK or PROLONGATION TIME power mode. = Enabled	0.02 s	Safety Non-MIL Emissions Neutral Diagnostic
		RAM Failure	Microprocessor ECC test, checksum test	Fault Detected	Power Mode DTC	= RUN, CRANK or PROLONGATION TIME power mode. = Enabled	0.001 s	Safety Non-MIL Emissions Neutral Diagnostic
		ROM Failure	Microprocessor ECC test, checksum test	Fault Detected	Power Mode DTC	= RUN, CRANK or PROLONGATION TIME power mode. = Enabled	0.001 s	Safety Non-MIL Emissions Neutral Diagnostic
		Internal Electronic Failure	Sensor, Microprocessor or Powersupply Failure	Fault Detected	Power Mode DTC	= RUN, CRANK or PROLONGATION TIME power mode. = Enabled	0.2 s	Safety Non-MIL Emissions Neutral Diagnostic
ECU Software Performance	B101E	IMU IC HW Fault, including SPI failure	IC Self Test, CRC check on SPI data	Fault Detected	VIN or Immobilizer function Power mode Operating voltage DTC	= Enabled in SDM configuration. = RUN, CRANK, PROLONGATION TIME or ACC (for Immobilizer) power mode. = 9.0 - 19.0v = Enabled	0.04 s Single Event	Safety Non-MIL Emissions Neutral Diagnostic
		IMU Offset Data failure	Cheksum Test	Fault Detected	VIN or Immobilizer function Power mode Operating voltage DTC	= Enabled in SDM configuration. = RUN, CRANK, PROLONGATION TIME or ACC (for Immobilizer) power mode. = 9.0 - 19.0v = Enabled	0.01 s Single Event	Safety Non-MIL Emissions Neutral Diagnostic
Device Power Circuit	B1325	Voltage Below Threshold	V Battery (Same as Supply Voltage)	Vbatt < 7 V	Power Mode DTC	= RUN, CRANK or PROLONGATION TIME power mode. = Enabled	1 s	Safety Non-MIL Emissions Neutral Diagnostic
		Voltage Above Threshold	V Battery (Same as Supply Voltage)	Vbatt > 18 V	Power Mode DTC	= RUN, CRANK or PROLONGATION TIME power mode. = Enabled	1 s	Safety Non-MIL Emissions Neutral Diagnostic
Control Module Communication CAN Bus	U0077	Monitoring to check if the CAN Bus is ON	CAN Leakage to Battery. CAN Leakage to Ground. CAN Shorted.	32 consecutive error frames detected on the bus	Power Mode DTC Operating Voltage	= RUN, CRANK or PROLONGATION TIME power mode. = Enabled = 9.0 to 19.0v	5 s	Safety Non-MIL Emissions Neutral Diagnostic

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Illum.
Lost Communication With EBCM	U0121	Communication from other EBCM Timed Out	Missing 0C1 - Driven_Whl_Rotational_Stat_CE	Fault Detected	Power Mode DTC Operating Voltage If U0020, U0077, U0078 LS/HS Can Bus OFF DTC are qualified, this DTC is disabled	= RUN, = Enabled = 9.0 to 19.0v	5 s	Safety Non-MIL Emissions Neutral Diagnostic