

Service Codes	ENGINE (Liters)	Quick Test Mode	2.5L	3.0L	3.0L	3.8L
	FUEL SYSTEM		AXODE SEFI	EFI	AXODE SEFI	AXODE SEFI
181—Fuel at rich adaptive limit at part throttle; system lean		C	✓			
181—System at rich adaptive limit at part throttle; system lean (rear)		C		✓		✓
181—System at rich adaptive limit at part throttle, system lean (right)		C			✓	
182—Fuel at lean adaptive limit at idle; system rich		C	✓			
182—System at lean adaptive limit at idle; system rich (rear)		C		✓		✓
182—System at lean adaptive limit at idle; system rich (right)		C			✓	
183—Fuel at rich adaptive limit at idle; system lean		C	✓			
183—System at rich adaptive limit at idle; system lean (rear)		C		✓		✓
184—MAF higher than expected		C	✓			✓
185—MAF lower than expected		C	✓			✓
186—Injector pulse width higher than expected		C	✓			✓
187—Injector pulse width lower than expected		C	✓			✓
188—System at lean adaptive limit at part throttle; system rich (front)		C		✓		
188—System at lean adaptive limit at part throttle; system rich (left)		C			✓	
189—System at rich adaptive limit at part throttle, system lean (front)		C		✓		
189—System at rich adaptive limit at part throttle, system lean (left)		C			✓	✓
191—System at lean adaptive limit at idle; system rich (front)		C		✓		✓
191—System at lean adaptive limit at idle; system rich (left)		C			✓	
192—System at rich adaptive limit at idle; system lean (front)		C		✓		✓
192—System at rich adaptive limit at idle; system lean (left)		C			✓	✓
211—PIP circuit fault		C	✓	✓	✓	✓
212—Loss of IDM input to ECA or SPOUT circuit grounded		C	✓	✓	✓	✓
213—SPOUT circuit open		R	✓	✓	✓	✓
214—Cylinder identification circuit failure		C	✓		✓	✓
215—EEC processor detected Coil 1 primary circuit failure		C				
216—EEC processor detected Coil 2 primary circuit failure		C				
218—Loss of IDM signal, left side		C				
219—Spark timing defaulted to 10°BTDC or SPOUT circ. open		C				
222—Loss of IDM signal, right side						
223—Loss of dual plug inhibit control		C	✓			
224—Erratic IDM input to processor		C	✓			
225—Knock not sensed during Dynamic Response test		R	✓			
311—Thermactor air system inoperative (right)		R				
313—Thermactor air not bypassed during self-test		R				
314—Thermactor air system inoperative (left)		R				
326—PFE or DPFE circuit voltage lower than expected		R/C	✓	✓	✓	✓
327—EVP or DPFE circuit below minimum voltage		O/R/C	✓	✓	✓	✓
328—EGR closed voltage lower than expected		O/R/C				
332—Insufficient EGR flow detected		R/C	✓	✓	✓	✓
334—EGR closed voltage higher than expected		O/R/C				
335—PFE or DPFE sensor voltage out of self-test range		O	✓	✓	✓	✓
336—PFE sensor voltage higher than expected		R/C	✓	✓	✓	✓
337—EVP or DPFE circuit above maximum voltage		O/R/C	✓	✓	✓	✓
341—Octane adjust service pin in use		O				
411—Cannot control rpm during KOER low rpm check		R	✓	✓	✓	✓
412—Cannot control rpm during KOER high rpm check		R	✓	✓	✓	✓
452—Insufficient input from vehicle speed sensor		C	✓	✓	✓	✓
511—EEC processor ROM test failed		O	✓	✓	✓	✓
512—EEC processor Keep Alive Memory test failed		O	✓			
512—EEC processor Keep Alive Memory test failed		C		✓	✓	✓
513—Failure in EEC processor internal voltage		O	✓	✓	✓	✓
519—Power steering pressure switch circuit open		O	✓	✓	✓	✓