

<b>DIAGNOSTIC TROUBLE CODES</b>	<b>DEFINITIONS</b>
211 212 213	Profile Ignition Pickup (PIP) circuit failure Loss of Ignition Diagnostic Monitor (IDM) input to PCM / SPOUT circuit grounded SPOUT circuit open
214 215 216	Cylinder Identification (CID) circuit failure PCM detected coil 1 primary circuit failure (EI) PCM detected coil 2 primary circuit failure (EI)
217 218 219	PCM detected coil 3 primary circuit failure (EI) Loss of Ignition Diagnostic Monitor (IDM) signal-left side (dual plug EI) Spark timing defaulted to 10 degrees-SPOUT circuit open (EI)
221 222 223	Spark timing error (EI) Loss of Ignition Diagnostic Monitor (IDM) signal-right side (dual plug EI) Loss of Dual Plug Inhibit (DPI) control (dual plug EI)
224 225 226	PCM detected coil 1, 2, 3 or 4 primary circuit failure (dual plug EI) Knock not sensed during dynamic response test KOER Ignition Diagnostic Module (IDM) signal not received (EI)
232 238 241	PCM detected coil 1, 2, 3 or 4 primary circuit failure (EI) PCM detected coil 4 primary circuit failure (EI) ICM to PCM IDM pulsewidth transmission error (EI)
244 311 312	CID circuit fault present when cylinder balance test requested AIR system inoperative during KOER (Bank # 1 w/ dual HO2S) AIR misdirected during KOER
313 314 326	AIR not bypassed during KOER AIR system inoperative during KOER (Bank # 2 w/ dual HO2S) EGR (PFE /DPFE) circuit voltage lower than expected
327 328 332	EGR (EGRP /EVP /PFE /DPFE) circuit below minimum voltage EGR (EVP) closed valve voltage lower than expected Insufficient EGR flow detected (EGRP /EVP /PFE /DPFE)
334 335 336	EGR (EVP) closed valve voltage higher than expected EGR (PFE /DPFE) sensor voltage higher or lower than expected during KOEO Exhaust pressure high/EGR (PFE /DPFE) circuit voltage higher than expected
337 338 339	EGR (EGRP /EVP /PFE /DPFE) circuit above maximum voltage Engine Coolant Temperature (ECT) lower than expected (thermostat test) Engine Coolant Temperature (ECT) higher than expected (thermostat test)
341 381 411	Octane adjust service pin open Frequent A / C clutch cycling Cannot control RPM during KOER low RPM check
412 415 416	Cannot control RPM during KOER high RPM check Idle Air Control (IAC) system at maximum adaptive lower limit Idle Air Control (IAC) system at upper adaptive learning limit
452 453 454	Insufficient input from Vehicle Speed Sensor (VSS) to PCM Servo leaking down (KOER IVSC test) Servo leaking up (KOER IVSC test)
455 456	Insufficient RPM increase (KOER IVSC test) Insufficient RPM decrease (KOER IVSC test)