

4-26 DRIVEABILITY AND EMISSIONS CONTROLS

- P1173** Feedback A/F Mixture Control (HO 2 S 21) Signal Remained Unchanged For More Than 20 Seconds After Closed Loop
- P1195** Barometric (BARO) Pressure Sensor Circuit Malfunction (Signal Is From EGR Boost Sensor)
- P1196** Starter Switch Circuit Malfunction
- P1218** Cylinder Identification (CID) Stuck High
- P1219** Cylinder Identification (CID) Stuck Low
- P1220** Series Throttle Control Malfunction (Traction Control System)
- P1224** Throttle Position Sensor "B" (TP-B) Out Of Self-Test Range (Traction Control System)
- P1230** Fuel Pump Low Speed Malfunction
- P1231** Fuel Pump Secondary Circuit Low With High Speed Pump On
- P1232** Low Speed Fuel Pump Primary Circuit Malfunction
- P1233** Fuel Pump Driver Module Off-line (MIL DTC)
- P1234** Fuel Pump Driver Module Disabled Or Off-line (No MIL)
- P1235** Fuel Pump Control Out Of Range (MIL DTC)
- P1236** Fuel Pump Control Out Of Range (No MIL)
- P1237** Fuel Pump Secondary Circuit Malfunction (MIL DTC)
- P1238** Fuel Pump Secondary Circuit Malfunction (No DMIL)
- P1260** THEFT Detected —Engine Disabled
- P1261** High To Low Side Short —Cylinder #1 (Indicates Low side Circuit Is Shorted To B+ Or To The High Side Between The IDM And The Injector)
- P1262** High To Low Side Short —Cylinder #2 (Indicates Low side Circuit Is Shorted To B+ Or To The High Side Between The IDM And The Injector)
- P1263** High To Low Side Short —Cylinder #3 (Indicates Low side Circuit Is Shorted To B+ Or To The High Side Between The IDM And The Injector)
- P1264** High To Low Side Short —Cylinder #4 (Indicates Low side Circuit Is Shorted To B+ Or To The High Side Between The IDM And The Injector)
- P1265** High To Low Side Short —Cylinder #5 (Indicates Low side Circuit Is Shorted To B+ Or To The High Side Between The IDM And The Injector)
- P1266** High To Low Side Short —Cylinder #6 (Indicates Low side Circuit Is Shorted To B+ Or To The High Side Between The IDM And The Injector)
- P1267** High To Low Side Short —Cylinder #7 (Indicates Low side Circuit Is Shorted To B+ Or To The High Side Between The IDM And The Injector)
- P1268** High To Low Side Short —Cylinder #8 (Indicates Low side Circuit Is Shorted To B+ Or To The High Side Between The IDM And The Injector)
- P1270** Engine RPM Or Vehicle Speed Limiter Reached
- P1271** High To Low Side Open —Cylinder #1 (Indicates A High To Low Side Open Between The Injector And The IDM)
- P1272** High To Low Side Open —Cylinder #2 (Indicates A High To Low Side Open Between The Injector And The IDM)
- P1273** High To Low Side Open —Cylinder #3 (Indicates A High To Low Side Open Between The Injector And The IDM)
- P1274** High To Low Side Open —Cylinder #4 (Indicates A High To Low Side Open Between The Injector And The IDM)
- P1275** High To Low Side Open —Cylinder #5 (Indicates A High To Low Side Open Between The Injector And The IDM)
- P1276** High To Low Side Open —Cylinder #6 (Indicates A High To Low Side Open Between The Injector And The IDM)
- P1277** High To Low Side Open —Cylinder #7 (Indicates A High To Low Side Open Between The Injector And The IDM)
- P1278** High To Low Side Open —Cylinder #8 (Indicates A High To Low Side Open Between The Injector And The IDM)
- P1285** Cylinder Head Temperature (CHT) Over Temperature Sensed
- P1288** Cylinder Head Temperature (CHT) Sensor Out Of Self-Test Range
- P1289** Cylinder Head Temperature (CHT) Sensor Circuit Low Input
- P1290** Cylinder Head Temperature (CHT) Sensor Circuit High Input
- P1299** Engine Over Temperature Condition
- P1309** Misfire Detection Monitor Is Not Enabled
- P1320** Distributor Signal Interrupt
- P1336** Crankshaft Position Sensor (Gear)
- P1345** No Camshaft Position Sensor Signal
- P1351** Ignition Diagnostic Monitor (IDM) Circuit Input Malfunction
- P1351** Indicates Ignition System Malfunction
- P1352** Indicates Ignition System Malfunction
- P1353** Indicates Ignition System Malfunction
- P1354** Indicates Ignition System Malfunction
- P1355** Indicates Ignition System Malfunction
- P1356** PIPs Occurred While IDM Pulse width Indicates Engine Not Turning
- P1357** Ignition Diagnostic Monitor (IDM) Pulse width Not Defined
- P1358** Ignition Diagnostic Monitor (IDM) Signal Out Of Self-Test Range
- P1359** Spark Output Circuit Malfunction
- P1364** Spark Output Circuit Malfunction
- P1390** Octane Adjust (OCT ADJ) Out Of Self-Test Range
- P1397** System Voltage Out Of Self Test Range
- P1400** Differential Pressure Feedback EGR (DPFE) Sensor Circuit Low Voltage Detected
- P1401** Differential Pressure Feedback EGR (DPFE) Sensor Circuit High Voltage Detected/EGR Temperature Sensor
- P1402** EGR Valve Position Sensor Open Or Short
- P1403** Differential Pressure Feedback EGR (DPFE) Sensor Hoses Reversed
- P1405** Differential Pressure Feedback EGR (DPFE) Sensor Upstream Hose Off Or Plugged
- P1406** Differential Pressure Feedback EGR (DPFE) Sensor Downstream Hose Off Or Plugged
- P1407** Exhaust Gas Recirculation (EGR) No Flow Detected (Valve Stuck Closed Or Inoperative)
- P1408** Exhaust Gas Recirculation (EGR) Flow Out Of Self-Test Range
- P1409** Electronic Vacuum Regulator (EVR) Control Circuit Malfunction
- P1410** Check That Fuel Pressure Regulator Control Solenoid And The EGR Check Solenoid Connectors Are Not Swapped
- P1411** Secondary Air Injection System Incorrect Downstream Flow Detected
- P1413** Secondary Air Injection System Monitor Circuit Low Voltage
- P1414** Secondary Air Injection System Monitor Circuit High Voltage
- P1442** Evaporative Emission Control System Small Leak Detected
- P1443** Evaporative Emission Control System —Vacuum System, Purge Control Solenoid Or Purge Control Valve Malfunction
- P1444** Purge Flow Sensor (PFS) Circuit Low Input
- P1445** Purge Flow Sensor (PFS) Circuit High Input
- P1449** Evaporative Emission Control System Unable To Hold Vacuum
- P1450** Unable To Bleed Up Fuel Tank Vacuum
- P1455** Evaporative Emission Control System Control Leak Detected (Gross Leak)
- P1460** Wide Open Throttle Air Conditioning Cut-Off Circuit Malfunction
- P1461** Air Conditioning Pressure (ACP) Sensor Circuit Low Input
- P1462** Air Conditioning Pressure (ACP) Sensor Circuit High Input
- P1463** Air Conditioning Pressure (ACP) Sensor Insufficient Pressure Change
- P1464** Air Conditioning (A/C) Demand Out Of Self-Test Range/A/C On During KOER Or CCT Test
- P1469** Low Air Conditioning Cycling Period
- P1473** Fan Secondary High, With Fan(s) Off
- P1474** Low Fan Control Primary Circuit Malfunction
- P1479** High Fan Control Primary Circuit Malfunction
- P1480** Fan Secondary Low, With Low Fan On
- P1481** Fan Secondary Low, With High Fan On
- P1483** Power To Fan Circuit Over current
- P1484** Open Power/Ground To Variable Load Control Module (VLCM)
- P1485** EGR Control Solenoid Open Or Short
- P1486** EGR Vent Solenoid Open Or Short
- P1487** EGR Boost Check Solenoid Open Or Short
- P1500** Vehicle Speed Sensor (VSS) Circuit Intermittent
- P1501** Vehicle Speed Sensor (VSS) Out Of Self-Test Range/Vehicle Moved During Test
- P1502** Invalid Self Test —Auxiliary Powertrain Control Module (APCM) Functioning
- P1504** Idle Air Control (IAC) Circuit Malfunction
- P1505** Idle Air Control (IAC) System At Adaptive Clip
- P1506** Idle Air Control (IAC) Overspeed Error
- P1507** Idle Air Control (IAC) Underspeed Error
- P1512** Intake Manifold Runner Control (IMRC) Malfunction (Bank#1 Stuck Closed)
- P1513** Intake Manifold Runner Control (IMRC) Malfunction (Bank#2 Stuck Closed)
- P1516** Intake Manifold Runner Control (IMRC) Input Error (Bank #1)
- P1517** Intake Manifold Runner Control (IMRC) Input Error (Bank #2)
- P1518** Intake Manifold Runner Control (IMRC) Malfunction (Stuck Open)
- P1519** Intake Manifold Runner Control (IMRC) Malfunction (Stuck Closed)
- P1520** Intake Manifold Runner Control (IMRC) Circuit Malfunction
- P1521** Variable Resonance Induction System (VRIS) Solenoid #1 Open Or Short
- P1522** Variable Resonance Induction System (VRIS) Solenoid#2 Open Or Short
- P1523** High Speed Inlet Air (HSIA) Solenoid Open Or Short