DIAGNOSIS AND TESTING (Continued)

EEC-IV ON-BOARD DIAGNOSTIC TROUBLE CODE DESCRIPTION CHART

THREE DIGIT DTC	COMPONENT	DESCRIPTION	CONDITION	SYMPTOM	ACTION
111	SYSTEM	Pass	No malfunction detected.	Malfunction not detected by PCM.	PC/ED, SM
112 113	IAT IAT	IAT indicates 125°C (254°F) IAT indicates -40°C (-40°F)	Voltage drop across IAT exceeds scale set for temperature 125°C (254°F). Voltage drop across IAT exceeds scale set for temperature -40°C (-40°F).	Incorrect EPC pressure. Either high or low which will result in harsh or soft shifts.	PC/ED
114	IAT	IAT out of on-board diagnostic range	IAT temperature higher or lower than expected during KOEO and KOER.	Rerun on-board diagnostic at normal operating temperature.	PC/ED
116	IAT	ECT out of on-board diagnostic range	ECT temperature higher or lower than expected during KOEO and KOER.	Rerun on-board diagnostic at normal operating temperature.	PC/ED
117	ECT	ECT indicates 125°C (254°F)	ECT temperature higher or lower than expected during KOEO and KOER.	Torque converter clutch will always be off, resulting in low fuel economy.	PC/ED
118	ECT	ECT indicates -40°C (-40°F)			
121	TP	TP voltage high/low for on-board diagnostic.	TP was not in the correct position for on-board diagnostic.	Rerun at appropriate throttle position per application.	PC/ED
122, 123, 124, 125 167	TP TP	TP DTCs	PCM has detected an error. This error may cause a transaxle concern. Refer to the PC/ED Manual for diagnosis.	Harsh engagements, firm shift feel, abnormal shift schedule, torque converter clutch does not engage. Torque converter clutch cycling.	PC/ED
211 212 213	PIP PIP PIP	PIP circuit failure. IDM signal loss. SPOUT circuit open.	Ignition system has a malfunction which may cause a transaxle concern. Refer to the PC/ED Manual for diagnosis.	Engine malfunction, no converter engagement.	PC/ED
157, 158, 159 184, 185	MAF MAF	MAF DTCs	MAF system has a malfunction which may cause a transaxle concern. Refer to PC/ED Manual for diagnosis.	Incorrect shift schedule, high/low EPC pressure. Incorrect converter engagement scheduling. Symptoms similar to a TP failure.	PC/ED
452	VSS	Insufficient input from VSS.	VSS detected a loss of vehicle speed signal during operation.	Harsh engagements, firm shift feel, abnormal shift schedule, unexpected downshift may occur at closed throttle. Torque converter clutch will not engage.	PC/ED
519	PSP	PSP circuit open during KOEO	PSP circuit open.	Failed ON—EPC slightly high, firm engagements, firm shifts, harsh coastdown shifts. Failed OFF—EPC pressure slightly low during increased loading of the vehicle power steering.	PC/ED
521	PSP	PSP not changing state KOER.	Operator did not rotate steering wheel during KOER.	Malfunction detected. Rerun on-board diagnostic and rotate steering wheel.	PC/ED
522	MLP	MLP not in PARK.	On-board diagnostic not run in PARK.	Rerun on-board diagnostic in PARK.	D1
634	MLP	MLP out of range.	Indicated voltage drop across MLP exceeds limits established for each position.	Harsh engagements, firm shift feel. No 3/4 shift.	D1

(Continued)