Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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/CrankTerminal 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/CrankTerminal Status **AND** X **OUT OF** Y	>=5.5V = INACTIVE = 80 = 100	ECM Timed Out	= FALSE	0.8 [Sec]	Type B 2 Trips
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

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	50ms	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 us	
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 us	Type B 2 Trips
		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		

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

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

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
Brake Booster Internal Power Driver Range/Performance	C0595	ALL	This monitoring checks if the B6 Bridge Driver ASIC does not answer properly to the uC test during initialization.	B6 Bridge Driver ASIC is not fault free during the initial test	= True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks the operation mode of the B6 bridge driver ASIC.	B6 bridge driver ASIC is not fault free during the operation mode OR ASIC is not in valid operation mode OR MOSFET Short circuit failure bit is set	= True = True = True	Ignition state ON	= True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the voltage drops at actuated MOSFET is too high.	Voltage across the unactuated MOSFET	> -0.21 [V]	Ignition state ON AND During initialization	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks the bridge driver operational state continuously.	Motor is not available due to reinitialization	= True	Ignition state ON OR Undervoltage situation of bridg	= True = True	0.1 [s]	Continuous	Type A, 1 Trip
Brake Booster Motor "A" Phase U-V-W Circuit Range/Performance	C0582	ALL	This monitoring checks if the measured voltage on an idle MOSFET is not in mid-level.	Measured voltage at idle	<> 1.65 M	Ignition state ON AND During initialization	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if MOSFETs of Bridge Driver can be controlled and actuated properly.	Ratio between BMS MON to UBB when BMS switched on OR Ratio between BMS_MON to UB6 when BMS_RVP is switched on OR BMS MON voltage when BMS is switched off OR BMS MON voltage when BMS RVP is switched off OR Ratio between BRS_MON to UB_RD_INT when BRS switched on OR Ratio between BRS_MON to UB6 when BRS_RVP is switched on OR BRS MON voltage when BRS is switched off OR BRS MON voltage when BRS RVP is switched off	< 80 [%] < 80 [%] > 3.5 rvi > 3.5 fV] < 80 [%] < 80 [%] > 3.5 rvi >3.5 [VI	Ignition state ON AND Failsafe logic test is finished	= True = True	5[s]	Once	Type A, 1 Trip
Brake Booster Temperature Sensor A										
Brake Booster Temperature Sensor "A" Circuit High	P25C7	ALL	This monitoring checks if the BLM Temperature Signal 1 is shorted to Supply.	Temperature Sensor 1 signal voltage value AND For a consecutive number of times	> 3.27 [VI = 5	Ignition state ON	= True	0.6 [s]	Continuous	Type B, 2 Trips
Brake Booster Temperature Sensor "A" Circuit Low	P25C6	r	This monitoring checks if the BLM Temperature Signal 1 is shorted to Ground.	Temperature Sensor 1 signal voltage value AND For a consecutive number of times	r	Ignition state ON	= True	0.6 [s]	Continuous	Type B, 2 Trips
Brake Booster Temperature Sensor B										
Brake Booster Temperature Sensor "B" Circuit High	C057A	ALL	This monitoring checks if the BLM Temperature Signal 2 is shorted to Supply.	Temperature Sensor 2 signal voltage value AND For a consecutive number of times	> 3.14 [VI = 5	Ignition state ON	= True	0.6 [s]	Continuous	Type B, 2 Trips
Brake Booster Temperature Sensor "B" Circuit Low	C0579	ALL	This monitoring checks if the BLM Temperature Signal 2 is shorted to Ground.	Temperature Sensor 2 signal voltage value AND For a consecutive number of times	< 0.03 [VI = 5	Ignition state ON	= True	0.6 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
Brake Master Cylinder Pressure Sensor										
Brake Master Cylinder Pressure Sensor Communication Failure	C2A16	ALL	This monitoring checks if the DS 10 pressure sensor SENT line is shorted to supply or SENT line is open.	No valid SENT messaaes received for time AND Digital level of SENT line is high	> 0.1 [si = True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the DS 10 pressure sensor SENT line is shorted to ground or the sensor supply is interrupted.	No valid SENT messaaes received for time AND Digital level of SENT line is low	> 0.1 fsl = True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is transmission error on SENT line.	Transmission error on SENT line	= True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
Brake Pressure Sensor "C" Circuit High	C0572	ALL	This monitoring checks if pressure value measured by DS 10 pressure sensor is at its maximum value.	Pressure value	= 30000 [kPa]	Ignition state ON	= True	0.96 [s]	Continuous	Type A, 1 Trip
Brake Pressure Sensor "C" Circuit Low	C0571	ALL	This monitoring checks if pressure value measured by DS 10 pressure sensor is at its minimum value.	Pressure value	= -1480 [kPa]	Ignition state ON	= True	0.96 [s]	Continuous	Type A, 1 Trip
Brake Pressure Sensor "C" Circuit Range/Performance	C0574	ALL	This monitoring checks if the offset value of pressure sensor 1 is correct.	Offset value	> 12 [bar]	Ignition state ON AND Brake Pedal is released AND Acceleration AND Vehicle speed AND No active pressure build up by IPB-system	= True = True > 0 [m/s^2] >4.47 [mph] = True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the DS 10 pressure sensor sends an error code on line 2 via SENT protocol.	Pressure sensor detects a failure	= True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
Brake Pedal Position Sensor A										
Brake Master Cylinder Piston Position Sensor "A" Circuit Range/Performance	C05CC	ALL	This monitoring checks if the offset of channel 1 of the Pedal Travel Sensor is out of defined range.	Push rod stroke offset OR Push rod stroke offset	> 1.1 [mm] < -1.5 [mm]	Ignition state ON AND PTS AND Brake Pedal AND Hydraulic Intervention EPS ACC AND Vehicle velocity AND Acceleration	= True = Fault free = Completely released = No intervention > Standstill (4.47 mph) > 0 [m/s^2]	0.1 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is transmission error on the SENT line.	LiPS detects a failure	= True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
Brake Master Cylinder Piston Position Sensor "A" Circuit Voltage High	C05CA	ALL	This monitoring checks if the LiPS sends an out of range high failure information via the slow channel of the SENT protocol.	Slow channel error code shows an out-of-range high	= True	Ignition state ON	= True	0.96 [s]	Continuous	Type A, 1 Trip
Brake Master Cylinder Piston Position Sensor "A" Circuit Voltage Low	C05CB	ALL	This monitoring checks if the LiPS sends an out of range low failure information via the slow channel of the SENT protocol.	Slow channel error code shows an out-of-range low	= True	Ignition state ON	= True	0.96 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
Internal Communication Fault with Brake Master Cylinder Piston Position Sensor 1	C2A13	ALL	This monitoring checks if the ID of the Linear position sensor is received in time.	ID of the Linear position sensor is not received on time	>1.5 [s]	Ignition state ON	= True	0.5 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the SENT line is shorted to supply.	No valid SENT messages received for time AND Digital level of SENT line is high	> 0.1 [s] = True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the SENT line is shorted to ground.	No valid SENT messages received for time AND Digital level of SENT line is low	> 0.1 Is] = True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is transmission error on SENT line.	Transmission error on SENT line	= True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
Brake Pedal Position Sensor B										
Brake Master Cylinder Piston Position Sensor "A/B" Correlation	C05D0	ALL	This monitoring checks whether the difference between PTS1 and PTS2 signal is too high.	IPTS1 signal - PTS2 signail	> 1.5 [mm]	Ignition state ON AND Sensor Channel 1 and Channel 2 AND Sensor Channel 1 and Channel 2	= True = Initialized = Fault free	0.12 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the brake pedal and the gas throttle are pressed at the same time by the driver for a defined input and time.	Brake input rod stroke AND Gas throttle	> 3 [mm] > 20 [%1	Ignition state ON AND Vehicle speed AND Accelerator pedal applied (accelerator pedal status) signal is available and valid	= True >4.47 [mphl = True	240 [s]	Continuous	Type A, 1 Trip
Brake Master Cylinder Piston Position Sensor "B" Circuit Range/Performance	C05CF	ALL	This monitoring checks if the offset of channel 2 of the Pedal Travel Sensor is out of defined range.	Push rod stroke offset AND Push rod stroke offset	> 1.1 [mm] < -1.5 fmml	Ignition state ON AND PTS AND Brake Pedal AND Hydraulic Intervention EPS ACC AND Vehicle velocity AND Acceleration	= True = Fault free = Completely released = No intervention > Standstill (4.47 mph) > 0 fm/s^2]	0.1 [s]	Continuous	Type A, 1 Trip
Brake Master Cylinder Piston Position Sensor "B" Circuit Voltage High	C05CD	ALL	This monitoring checks if the PWM line is shorted to supply.	Permanent line high value detected on LiPS PWM signal line	= True	Ignition state ON	= True	0.2 [s]	Continuous	Type A, 1 Trip
Brake Master Cylinder Piston Position Sensor "B" Circuit Voltage Low	C05CE	ALL	This monitoring checks if the PWM line is shorted to ground.	Permanent line low value detected on LiPS PWM signal line	= True	Ignition state ON	= True	0.2 [s]	Continuous	Type A, 1 Trip
Internal Communication Fault with Brake Master Cylinder Piston Position Sensor 2	C2A14	ALL	This monitoring checks if there is transmission error at PWM line.	PWM freguencv OR PWM freguency OR PWM duty cycle OR PWM duty cycle	< 900 fHzl >1120 fHzl < 8.5 [%] > 92 [%1	Ignition state ON	= True	0.2 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
Brake Pressure Sensor										
Brake Pressure Sensor "A" Circuit High	C053F	ALL	This monitoring checks difference between the measured pressure from the plunger pressure sensor and the calculated pressure based on motor torque, angular acceleration and best-case gear efficiency.	Difference between the measured pressure and the calculated pressure	> calculated max pressure + 25 [%] from measured pressure. At least 20 [bar] robustness margin.	Ignition state ON AND Motor speed	= True > 3 [rad/s]	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if pressure value measured by DS 10 pressure sensor is at its maximum value.	Pressure value	= 30000 [kPa]	Ignition state ON	= True	0.96 [s]	Continuous	Type A, 1 Trip
Brake Pressure Sensor "A" Circuit Low	C053E	ALL	This monitoring checks if pressure value measured by DS 10 pressure sensor is at its minimum value.	Pressure value	= -1480 [kPa]	Ignition state ON	= True	0.96 [s]	Continuous	Type A, 1 Trip
Brake Pressure Sensor "A" Range/Performance	C053D	ALL	This monitoring checks if the offset value of pressure sensor 2 is correct.	Offset value	> 12 [bar]	Ignition state ON AND Brake Pedal is released	= True = True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is transmission error at SENT line.	SENT internal error code is received from sensor	= True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
Brake Pressure Sensor Communication Failure	C2A15	ALL	This monitoring checks if the DS 10 pressure sensor SENT line is shorted to supply or SENT line is open.	No valid SENT messages received for time AND Digital level of SENT line is high	> 0.1 [s] = True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the DS 10 pressure sensor SENT line is shorted to ground or the sensor supply is interrupted.	No valid SENT messages received for time AND Digital level of SENT line is low	> 0.1 [s] = True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is transmission error on SENT line.	Transmission error on SENT line	= True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
Brake System Plunger Motor										
Brake Booster Motor "A" Over Temperature	C05C2	ALL	This monitoring checks if Brake System plunger motor temperature is overheated.	Motor torque is limited because of torque limitation (high temperature, or low voltage / current limitation) AND Replenishment cannot finish successfully	= True = True	Ignition state ON AND Torque limitation AND Replenishment Actual Pressure is less than Target Pressure	= True = True = True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the rotor or ECU temperature is higher than a defined level.	ECU temperature	> 120 [°C]	Ignition state ON AND Brake Booster Temperature Sensors	= True = Fault free	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the rotor or ECU temperature is higher than a defined level.	ECU temperature	> 142 [°C]	Ignition state ON AND Brake Booster Temperature Sensors	= True = Fault free	Immediately	Continuous	Type A, 1 Trip
Brake Booster Motor "A" Performance	C0594	ALL	This monitoring checks if the plunger can reach the mechanical backward bound.	Plunger travel	> Plunger length	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if motor test detects hardware failure.	Motor test detects HW failure	= True	Ignition state ON AND Motor is actuated	= True = False	0.01 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if the motor movement is sufficient according to the expected pressure value.	Pressure sensor 2 value AND Calculated pressure - Pressure sensor 2 value	> 10 [bar] > 40 [bar]	Ignition state ON	= True	0.015 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the motor movement is sufficient according to the expected pressure value.	Calculated pressure - Pressure sensor 2 value OR Pressure sensor 2 value - Calculated pressure	> 40 [bar] > 108 [bar]	Ignition state ON	= True	0.2 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
Brake Booster Motor "A" Phase U-V-W Circuit/Open	C057F	ALL	This monitoring checks the motor coil resistance value.	Measured motor coil resistance	> 0.20358 [Ohm]	Ignition state ON	= True	0.12 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks the motor coil resistance value.	Measured motor coil resistance	<0.01258 [Ohm]	Ignition state ON	= True	0.12 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the voltage vector is plausible.	Actual voltage vector - Calculated voltage vector	>1.5[V]	Ignition state ON	= True	0.02 [s]	Continuous	Type A, 1 Trip
Brake Booster Motor "A" Phase U-V-W Current High	C0590	ALL	This monitoring checks if there is a Current Measurement 1 offset high failure at ADC internal shunt 1.	Measured current offset derived from ADC internal shunt	> 38 [A]	Ignition state ON AND Electric motor is not actuated	= True = True	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is a Current Measurement 2 offset high failure at ADC internal shunt 2.	Measured current offset derived from ADC internal shunt	> 38 [A]	Ignition state ON AND Electric motor is not actuated	= True = True	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the Current Measurement 1 value at B6 bridge at ADC internal shunt is too high.	Measured current derived from ADC internal shunt	> 200 [A]	Ignition state ON	= True	0.3 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the Current Measurement 2 value at B6 bridge at ADC internal shunt is too high.	Measured current derived from ADC internal shunt	> 200 [A]	Ignition state ON	= True	0.3 [s]	Continuous	Type A, 1 Trip
Brake Booster Motor "A" Phase U-V-W Current Low	C0591	ALL	This monitoring checks if there is a Current Measurement 1 offset low failure at ADC internal shunt 1.	Measured current offset derived from ADC internal shunt	< -38 [A]	Ignition state ON AND Electric motor is not actuated	= True = True	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is a Current Measurement 2 offset low failure at ADC internal shunt 2.	Measured current offset derived from ADC internal shunt	< -38 [A]	Ignition state ON AND Electric motor is not actuated	= True = True	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the Current Measurement 1 value at B6 bridge at ADC internal shunt is too low.	Measured current derived from ADC internal shunt	< -200 [A]	Ignition state ON	= True	0.3 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the Current Measurement 2 value at B6 bridge at ADC internal shunt is too low.	Measured current derived from ADC internal shunt	< -200 [A]	Ignition state ON	= True	0.3 [s]	Continuous	Type A, 1 Trip
Brake System Plunger Motor Position Sensor										
Brake Booster Motor "A" Position Sensor Circuit High	C0589	ALL	This monitoring checks if the RPS cosine signal is out of range high.	Raw Cos ADC Value (Cos+ or Cos-)	>4075	Ignition state ON	= True	0.15 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the RPS Sinus signal is out of range high.	Raw Sin ADC Value (Sin+ or Sin-)	>4075	Ignition state ON	= True	0.15 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the vector length value of RPS is out of range high.	Calculated vector length sqrt(sin^2+cos^2)	> 1.14	Ignition state ON	= True	0.01 [s]	Continuous	Type A, 1 Trip
Brake Booster Motor "A" Position Sensor Circuit Low	C0588	ALL	This monitoring checks if the RPS cosine signal is out of range low.	Raw Cos ADC Value (Cos+ or Cos-)	< 10	Ignition state ON	= True	0.15 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the RPS Sinus signal is out of range low.	Raw Sin ADC Value (Sin+ or Sin-)	< 10	Ignition state ON	= True	0.15 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the vector length value of RPS is out of range low.	Calculated vector length sqrt(sin^2+cos^2)	<0.25	Ignition state ON	= True	0.0025 [s]	Continuous	Type A, 1 Trip
Brake Booster Motor "A" Position Sensor Circuit Range/Performance	C058A	ALL	This monitoring checks whether one single sensor signal line deviates from the other three sensor signal lines.	Sensor signal line deviation*	> defined formula based on dynamic threshold	Ignition state ON	= True	0.0025 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there are implausible angle jumps.	Absolute difference of filtered and unfiltered motor speed	> 711.2 [rad/s]	Ignition state ON	= True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the ratio of the RPS vector length and sums signals is plausible.	Ratio of the RPS vector length and sums signals*	>0.1	Ignition state ON	= True	0.010 [s]	Continuous	Type A, 1 Trip
CAN Bus A										
Control Module Communication HS CAN Bus Off	U0073	ALL	This monitoring checks if the CAN controller on HS bus channel is in a Bus Off state.	BusOff status has been detected	= True	Ignition state ON	= True	0.240 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if there is a timeout failure caused by HW-Error.	Expected action has not occurred within its allowed time	= True	Ignition state ON AND A CAN controller request has been issued	= True = True	Immediately	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
Invalid Data Received From ECM	U0401	ALL	This monitoring checks if the signal 'Electronic Shift Braking Request Alive Rolling Count' of the message ETRS_General_Request_2_HS message counter from ECM_HS (Engine Control Module) is received with the expected value.	Number of consecutive occasions when the current value of the Alive Rollina Count is the same as the previous value	>= 10 (+2/step)	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage) AND New message ETRS_General_Request_2_HS (0x368) is received	= True = True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the signal 'Electronic Shift Braking Request Protection Value' of the message ETRS_General_Request_2_HSECM_HS checksum from ECM_HS (Engine Control Module) is received with the expected value.	Number of consecutive instances where the received checksum does not correspond to the expected checksum	>= 10 (+2/step)	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage) AND New message ETRS_General_Request_2_HS (0x368) is received	= True = True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the value of the signal 'HillDscntCtrlSwStatARC (Hill Descent Control Switch Status Alive Rolling Count) of the message PPEI_Engine_Torque_Status_2 is received with the expected value.	Number of consecutively received invalid signals	>= 10(+2/step)	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage) AND New message PPEI_Engine_Torque_Status_2(0x1C3) is received	= True = True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the value of the signal 'HillDscntCtrlSwStatPVal' (Hill Descent Control Switch Status Protection Value) of the message PPEI_Engine_Torque_Status_2 is received with the expected value.	Number of consecutively received invalid signals	>= 10(+2/step)	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage) AND New message PPEI_Engine_Torque_Status_2(0x1C3) is received	= True = True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the signal 'Commanded Axle Torque Alive Rolling Count' of the message PTEI_Axle_Torque_Command message counter from ECM_HS (Engine Control Module) is received with the expected value.	Number of consecutive occasions when the current value of the Alive Rolling Count is the same as the previous value	>= 25 (+2/step)	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltaqe) AND New message PTEI_Axle_Torque_Command_HS(OxAA) is received	= True = True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the signal 'Commanded Axle Torque Predicted Protection Value' of the message PTEI_Axle_Torque_Command checksum from ECM_HS (Engine Control Module) is received with the expected value.	Number of consecutive instances where the received checksum does not correspond to the expected checksum	>= 25 (+2/step)	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage) AND New message PTEI_Axle_Torque_Command_HS(OxAA) is received	= True = True = True	0.25 [s]	Continuous	Type B, 2 Trips
Invalid Data Received From TCM	U0402		This monitoring checks if the signal 'Chassis System Brake Blending Axle Torque Achieved Alive Rolling	Number of consecutive occasions when the current value of the Alive Rolling Count is the same as the previous value	>= 10(+2/step)	Ignition state ON	= True	0.25 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
			Counter[1] of the message Control_Regenerative_Brake_Trq_2 message counter from TCM_HS (Transmission Control Module) is received with the expected value.			AND Communication related conditions fulfilled (No error passive, no undervoltage) AND New message Control_Regenerative_Brake_Trq_HS (0x1C9) is received	 = True = True			
		ALL	This monitoring checks if the signal 'Chassis System Brake Blending Axle Torque Achieved Protection Value' of the message Control_Regenerative_Brake_Trq_2 checksum from TCM_HS (Transmission Control Module) is received with the expected value.	Number of consecutive instances where the received checksum does not correspond to the expected checksum	>= 10 (+2/step)	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltaqe) AND New message Control_Regenerative_Brake_Trq_HS (0x1C9) is received	= True = True = True	0.25 [s]	Continuous	Type B, 2 Trips
Lost Communication With ECM	U0100	ALL	This monitoring checks if the message ETRS_General_Request_2_HSECM_HS from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.25 [s]	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Drv_Pref_Mode_Switch_Status from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.25 (si	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Engine_General_Status_1 from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.25 (si	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Engine_General_Status_4 from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 1.25 [s]	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	1.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Engine_General_Status_6 from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.50 (si	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Engine_Torque_Status_2 from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.25 (si	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Engine_Torque_Status_3 from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.50 [s]	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Propulsion_Gen_Stat_1_HS from ECM_HS (Engine Control Module) (HCP_HS/ ECM_HS/ BCP_HSZ HCP_B_HS/ HCP_T_HS) is received within the specified cycle time.	Message is not received for time	>= 0.25 [s]	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Propulsion_Sys_Gen_Status from ECM_HS	Message is not received for time	>= 1.25 (si	Ignition state ON AND	= True	1.25 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
			(Engine Control Module) is received within the specified cycle time.			Communication related conditions fulfilled (No error passive, no undervoltage)	= True			
		ALL	This monitoring checks if the message PPEI_Torque_Request_Status from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.25 [s]	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Trans_General_Status_2ECM_HS from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.5 (si	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.5 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Vehicle_Speed_and_Distance from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 2.5 (si	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	2.5 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PTEI_Axle_Torque_Command from ECM_HS (Engine Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.25 [si	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
Lost Communication With Gateway "A" (CGM)	U0146	ALL	This monitoring checks if the message PPEI_CGM_General_Status_HS from CGM_HS (Central Gateway Module) is received within the specified cycle time.	Message is not received for time	>= 0.25 (si	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
Lost Communication With TCM	U0101	ALL	This monitoring checks if the message Control_Regenerative_Brake_Trq_2 from TCM_HS (Transmission Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.25 (si	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Trans_General_Status_2TCM_HS from TCM_HS (Transmission Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.5 (si	Ignition state ON AND Communication related conditions fulfilled (No error passive, no undervoltage)	= True = True	0.5 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the message PPEI_Transmission_Otpt_Rot_Stat from TCM_HS (Transmission Control Module) is received within the specified cycle time.	Message is not received for time	>= 0.25 (si	Ignition state ON AND Communication related conditions fulfilled (No error passive no undervoltage)	= True = True	0.25 [s]	Continuous	Type B, 2 Trips
Controller										
ABS Valves Supply Voltage Circuit/Open	C053B	ALL	This monitoring checks if the VLV Supply line is able to drive an actuation (valve path 1).	Resistivity of valve path supply line	> 3 (Ohml	No brake pedal is pushed AND Vehicle speed	= True >9.32 [mphl	20 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the voltage is high enough for initial valve relay switch-on test.	UVR (Valve path supply voltage)	<4.6 [V]	Ignition state ON	= True	1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the voltage is high enough for initial valve relay switch-on test.	UVR (Valve path supply voltage)	<4.6 [V]	Ignition state ON	= True	1 [s]	Once	Type A, 1 Trip
Antilock Brake System Active Too Long	C15D5	r	This monitoring checks if the ABS is correctly triggered.	ABS intervention for time	>=60[s]	Ignition state ON	= True	60 [s]	Continuous	Type A, 1 Trip
Brake Bleed Not Complete	C15C7	ALL	This monitoring checks if the IPB is in assembly mode during initialization or diagnosis.	NVM item for 'IPB Assembly Mode' is set	= True	Ignition state ON AND Once during init	= True = True	Immediately	Once	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
Brake Booster Motor "A" Phase U-V-W Circuit Range/Performance	C0582	ALL	This monitoring checks if the two sensor voltages have plausible values.	(Sum of Temperature Sensor 1 and 2 signal line voltages OR Sum of Temperature Sensor 1 and 2 signal line voltages) AND Number of times when implausible difference is detected	> 3.4 fV] <3.16M = 5	Ignition state ON	= True	0.6 [s]	Continuous	Type A, 1 Trip
Brake System Plunger Motor Position Sensor Not Learned	C2A1C	ALL	This monitoring checks the consistency between the version of the RPS calibration data and the version in SW.	Inconsistency between RPS calibration data version and SW version	= True	IPB State	= Init phase	Immediately	Once	Type A, 1 Trip
Control Module	U3000	ALL	This monitoring checks if there is a hardware, which is not allowed to be used in series ECU.	Hardware component step ID indicates development state AND ECU TTNR (Part Number) indicates series ready ECU	= True = True	Ignition state ON AND During initialization	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the test of the charge pump has detected a failure.	Capacity of charge pump is restricted OR Performance of charge pump is insufficient OR Output voltage of charge pump is out of range	= True = True = True	Ignition state ON	= True	Immediately	Cyclic in every 19 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is DMA transfer error due to timeouts.	Transfer error occurred during DMA transfer	= True	Ignition state ON	= True	0.1 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the reference voltage of the ADC is in a proper range.	ADC reference voltage deviation is detected by comparator	= True	Ignition state ON	= True	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if MRG path is working.	(Motor Relay Actuation path is pulled low OR Hydraulic Enable is pulled low) AND MRG is switched on	= True = True = True	Ignition state ON AND Failsafe logic test is running	= True = True	0.08 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the system chip internal decouple bits are reset within the expected time.	Internal electrical and hydraulic decouple bits are not reset according to failsafe logic test	= True	Ignition state ON AND Failsafe logic test is running	= True = True	0.08 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if erroneous safety logic is detected.	Erroneous safety logic of system IC is detected	= True	Ignition state ON AND Failsafe logic test is running	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if Clockin monitor works properly (test of test).	Erroneous safety logic of clock-in monitor is detected	= True	Ignition state ON AND Failsafe logic test is running	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the ECU electrical enable line can be switched ON by the software.	ECU electrical enable line is shorted to ground OR ECU electrical enable line cannot be switched on by the software	= True = True	Ignition state ON AND Failsafe logic test is running	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the ECU electrical enable line can be switched OFF by the software.	ECU electrical enable line is shorted to supply voltage OR ECU electrical enable line cannot be switched off by the software	= True = True	Ignition state ON AND Failsafe logic test is running	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the ECU internal hydraulic enable line can be switched ON by the software.	ECU hydraulic enable line is shorted to ground OR ECU hydraulic enable line cannot be switched on by the software	= True = True	Ignition state ON AND Failsafe logic test is running	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the ECU internal hydraulic enable line can be switched OFF by the software.	ECU hydraulic enable line is shorted to supply voltage OR ECU hydraulic enable line cannot be switched off by the software	= True = True	Ignition state ON AND Failsafe logic test is running	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the enable line is set properly.	Missing low level enable signal of ECU internal hydraulic line is detected for time OR Missing low level enable signal of ECU internal electrical line is detected for time	> 0.05 [s] > 0.05 [s]	Ignition state ON	= True	0.05 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the enable line is set properly (second ASIC).	Missing low level enable signal of ECU internal hydraulic line is detected for time	> 0.05 [s]	Ignition state ON	= True	0.05 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				OR Missing low level enable signal of ECU internal electrical line is detected for time	> 0.05 [s]					
		ALL	This monitoring checks if the Errorpin event counter works properly.	Error pin event counter does not increment on error pin event OR Safety logic of the ASIC is not reset properly	= True = True	Ignition state ON AND Failsafe logic test is running	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if a missing watchdog trigger causes hydraulic/electric shutdown.	Missing BIST trigger does not switch off hydraulic/electrical path	= True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks whether the system chip switches off the gate actuation when it detects a missing watchdog trigger.	Valve relay gate is not switched off due to missing watchdog trigger	= True	Ignition state ON AND Fail-safe logic test is running	= True = True	1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the valve relay gate actuation is properly switched off via a Serial Peripheral Interface (SPI) command during the Fail-Safe Logic Test.	Valve relay gate is not switched off via SPI	= True	Ignition state ON AND Failsafe logic test is running	= True = True	1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks the status of the watchdog at initialization state.	Watchdog status differs from the expected status	= True	Ignition state ON AND Failsafe logic test is running	= True = True	1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks the status of the watchdog.	Watchdog status differs from the expected status	= True	Ignition state ON	= True	0.05 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks the status of the watchdog (second ASIC).	Watchdog status differs from the expected status	= True	Ignition state ON	= True	0.05 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the watchdog BIST state machine can detect a wrong BIST command value.	Watchdog of ASIC is triggered by wrong BIST command value	= True	Ignition state ON AND Failsafe logic test is running	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if a switched on valve relay is reported as off (system chip internal status).	Hydraulic enable state is low OR Feedback of valve relay status is wrong	= True = True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the GTM time base which is used for e.g. WSS works properly.	Reference freguency detected by GTM OR Reference freguency detected by GTM	< 3.8 [kHz] > 4.2 [kHz]	Ignition state ON	= True	0.05 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the time passed in the system timer is equal to the time elapsed in Generic Timer Module (GTM) peripheral.	Deviation between time passed in the system timer and in the GTM peripheral	> 0.005 [ms]	Ignition state ON	= True	0.05 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if system ASIC clock input frequency deviation is detected.	ASIC clock input frequency deviation detected	= True	Ignition state ON	= True	0.08 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if system ASIC clock input frequency deviation is detected (second ASIC).	ASIC clock input frequency deviation detected	= True	Ignition state ON	= True	0.08 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the ASIC can detect the failure test frames and therefore set corresponding failure flags.	ASIC could not detect the failure frames	= True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the 2nd ASIC can detect the failure test frames and therefore set corresponding failure flags.	Second ASIC could not detect the failure frames	= True	Ignition state ON AND During initialization	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the internal ASIC oscillator works properly.	Erroneous ASIC oscillator frequency detected	= True	Ignition state ON	= True	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the internal 2nd ASIC oscillator works properly.	Erroneous ASIC oscillator frequency detected	= True	Ignition state ON	= True	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks the SPI communication with B6 Bridge Driver ASIC.	Wrong data is sent to ASIC OR Wrong data is received from ASIC OR Defect in SPI line OR Incorrect SPI communication because of a defect in ASIC	= True = True = True = True	Ignition state ON	= True	0.01 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is short circuit between Qx pin and MRAuC pin.	MRG (Motor Relay Gate) feedback bit	= 0	Ignition state ON AND During initialization AND	= True = True	Immediately	Once	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Valve relay is not yet switched on AND Hydraulic enable line is switched on	= True = True			
		ALL	This monitoring checks the SPI communication between ASIC and the microcontroller.	Wrong data is sent to ASIC OR Wrong data is received from ASIC OR Defect in SPI line OR Defect in ASIC	= True = True = True = True	Ignition state ON	= True	0.05 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks the SPI communication between 2nd ASIC and the microcontroller.	Wrong data is sent to ASIC OR Wrong data is received from ASIC OR Defect in SPI line OR Defect in ASIC	= True = True = True = True	Ignition state ON	= True	0.05 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks for unresolvable overcurrent events in the System ASIC.	An overcurrent occurs on a GPIO pin and the pin is not reconfigurable OR Overcurrent of GPIO pin after switching it off is still present	= True = True	Ignition state ON AND During initialization	= True = False	60 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if U5V is out of range.	U5V undervoltage bit is set OR U5V overvoltage bit is set	= True = True	Ignition state ON	= True	0.06 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks the ASIC internal test of the U5V voltage regulator.	U5V voltage regulator test failed OR (U5V voltage regulator test finished AND Time passed since the test started)	= True = False >=0.1 [s]	Ignition state ON	= True	0.1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the voltage regulator configuration of the ASIC matches the software configuration.	Voltage regulator configuration of the ASIC does not match configuration in SW	= True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the ASIC internal current reference is out of range.	System ASIC reference current (used by monitorings and test) deviation is detected by internal comparator	= True	Ignition state ON	= True	0.06 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is a voltage divider drift failure (UB_RD_INT voltage).	UB RD INT voltage AND Difference between UBVR and UB RD INT voltage	< 6.2 rvi >3[V]	Ignition state ON	= True	0.18 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks the UB6 to UBB ratio together with the UBB Voltage.	UBB voltage AND Deviation between UB6 and UBB voltage	>4[V] > 25 [%]	Ignition state ON AND Electric motor is not actuated	= True = True	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is a hard undervoltage measured at UBB main supply line.	UB6 voltage AND Difference between UB6 and UB Motor voltage	< 3.22 M > 1.04 [V]	Ignition state ON AND Electric motor is actuated AND Voltage across BMS (B6 Bridge Main Supply Switch)	= True = True = True	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the NMI mechanism is running properly.	uC safety logic detects a failure	= True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if tests of the safety logic of uC works as expected.	Microcontroller safety logic tests fail	= True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the supply voltage of the microcontroller is out of range.	uC core voltage deviation is detected by voltage monitor of microcontroller	= True	Ignition state ON	= True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the valve driver configuration was successful.	Valve driver configuration data read back from ASIC does not match the written data	= True	Ignition state ON	= True	0.015 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the valve driver configuration was successful.	Valve driver configuration data read back from ASIC does not match the written data	= True	Ignition state ON	= True	0.015 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if all Watchdog commands have been scheduled.	At least one command number missing during monitoring interval	= True	Ignition state ON	= True	Immediately	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
		ALL	This monitoring checks if there is too many wrong watchdog trigger pattern are received by system ASIC.	System ASIC watchdog error counter detects a fixed number of wrong watchdog trigger pattern	= 4	Ignition state ON	= True	0.04 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the system ASIC watchdog error counter is stuck.	System ASIC watchdog error counter is stuck	= True	Ignition state ON	= True	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks line issues between ASIC and uC.	Output signal of the multiplexer and the corresponding wheel speed signal are not identical	= True	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.1 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if System IC test does not work due to hardware malfunction.	WSS HW Test in System IC failed	= True	Ignition state ON	= True	0.015 [s]	Once	Type A, 1 Trip
Control Module Processor	P0606	ALL	This monitoring checks if a third party software access into restricted RAM area is detected.	Restricted area was tried to be accessed by DMC	= True	Ignition state ON	= True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the hardware components are supported by the software.	Device ID of ASIC is in the list of supported device IDs OR Software version ID of ASIC is in the list of supported software version IDs OR Microcontroller device ID is in the list of supported device IDs OR Microcontroller software version ID is in the list of supported SW version IDs	= False = False = False = False	Ignition state ON	= True	0.03 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if there is a microcontroller exception.	A CPU exception occurred	= True	Ignition state ON	= True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks that each task is activated and executed within its designated timeslot.	A task is not running within the expected timeslot	= True	Ignition state ON	= True	It depends on the cycle time of the faulty task.	Continuous	Type A, 1 Trip
		ALL	This monitoring checks the error hooks (exceptions) occurring in the Operating System.	A task was started before it has finished its previous run	= True	Ignition state ON	= True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the microcontroller stack is not changed by other tasks.	Checkword at the beginning or end of stack has been overwritten	= True	Ignition state ON	= True	0.08 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if an internal interrupt based system error occurred.	Interrupt based fault occurred (e.g. too long interrupt lock)	= True	Ignition state ON	= True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is a task runtime overload.	Jitter limit of IO (input/output) sensitive part is not held	= True	Ignition state ON	= True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is an overload situation.	Task did not finish within its cycle time	= True	Ignition state ON	= True	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if cyclically test execution of SVDT in hardware is not stopped.	Stop response from hardware does not work or the test is not stopped	= True	Silent valve driver test is running	= True	20 [s]	Cyclic in every 20 fsl	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
		ALL	This monitoring checks that the task system of the microcontroller and the one of the ASIC stay synchronized or at least get resynchronized again.	Resynchronization between task system of microcontroller and ASIC fails	= True	Ignition state ON	= True	0.06 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if cyclically test execution of SVDT in hardware is not stopped.	Stop response from hardware does not work or the test is not stopped	= True	Silent valve driver test is running	= True	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks that the task system of the microcontroller and the one of the ASIC stay synchronized or at least get resynchronized again.	Resynchronization between task system of microcontroller and ASIC fails	= True	Ignition state ON	= True	0.06 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks for UVR leakage current due to ohmic side circuit by Valve-Coil-Resistance-Measurement (VCRM) inside the HSW.	Leakage current (UVR leakage current comparator bit is set) OR UVR goes from 0 [V] to over 1.26 [V] within time	> 0.0063 [A] >= 0.06 [s]	Ignition state ON AND Execution of the valve coil resistance measurement	= True = True	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks the valve-coil resistance measurement path by Valve-Coil-Resistance-Measurement (VCRM) inside the HSW.	Driver ASIC internal current source for valve coil resistance measurement path	> 0.04 [A] +/- 5% (required source current)	Ignition state ON AND Execution of the valve coil resistance measurement	= True = True	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is short between VR and GND.	Leakage current between valve relay and ground path (High ohmic short to ground bit in ASIC is set)	> 0.0063 [A]	Ignition state ON AND Valve relay is switched off	= True = True	0.185 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is short between VR and GND.	Leakage current between valve relay and ground path (Short to ground bit in ASIC is set)	>0.0198 [A]	Ignition state ON AND Valve relay is switched off	= True = True	0.025 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the feedback of VRG actuation is plausible.	Valve relay control bit in ASIC does not match the desired actuation state	= True	Ignition state ON	= True	0.05 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the Valve Relay can be switched OFF.	Valve Relay can be switched OFF	= False	Ignition state ON	= True	0.065 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the Valve Relay can be switched OFF during the initial test.	Valve Relay can be switched OFF	= False	Ignition state ON	= True	1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the Valve Relay can be switched ON.	Valve relay cannot be switched on	= True	Ignition state ON AND Valve relay is switched on	= True = True	0.015 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the Valve Relay can be switched ON during the initial test.	Valve relay cannot be switched on	= True	Ignition state ON AND Valve relay is switched on	= True = True	1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the Valve Relay can be switched OFF by redundant safety switch.	Valve Relay can be switched OFF by redundant safety switch	= False	Ignition state ON	= True	1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks for UVR leakage current due to ohmic side circuit by Valve-Coil-Resistance-Measurement (VCRM) inside the HSW.	Leakage current (UVR leakage current comparator bit is set) OR UVR goes from 0 [V] to over 1.26 [V] within time	> 0.0063 [A] >= 0.06 [s]	Ignition state ON AND Execution of the valve coil resistance measurement	= True = True	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks the valve-coil resistance measurement path by Valve-Coil-Resistance-Measurement (VCRM) inside the HSW.	Driver ASIC internal current source for valve coil resistance measurement path	> 0.04 [A] +/- 5% (required source current)	Ignition state ON AND Execution of the valve coil resistance measurement	= True = True	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is short between VR and GND.	Leakage current between valve relay and ground path (High ohmic short to ground bit in ASIC is set)	> 0.0063 [A]	Ignition state ON AND Valve relay is switched off	= True = True	0.185 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is short between VR and GND.	Leakage current between valve relay and ground path (Short to ground bit in ASIC is set)	>0.0198 [A]	Ignition state ON AND Valve relay is switched off	= True = True	0.025 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the feedback of VRG actuation is plausible.	Valve relay control bit in ASIC does not match the desired actuation state	= True	Ignition state ON	= True	0.05 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
		ALL	This monitoring checks if the Valve Relay can be switched OFF.	Valve Relay can be switched OFF	= False	Ignition state ON	= True	0.065 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the Valve Relay can be switched OFF during the initial test.	Valve Relay can be switched OFF	= False	Ignition state ON	= True	1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the Valve Relay can be switched ON.	Valve relay cannot be switched on	= True	Ignition state ON AND Valve relay is switched on	= True = True	0.015 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the Valve Relay can be switched ON during the initial test.	Valve relay cannot be switched on	= True	Ignition state ON AND Valve relay is switched on	= True = True	1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the Valve Relay can be switched OFF by redundant safety switch.	Valve Relay can be switched OFF by redundant safety switch	= False	Ignition state ON	= True	1 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if Core 1 and Core 2 SW-BIST signatures are different.	Core 1 and Core 2 SW BIST signatures are different	= True	Ignition state ON	= True	0.01 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the task scheme is proper.	Task scheme error detected	= True	Ignition state ON	= True	0.01 fsl	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the current wheel speed sensor configuration is correct via Serial Peripheral Interface (SPI).	Mismatch between current WSS mode software configuration (stored in a register) and the hardware configuration	= True	Ignition state ON	= True	0.2 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the current wheel speed sensor configuration is correct via Serial Peripheral Interface (SPI).	Mismatch between current WSS Mode software configuration stored in a register and the hardware configuration	= True	Ignition state ON	= True	0.2 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the current wheel speed sensor configuration is correct via Serial Peripheral Interface (SPI).	Mismatch between current WSS Mode software configuration stored in a register and the hardware configuration	= True	Ignition state ON	= True	0.2 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if the current wheel speed sensor configuration is correct via Serial Peripheral Interface (SPI).	Mismatch between current WSS Mode software configuration stored in a register and the hardware configuration	= True	Ignition state ON	= True	0.2 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if ASW configuration takes too long.	ASW current states stay in initialized state	= True	Ignition state ON	= True	5[s]	Continuous	Type A, 1 Trip
Control Module Programming Error	P0602	ALL	This monitoring checks if the ECU exchange was not proper.	Mismatch between the stored and the real LiPS ID	= True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the IPB has not been programmed with calibration data set.	5th Byte in internal customer data from any of the 5 pieces of calibration block	= ASCII 'D'	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the configuration of the wheel speed sensor type is possible.	Wheel speed sensor type value OR Wheel speed sensor type value OR NvM access failure	>35 <0 = True	Ignition state ON AND During initialization	= True = True	Immediately	Once	Type A, 1 Trip
EBCM Overtemperature	C127E	ALL	This monitoring checks if there is an overtemperature at the external power supply line in the direction of LiPS.	Overtemperature situation detected by system ASIC at external LiPS power supply line	= True	Ignition state ON	= True	0.06 [s]	Continuous	Type A, 1 Trip
Internal Control Module A/D Processing Performance	P060B	ALL	This monitoring checks if there are general ADC errors of the operational conversion.	ADC operational conversion error detected OR ID error registered OR Operational scan group has not completed its conversion in time OR Not all operational results have been written before they are read	= True = True = True = False	Ignition state ON	= True	0.08 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there are open bonds or pins.	ADC open bond failure sampling detects failure for a cumulative number of times	>= 3	Ignition state ON	= True	0.08 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the converted internal test voltages are in a defined range.	Five-point ADC self-test detects failure for a cumulative number of times	>= 3	Ignition state ON	= True	0.07 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if ADC register bits are set to the expected values.	An ADC register bit is flipped OR An ADC register bit is stuck	= True = True	Ignition state ON	= True	0.08 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
Internal Control Module EEPROM Error	P062F	ALL	This monitoring checks if LiPS-related NvM item can be written.	LiPS-related NvM item can not be written	= True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the motor configuration in NvM is valid during the initial test.	Wrong configuration is read by the software from NvM OR Unsupported configuration is read by the software from NvM	= True = True	Ignition state ON	= True	0.01 [s]	Once	Type A, 1 Trip
		ALL	This monitoring checks if there are too many read/write requests.	Number of write/erase requests at NvM exceeds a defined number (in case of the total number of the configured memory blocks) AND Too much write/erase task requested in a defined time frame	= True > 0.25 [s]	Ignition state ON	= True	0.25 [s]	Continuous	Type A, 1 Trip
Internal Control Module Keep Alive Memory (KAM) Error	P0603	ALL	This monitoring checks if HW Parameter(s) can be read from EEPROM correctly.	Reading the HW Parameters from EEPROM is not successful	= True	Ignition state ON AND ECU Startup	= True = True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the NVM item for the front axle can be read or valid.	NVM item can be read OR NVM item is valid	= False = False	Ignition state ON AND Battery voltage	= True = Between 9..16 M	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the NVM item for the rear axle can be read or valid.	NVM item can be read OR NVM item is valid	= False = False	Ignition state ON AND Battery voltage	= True = Between 9..16 M	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the Linear position sensor related NVM item can be read, or the item is valid.	LiPS-related NvM item is empty OR LiPS-related NvM item is invalid	= True = True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks the write result at the end of the EEPROM write procedure.	Invalid cell result received during read back after writing to the EEPROM	= True	Ignition state ON	= True	0.02 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the gear ratio information can be read out from the non-volatile memory.	Gear ratio information can be read out from the NVM OR Gear ratio information is correct	= False = False	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the motor size information can be read out from the non-volatile memory.	Motor Size information can be read out from the NVM OR Motor Size information is correct	= False = False	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks if the NvM items: RPS_Offset, RPS_Rescalling, RPS_CorrAmplitudes and the RPS_Version are readable.	Offset read failure occurred OR Rescaling read failure occurred OR Correction Amplitudes read failure occurred OR Version read failure occurred OR Orthogonality read failure occurred	= True = True = True = True = True	IPB State	= Init phase	Immediately	Once	Type A, 1 Trip
Internal Control Module Memory Checksum Error	P0601	ALL	This monitoring checks proper functionality of Flash.	Uncorrectable flash ECC fault occurred OR Multiple flash ECC faults occurred OR Number of flash ECC single bit faults is too high OR Flash checksum verification failed	= True = True = True = True	Ignition state ON	= True	0.08 [s]	Continuous	Type A, 1 Trip
Internal Control Module Random Access Memory (RAM) Error	P0604	ALL	This monitoring checks if the LB1ST and MB1ST are working properly.	Test result bits set do no match reference register value OR Signature register values do no match reference register value	= True = True	Ignition state ON	= True	Immediately	Once	Type A, 1 Trip
		ALL	This monitoring checks proper functionality of RAM.	Coupling fault occurred between neighboring RAM cells OR RAM addressing fault occurred OR RAM ECC correctable bit transient fault occurred	= True = True = True	Ignition state ON AND During initialization	= True = True	Immediately	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				OR RAM ECC correctable bit permanent fault occurred OR Uncorrectable RAM ECC fault occurred	= True = True					
System Voltage High	P0563	ALL	This monitoring checks if there is an existing overvoltage situation while other LIN failure is present.	ECU Supply voltage AND Another LIN failure has been detected	>16M = True	Cranking	= False	Immediately	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the supply voltage is too high for the actuation.	Power supply voltage	> 16.5 [V]	Actuation (apply or release) has been requested	= True	2[s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if there is an overvoltage measured at UBB supply line.	Measured UBB voltage	>16[V]	Ignition state ON	= True	0.2 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if there is an overvoltage measured at UBB supply line.	Measured UBB voltage	> 20 [V]	Ignition state ON	= True	0.2 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if there is an overvoltage measured at UBB supply line.	Measured UBB voltage	> 27 [V]	Ignition state ON	= True	0.2 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if there is an existing overvoltage situation and this is only a replacement failure instead of other NET failures.	Network voltage AND Another NET failure has been detected	>16M = True	Ignition state ON	= True	Immediately	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the power supply at valve path is too high.	UB_VR	> 16.5 [V]	Ignition state ON	= True	1.02 [s]	Continuous	Type B, 2 Trips
Wheel Speed Sensor Frequency	C10EE	ALL	This monitoring checks if there is an overflow in the Direct Memory Access Transfer Unit.	(DMA buffer state OR Buffer transfer error occurred (DMA TU is receiving time stamps too frequently)) AND DMA buffer failure for specific wheel speed signal is not set (the signal which is on the output of the multiplexer channel)	= Overflow = True = True	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.03 [s]	Continuous	Type A, 1 Trip
Hydraulic Valves										
Brake Booster Performance	C0021	ALL	This monitoring checks if the pressure in plunger circuit is too low.	Target pressure AND Pressure sensor 2 value	> 60 [bar] < 30 [bar]	Ignition state ON AND Braking is requested (either by driver or by external) AND BBF System state	= True = True = Full	0.3 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks with goodcheck if the pressure in plunger circuit is too low.	Target pressure AND Pressure sensor 2 value	> 60 [bar] < 30 [bar]	Ignition state ON AND Braking is requested (either by driver or by external)	= True = True	0.3 [s]	Continuous	Type A, 1 Trip
Brake Fluid	C0049	ALL	This monitoring checks if the brake fluid reservoir is empty.	Brake fluid level sensor value is set to logical value "1"	= True	Ignition state ON	= True	10 [s]	Continuous	Type A, 1 Trip
	C0676	ALL	This monitoring checks if the fluid level sensor is shorted to battery.	UADC/UZP voltage ratio	> 86 [%]	Ignition state ON	= True	1 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
	C0677	ALL	This monitoring checks if the fluid level sensor is shorted to ground.	UADC/UZF oltageratk	< 16 [%]	Hgnitior tatэ ON	= True	1 [s]	Continuous	Type A, 1 Trip
Brake Hydraulic Circuit "C" Leak	C05B0	ALL	This monitoring checks if there is air in the plunger. It checks the system during three situation: - during replenishment (Replenishment air detection, RAD) - during TAD (Transition to idle air Detection, TAD) - active test after power on (Fluid level indicator Plausibility aur detection, FAD).	Case 1 - RAD: Calculated volume deviation (based on Pressure sensor 2 value and plunger position) AND For time	> 2 [cm^3] > 1 rsi	Case 1: BBF System state AND Replenishment is active AND Pressure sensor 1 value AND Ignition state ON	= Circuit separation OR One circuit = True > 10 [bar] = True	0.02 [s]	RAD: At each slow replenishment in degraded state. TAD: At each pressure based TTI in degraded state. FAD: At least once per power cycle.	Type A, 1 Trip
				Case 2 - TAD: Calculated volume deviation (based on Pressure sensor 2 value and plunger position) AND For time	> 1.5 [cm^3] >5[s]	Case 2: BBF System state AND TTI (Transition to Idle) is active for the plunger AND Pressure sensor 1 value AND Ignition state ON	= Full system OR Degraded pedal feel OR Circuit separation OR One circuit = True > 10 fbarl = True			
				Case 3 - FAD: Calculated volume deviation (based on Pressure sensor 2 value and plunger position) AND For time	> 1.5 [cm^3] >10[s]	Case 3: BBF System state AND Braking is requested (either by driver or by external) AND Vehicle speed AND Pressure sensor 1 value AND Ignition state ON	= Full system OR Degraded pedal feel OR Hydraulic backup with actuators = False = 9.32..43.5 [mphl > 10 fbarl = True			
Brake Hydraulic Circuit Excessive Compliance - Level 2	C2A20	ALL	This monitoring checks if there is a leakage in Circuit 1.	Calculated leakage based on pressure sensor 2 value and plunger position	> 500 [mm^3/s]	BBF System state AND Braking is requested (either by driver or by external)	= Circuit separation = True	0.1 ... 0.5 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is a leakage in Circuit 1.	Calculated leakage based on pressure sensor 2 value and plunger position	> 500 [mm^3/s]	BBF System state AND Braking is requested (either by driver or by external)	= Circuit separation = True	0.1 ... 0.5 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is a leakage in Circuit 2.	Calculated leakage based on pressure sensor 2 value and plunger position	> 500 [mm^3/s]	BBF System state AND Braking is requested (either by driver or by external)	= Circuit separation = True	0.1 ... 0.5 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is a leakage in Circuit 2.	Calculated leakage based on pressure sensor 2 value and plunger position	> 500 [mm^3/s]	BBF System state AND Braking is requested (either by driver or by external)	= Circuit separation = True	0.1 ... 0.5 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
		ALL	This monitoring checks if there is a leak in the remaining single circuit.	Calculated leakage based on pressure sensor 2 value and plunger position	> 500 [mm^3/s]	BBF System state AND Braking is requested (either by driver or by external)	= One circuit = True	0.1 ... 0.5 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is a leak in the plunger circuit.	Calculated leakage based on pressure sensor 2 value and plunger position	> 2000 [mm^3/s]	BBF System state AND Braking is requested (either by driver or by external)	= Full = True	0.1 ... 0.5 [s]	Continuous	Type A, 1 Trip
Brake Master Cylinder Cut Off Valve	C05D5	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	> 4 - 6 . 5 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2 - 2 . 5 [V] < 0.075-0.125 [A] > 4 - 6 . 5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6 . 9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2 - 2 . 5 [V] < 0.075 - 0 . 1 2 5 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 13.7 fOhml < 4.8 [Ohm]	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement	= True = True	Ignition state ON AND Outside of valve control	= True = True	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True	AND Hydraulic request is set	= False			
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or D OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
Brake Pedal Feedback Pressure Solenoid Circuit	C0024	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	> 5 - 8 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] > 5 - 8 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True >6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 6.9 [Ohm] < 2.2 [Ohm]	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic reguest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or 1) OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
BSCM/EBBC Hydraulic Unit Performance	C055F	ALL	This monitoring checks if there is a leakage in the Master Cylinder.	Calculated leakage	> 200 (mm^3/sl	BBF System state AND Brake Pedal AND Pressure sensor 1 value	= Full = Applied > 3 (bar!	Immediately	Continuous	Type A, 1 Trip
		ALL	This monitoring checks for signs of an inoperable or blocked Test Separation, Circuit Separation or Plunger Separation valve.	Active System Test (component STS) detects an unexpected pressure build-up	= True	System State AND BBF System state AND Braking is requested (either by driver or by external)	= Postrun = Full OR Degraded pedal feel = False	8[s]	Once in Postrun	Type A, 1 Trip
		ALL	This monitoring checks if brake boosting capability is lost.	Calculated air volume (based on pressure sensor AC value and plunger position) AND Calculated leakage	>= 8 [cm^3] > 800 [mm^3/s]	BBF System state AND Braking is requested (either by driver or by external) AND Vehicle speed	= Full OR Degraded pedal feel = False < 156.6 I'mph]	4[s]	Once immediately after start of a new Power Cycle	Type A, 1 Trip
		ALL	This monitoring checks if the pressure build capability is reduced.	Calculated air in plunger	> 5 [cm^3]	BBF System state AND Braking is requested (either by driver or by external) AND Vehicle speed	= Full OR Degraded pedal feel = False < 156.6 I'mph]	4[s]	Once immediately after start of a new Power Cycle	Type A, 1 Trip
		ALL	This monitoring checks if the pressure build up during replenishment is possible.	Pressure sensor 2 value gradient AND Plunger volume	< 300 (bar! > plunger volume at start of replenishment + 1 cm^3	Ignition state ON AND Replenishment is active	= True = True	0.2 [s]	Continuous	Type A, 1 Trip
Driver Applied Pressure Higher Than Expected	C05D3	ALL	This monitoring checks if the current pressure sensor value is too high for the current Pedal Travel Sensor value.	Pressure sensor value* OR Pedal Travel Sensor value	> too high < too low	Ignition state ON AND ESP or ABS intervention	= True = No intervention	0.2 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the current pressure sensor value is too high for the current Pedal Travel Sensor value.	Pressure sensor value* OR Pedal Travel Sensor value	> too high < too low	Ignition state ON AND ESP or ABS intervention	= True = No intervention	0.2 [s]	Continuous	Type A, 1 Trip
Left Front Inlet Control	C0010	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set)	> 4 - 6 . 5 [A] > 195-220 [°C]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	> 0.4-0.9 [V] > 32.8-39.4 M					
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] >4-6.5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True >6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 13.7 [Ohm] < 4.8 fOhml	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or D OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
Left Front Outlet Control	C0011	r	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost,	Current through valve coil (Over Current feedback bit is set)	>4- 6.5 [A]	Ignition state ON	= True	0.03 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
			Free Wheeling Lost failure.	OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	 > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	AND Any valve test is activated	 = False			
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] >4-6.5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True >6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 13.7 fOhml < 4.8 fOhml	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or D OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
Left Rear Inlet Control	C0018	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	> 4 - 6 . 5 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] > 4 - 6 . 5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6 . 9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 13.7 fOhml < 4.8 [Ohm]	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or D OR	= True = True	Ignition state ON AND Valve relay supply voltage AND	= True > 6.9 [V]	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True	Outside of valve control AND Hydraulic reguest is set	= True = False			
Left Rear Outlet Control	CO019	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	>4-6.5 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] >4-6.5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True >6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 13.7 fOhml < 4.8 fOhml	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR	= True	Ignition state ON AND	= True	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				Bit failure in ASIC valve driver actuation registers (stuck at 0 or D OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True	Valve relay supply voltage AND Outside of valve control AND Hydraulic reguest is set	> 6.9 [V] = True = False			
Right Front Inlet Control	CO014	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	>4-6.5 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] >4-6.5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	SVDT is running AND Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True = True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 13.7 fOhml < 4.8 [Ohm]	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR	= True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				Failure in PWM compare unit	= True					
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or 1) OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
Right Front Outlet Control	CO015	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	> 4 - 6 . 5 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] > 4 - 6 . 5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6 . 9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 13.7 [Ohm] < 4.8 fOhml	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement	= True = True	Ignition state ON AND Outside of valve control	= True = True	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True	AND Hydraulic request is set	= False			
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or D OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
Right Rear Inlet Control	C001C	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	> 4 - 6 . 5 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] > 4 - 6 . 5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6 . 9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 13.7 [Ohm] < 4.8 [Ohm]	Ignition state ON AND Outside of valve control AND Hydraulic request is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic reguest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or 1) OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
Right Rear Outlet Control	C001D	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	>4-6.5 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] >4-6.5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True >6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve	Measured valve resistance OR	> 13.7 [Ohm]	Ignition state ON AND	= True	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
			resistance in the software.	Measured valve resistance	< 4.8 [Ohm]	Outside of valve control AND Hydraulic reguest is set	= True = False			
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic reguest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or D OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic reguest is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
TCS Control Channel "A" Valve 1	C0001	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	>4-6.5 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] >4-6.5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True >6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR	<2-2.5 [V]	Ignition state ON AND	= True	0.03 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				Current through valve coil (Under Current feedback bit is set)	< 0.075 -0.125 [A]	Any valve test is activated	= False			
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 13.7 [Ohm] < 4.8 fOhml	Ignition state ON AND Outside of valve control AND Hydraulic reguest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic reguest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or 1) OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic reguest is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
TCS Control Channel "A" Valve 2	C0002	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	> 5 - 8 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] > 5 - 8 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True >6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True > 20 [%] = True = True	Ignition state ON AND Valve relay supply voltage AND Any valve test is activated	= True > 6.9 [V] = False	0.03 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 6.9 fOhml < 2.2 fOhml	Ignition state ON AND Outside of valve control AND Hydraulic reguest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic reguest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or D OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic reguest is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
TCS Control Channel "B" Valve 1	C0003	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	>4-6.5 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] >4-6.5 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True >6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong GateQx(ONZOFF) failure.	PWM failure feedback bit is set OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR	= True > 20 [%]	Ignition state ON AND Valve relay supply voltage AND	= True > 6.9 [V]	0.03 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	= True = True	Any valve test is activated	= False			
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 13.7 fOhml < 4.8 [Ohm]	Ignition state ON AND Outside of valve control AND Hydraulic reguest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hvdraulic reouest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or 1) OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hvdraulic reguest is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
TCS Control Channel "B" Valve 2	C0004	ALL	This monitoring checks continuously if the valve coil has Over Current, Over Temperature, Power Ground Lost, Free Wheeling Lost failure.	Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set)	> 5 - 8 [A] > 195-220 [°C] > 0.4-0.9 [V] > 32.8-39.4 M	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks cyclically if there is shortcut between valves during Silent Valve Driver Test due to defective coil low side and high side paths.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set) OR Current through valve coil (Over Current feedback bit is set) OR Temperature in ASIC output stage (Over Temperature feedback bit is set) OR Voltage drop between PGND at low-side driver and ECU-GND (PGND-Lost feedback bit is set) OR Voltage at Qx (Freewheeling Lost feedback bit is set) OR Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set)	<2-2.5 [V] < 0.075-0.125 [A] > 5 - 8 [A] > 195-220 [°C] > 0.4 - 0.9 [V] > 32.8-39.4 M > 20 [%]	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic request is set	= True >6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks continuously if there is PWM failure or HsLs-Compare failure or wrong	PWM failure feedback bit is set OR	= True	Ignition state ON AND	= True	0.03 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
			GateQx(ONZOFF) failure.	Deviation of measured currents right before and right after switching point (Hs-Ls Compare feedback bit is set) OR Wrong GateQx ON feedback bit is set OR Wrong GateQx OFF feedback bit is set	> 20 [%] = True = True	Valve relay supply voltage AND Any valve test is activated	> 6.9 [V] = False			
		ALL	This monitoring checks continuously if the valve-coil path has interruption.	Voltage at low-side in off-state (Open Load feedback bit is set) OR Current through valve coil (Under Current feedback bit is set)	<2-2.5 [V] < 0.075 -0.125 [A]	Ignition state ON AND Any valve test is activated	= True = False	0.03 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is deviation between the measured valve resistance and the defined valve resistance in the software.	Measured valve resistance OR Measured valve resistance	> 6.9 [Ohm] < 2.2 fOhml	Ignition state ON AND Outside of valve control AND Hydraulic reguest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks if there is failure inside valve driver actuation logic and actuation monitoring unit as well as inside valve driver ADC unit.	Failure in actuation logic and actuation compare logic OR Failure in low-side ADC measurement OR Failure in high-side ADC measurement OR Failure in PWM compare unit	= True = True = True = True	Ignition state ON AND Outside of valve control AND Hydraulic reguest is set	= True = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
		ALL	This monitoring checks cyclically the ASIC-Valve-Driver internal output-driver actuation register.	ASIC valve driver failure crosstalk OR Bit failure in ASIC valve driver actuation registers (stuck at 0 or 1) OR Unexpected ASIC valve driver feedback (considered ASIC bits: OpenLoad, Undercurrent, GateQx (ON/OFF))	= True = True = True	Ignition state ON AND Valve relay supply voltage AND Outside of valve control AND Hydraulic reguest is set	= True > 6.9 [V] = True = False	20 [s]	Cyclic in every 20 [s]	Type A, 1 Trip
Ignition Switch Run Crank Line										
Ignition Switch On/Start Position Circuit High	P2535	ALL	This monitoring checks if the Ignition Switch Circuit is short to Battery.	Hardwired ignition switch circuit AND Engine controller run crank terminal status from CAN	> 4.5 fV] = Low	None	= None	2.5 [s]	Continuous	Type B, 2 Trips
Ignition Switch On/Start Position Circuit Low	P2534	r	This monitoring checks if the Ignition Switch Circuit is interrupted or short to GND.	Hardwired ignition switch circuit AND Enaine controller run crank terminal status from CAN	<2M = High	None	= None	2.5 [s]	Continuous	Type B, 2 Trips
Ignition/ACC										
Ignition Switch Accessory Position Circuit Low	P2537	r	This monitoring checks if the Ignition Switch Accessory Circuit is interrupted or short to GND.	Run Crank Wakeup line AND Accessory Line	= High < 2 [V]	None	= None	0.5 [s]	Once	Type B, 2 Trips
Wheel Speed Sensors										
Left Front Wheel Speed Sensor Circuit High	C0503	ALL	This monitoring checks if there is a short circuit of the WSS Front Left signal line to the battery.	Sensor current at the signal line	> 0.05 fA]	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND	= True = True = True	0.12 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True			
Left Front Wheel Speed Sensor Circuit Low	C0502	ALL	This monitoring checks for implausible error patterns of the signal which cannot be classified either as an electrical fault (such as supply to ground which are covered by other monitorings) or valid signal.	Current value monitoring does not detect failure AND Supply line monitoring does not detect failure AND Voltage value monitoring does not detect failure AND Signal is not valid	= True = True = True = False	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.12 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is supply line short to ground failure in case of front left WSS.	Current at sensor supply line AND Current at sensor supply line	> 0.055 (Al <0.16 [A]	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.12 [s]	Continuous	Type A, 1 Trip
Left Front Wheel Speed Sensor Circuit/Open	C0500	ALL	This monitoring checks if there is a short to ground or interruption based on current measurement in case of WSS Front Left line.	Sensor current at the signal line	< 0.0038 fA]	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND	= True = True	0.12 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True			
Left Front Wheel Speed Sensor Direction (Incorrect Mounting)	C0056	ALL	This monitoring checks if the measured rotation direction of FL wheel is correct.	Rotation direction of monitored wheel differs from at least two other wheels rotation direction	= True	Ignition state ON AND Vehicle speed AND At least two WSS direction information is available	= True >3.13 [mphl = True	20 [s]	Continuous	Type B, 2 Trips
Left Front Wheel Speed Sensor Incorrect Component Installed	C0555	BoschVDA ContiVdaR	This monitoring checks if a wrong wheel speed sensor type is mounted.	VDA protocol bits received	<> 9	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True >6M = True = True = True = True	3[s]	Continuous	Type A, 1 Trip
		DF11i	This monitoring checks if a wrong wheel speed sensor type is mounted.	Stop pulse according to WSS protocol is detected	= False	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND	= True >6M = True = True	3[s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True			
		DF11s	This monitoring checks if a wrong wheel speed sensor type is mounted.	Stop pulse according to WSS protocol is detected	= True	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True > 6 M = True = True = True = True	3[s]	Continuous	Type A, 1 Trip
Left Front Wheel Speed Sensor Intermittent/Erratic	C0504	ALL	This monitoring checks if there is an overflow in the Direct Memory Access Transfer Unit.	DMA buffer state OR Buffer transfer error occurred (DMA TU is receiving time stamps too frequently)	= Overflow = True	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.03 [s]	Continuous	Type A, 1 Trip
		BoschVDA ContiVdaR	This monitoring checks if a wrong parity bit is received from WSS Front Left.	Parity information in ASIC differs from Parity information from WSS	= True	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501)	= True = True	1 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True			
Left Front Wheel Speed Sensor Range/Performance	C0501	BoschVDA ContiVdaR	This monitoring checks if there is an incorrect air gap between the impulse wheel and the front left sensor.	Magnetic flux density AND For a number of wheel rotations	< 0.0022 m >= 5	Ignition state ON AND Vehicle speed AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True > 1.24 [mph] = True = True = True = True	8 [s] if Veh. Speed is 3.1 [mph] 22 [s] if Veh. Speed is 1.24 [mph]	Continuous	Type B, 2 Trips
		BoschVDA ContiVdaR	This monitoring checks if stop pulses are not received from front left WSS.	Speed pulses are not received (standstill condition) AND VDA standstill protocol is not received	= True = True	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND	= True >6M = True = True = True	3.6 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
		DF11i	This monitoring checks if stop pulses are not received from front left WSS.	Sensor is not sending speed/stop pulses	= True	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True > 6 M = True = True = True = True	3.6 [s]	Continuous	Type B, 2 Trips
		Bosch	This monitoring checks if there is an undervoltage on the WSS Front Left Supply Line.	Case 1: ECU supply line	< 9 [V]	Case 1: Ignition state ON AND During initialization	 = True = True	1.2 [s]	Initial and continuous	Type B, 2 Trips
				Case 2: Supply voltage across the WSS	< 5.15 [V]	Case 2: Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	 = True = True = True = True = True	0.06 [s]		
		Conti	This monitoring checks if there is an undervoltage on the WSS Front Left Supply Line.	Case 1: ECU supply line	< 9.3 [V]	Case 1: Ignition state ON AND During initialization	 = True = True	1.2 [s]	Initial and continuous	Type B, 2 Trips
				Case 2: Supply voltage across the WSS	< 5.65 M	Case 2: Ignition state ON AND	 = True	0.06 [s]		

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True			
		DF11s DF11i	This monitoring checks if there is an undervoltage on the WSS Front Left Supply Line.	Case 1: ECU supply line	< 7.2 [V]	Case 1: Ignition state ON AND During initialization	 = True = True	1.2 [s]	Initial and continuous	Type B, 2 Trips
				Case 2: Supply voltage across the WSS	<5.15[V]	Case 2: Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	 = True = True = True = True = True	0.06 [s]		
		ALL	This monitoring checks if the system can recognize a WSS FL line failure.	Hardware check failed according to the ASIC internal register data	= True	Ignition state ON	= True	0.05 [s]	Once	Type B, 2 Trips
		ALL	This monitoring checks the amount of the magnetic poles of the WSS FL tone wheel for one rotation.	A gap in the raw WSS signal is consequently detected for a defined number of times	>= 10	Ignition state ON AND Vehicle speed AND ESP or ABS intervention AND Rough road is detected	= True = 6.21..37.28 fmphl = False = False	Immediately after recognizing the 10th gap	Continuous	Type B, 2 Trips
		ALL	This monitoring checks for a discontinuous WSS Signal.	(Wheel acceleration AND For a calibrated number of counts AND For time) OR	> 981 fm/s^21 = 2 <1.2 fs]	Ignition state ON	= True	20 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				(Wheel acceleration AND Accumulation of the weighted noise amplitude in current driving cycle) OR (Number of detected increasing edges AND Within time)	> 500 [m/s^2] > 4 >= 3 = 0.005 fsl					
		ALL	This monitoring checks WSS for implausibly high wheel speed value.	Measured wheel speed	> 183.95 [mph]	Ignition state ON	= True	5[s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the difference between the wheel speed sensor signals and WSS FL is within a valid range.	Case 1: IDifference between maximum and minimum wheel speed|	> 3.73 [mph]	Case 1: Ignition state ON AND Vehicle speed AND Curve driving	 = True < 12.43 [mph] < 20 [deg/s]	9-18 [s]	Continuous	Type B, 2 Trips
				Case 2: IDifference between maximum and minimum wheel speedl	> 6 [%] of the vehicle speed	Case 2: Ignition state ON AND Vehicle speed AND Curve driving	 = True > 12.43 [mph] < 20 [deg/s]	9-18 [s]		
				Case 3: IDifference between maximum and minimum wheel speedl	> 3.73 [mph]	Case 3: Ignition state ON AND Vehicle speed AND Curve driving	 = True <62.13 [mph] > 20 [deg/s]	9-18 [s]		
				Case 4: IDifference between maximum and minimum wheel speedl	> 6 [%] of the vehicle speed	Case 4: Ignition state ON AND Vehicle speed	 = True >= 62.13 [mph]	9-18 [s]		
				Case 5: IDifference between maximum and minimum wheel speedl	> 3.73 [mph]	Case 5: (Spinning wheel is detected OR Number of defective WSS OR ABS is not available OR Number of wheel velocities below 3.1 mph) AND Ignition state ON	 = True > 2 = True > 3 = True	72 [s]		
		ALL	This monitoring checks if there is a lost wheel speed sensor signal.	Case 1: (Speed of one wheel AND Vehicle speed increase) OR (Speed of two wheels AND Vehicle speed increase)	 = 0 [mph] > 7.38 [mph] = 0 [mph] > 12.97 (all wheel drive) or 7.38 (two wheel drive) [mph]	Case 1: Ignition state ON AND ABS TCS EBD control AND Drive off from standstill	 = True = False = True	0.5 [s]	Continuous	Type B, 2 Trips
				Case 2: Speed of one wheel AND Vehicle speed increase	 = 0 [mph] > 11.18 [mph]	Case 2: Ignition state ON AND ABS TCS EBD control	 = True = False	Immediately		
				Case 3: Wheel acceleration	 < -300 [m/s^2]	Case 3: Ignition state ON AND Vehicle speed AND	 = True > 34.67 [mph]	0.08 [s]		

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Aquaplaning	= False			
Left Rear Wheel Speed Sensor Circuit High	C050F	ALL	This monitoring checks if there is a short circuit of the WSS Rear Left signal line to the battery.	Sensor current at the signal line	> 0.05 fA]	Ignition state ON	= True	0.12 [s]	Continuous	Type A, 1 Trip
						AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501)	= True			
						AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507)	= True			
						AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True			
						AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
Left Rear Wheel Speed Sensor Circuit Low	C050E	ALL	This monitoring checks for implausible error patterns of the signal which cannot be classified either as an electrical fault (such as supply to ground which are covered by other monitorings) or valid signal.	Current Value Monitoring detects failure	= False	Ignition state ON	= True	0.12 [s]	Continuous	Type A, 1 Trip
				AND Supply Line Monitoring detects failure	= False	AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501)	= True			
				AND Voltage Value Monitoring detects failure	= False	AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507)	= True			
				AND Signal is valid	= False	AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True			
						AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
		ALL	This monitoring checks if there is supply line short to ground failure in case of rear left WSS.	Current at sensor supply line	> 0.055 (Al	Ignition state ON	= True	0.12 [s]	Continuous	Type A, 1 Trip
				AND Current at sensor supply line	<0.16 [A]	AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501)	= True			
						AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507)	= True			
						AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True			

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	 = True			
Left Rear Wheel Speed Sensor Circuit/Open	C050C	ALL	This monitoring checks if there is a short to ground or interruption based on current measurement in case of WSS Rear Left line.	Sensor current at the signal line	< 0.0038 [A	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.12 [s]	Continuous	Type A, 1 Trip
Left Rear Wheel Speed Sensor Direction (Incorrect Mounting)	C0058	ALL	This monitoring checks if the measured rotation direction of RL wheel is correct.	Rotation direction of monitored wheel differs from at least two other wheels rotation direction	= True	Ignition state ON AND Vehicle speed AND At least two WSS direction information is available	= True >3.13 [mph] = True	20 [s]	Continuous	Type B, 2 Trips
Left Rear Wheel Speed Sensor Incorrect Component Installed	C0557	BoschVDA ContiVdaR	This monitoring checks if a wrong wheel speed sensor type is mounted.	VDA protocol bits received	<> 9	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True >6M = True = True = True = True	3[s]	Continuous	Type A, 1 Trip
		DF11i	This monitoring checks if a wrong wheel speed sensor type is mounted.	Stop pulse is not detected	= True	Ignition state ON AND	= True	3[s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	> 6 (V] = True = True = True = True			
Left Rear Wheel Speed Sensor Intermittent/Erratic	C0510	ALL	This monitoring checks if there is an overflow in the Direct Memory Access Transfer Unit.	DMA buffer is in "overflow" state OR Buffer transfer error occurred	= True = True	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.03 [s]	Continuous	Type A, 1 Trip
		BoschVDA ContiVdaR	This monitoring checks if a wrong parity bit is received from WSS Rear Left.	Parity information in ASIC differs from Parity information from WSS	= True	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND	= True = True = True = True	1 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
Left Rear Wheel Speed Sensor Range/Performance	C050D	BoschVDA ContiVdaR	This monitoring checks if there is an incorrect air gap between the impulse wheel and the rear left sensor.	Magnetic flux density AND For a number of wheel rotations	< 0.0022 m >= 5	Ignition state ON AND Vehicle speed AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True > 1.24 [mph] = True = True = True = True	8 [s] if Veh. Speed is 3.1 [mph] 22 [s] if Veh. Speed is 1.24 [mph]	Continuous	Type B, 2 Trips
		BoschVDA ContiVdaR	This monitoring checks if stop pulses are not received from rear left WSS.	Speed pulses are not received (standstill condition) AND VDA standstill protocol is not received	= True = True	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True > 6 M = True = True = True = True	3.6 [s]	Continuous	Type B, 2 Trips
		DF11i	This monitoring checks if stop pulses are not received from rear left WSS.	Sensor is not sending speed/stop pulses	= True	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND	= True > 6 M = True	3.6 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True			
		Bosch	This monitoring checks if there is an undervoltage on the WSS Rear Left Supply Line.	Case 1: ECU supply line	< 9 M	Case 1: Ignition state ON AND During initialization	= True = True	1.2 [s]	Initial and continuous	Type B, 2 Trips
				Case 2: Supply voltage across the WSS	< 5.15 [V]	Case 2: Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.06 [s]		
		Conti	This monitoring checks if there is an undervoltage on the WSS Rear Left Supply Line.	Case 1: ECU supply line	< 9.3 rvi	Case 1: Ignition state ON AND During initialization	= True = True	1.2 [s]	Initial and continuous	Type B, 2 Trips
				Case 2: Supply voltage across the WSS	< 5.65 [V]	Case 2: Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True = True = True = True	0.06 [s]		

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	 = True			
		DF11s DF11i	This monitoring checks if there is an undervoltage on the WSS Rear Left Supply Line.	Case 1: ECU supply line	 < 7.2 rvi	Case 1: Ignition state ON AND During initialization	 = True = True	1.2 [s]	Initial and continuous	Type B, 2 Trips
				Case 2: Supply voltage across the WSS	 < 5.15 [V]	Case 2: Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	 = True = True = True = True = True	0.06 [s]		
		ALL	This monitoring checks if the system can recognize a WSS RL line failure.	Hardware check failed according to the ASIC internal register data	= True	Ignition state ON	= True	0.05 [s]	Once	Type B, 2 Trips
		ALL	This monitoring checks the amount of the magnetic poles of the WSS RL tone wheel for one rotation.	A gap in the raw WSS signal is consequently detected for a defined number of times	>= 10	Ignition state ON AND Vehicle speed AND ESP or ABS intervention AND Rough road is detected	= True = 6.21..37.28 [mph] = False = False	Immediately after recognizing the 10th gap	Continuous	Type B, 2 Trips
		ALL	This monitoring checks for a discontinuous WSS Signal.	(Wheel acceleration AND For a calibrated number of counts AND For time) OR (Wheel acceleration AND Accumulation of the weighted noise amplitude in current driving cycle) OR (Number of detected increasing edges AND Within time)	> 981 [m/s^2] = 2 <1.2 [s] > 500 [m/s^2] > 4 >= 3 = 0.005 fsl	Ignition state ON	= True	20 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks WSS for implausibly high wheel speed value.	Measured wheel speed	> 183.95 [mph]	Ignition state ON	= True	5 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the difference between the wheel speed sensor signals and WSS RL is within a valid range.	Case 1: |Difference between maximum and minimum wheel speed|	 > 3.73 [mph]	Case 1: Ignition state ON AND Vehicle speed	 = True < 12.43 [mph]	9-18 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						AND Curve driving	 < 20 [deg/s]			
				Case 2: IDifference between maximum and minimum wheel speedl	 > 6 [%] of the vehicle speed	Case 2: Ignition state ON AND Vehicle speed AND Curve driving	 = True > 12.43 [mph] < 20 [deg/s]	9-18 [s]		
				Case 3: IDifference between maximum and minimum wheel speedl	 > 3.73 [mph]	Case 3: Ignition state ON AND Vehicle speed AND Curve driving	 = True <62.13 [mph] > 20 [deg/s]	9-18 [s]		
				Case 4: IDifference between maximum and minimum wheel speedl	 > 6 r%l of the vehicle speed	Case 4: Ignition state ON AND Vehicle speed	 = True >= 62.13 [mph]	9-18 [s]		
				Case 5: IDifference between maximum and minimum wheel speedl	 > 3.73 [mph]	Case 5: (Spinning wheel is detected OR Number of defective WSS OR ABS is not available OR Number of wheel velocities below 3.1 mph) AND Ignition state ON	 = True > 2 = True > 3 = True	72 [s]		
		ALL	This monitoring checks if there is a lost wheel speed sensor signal.	Case 1: (Speed of one wheel AND Vehicle speed increase) OR (Speed of two wheels AND Vehicle speed increase)	 = 0 [mph] > 7.38 [mph] = 0 [mph] > 12.97 (all wheel drive) or 7.38 (two wheel drive) [mph]	Case 1: Ignition state ON AND ABS TCS EBD control AND Drive off from standstill	 = True = False = True	0.5 [s]	Continuous	Type B, 2 Trips
				Case 2: Speed of one wheel AND Vehicle speed increase	 = 0 [mph] > 11.18 [mph]	Case 2: Ignition state ON AND ABS TCS EBD control	 = True = False	Immediately		
				Case 3: Wheel acceleration	 < -300 [m/s^2]	Case 3: Ignition state ON AND Vehicle speed AND Aquaplaning	 = True > 34.67 [mph] = False	0.08 [s]		
Right Front Wheel Speed Sensor Circuit High	C0509	ALL	This monitoring checks if there is a short circuit of the WSS Front Right signal line to the battery.	Sensor current at the signal line	> 0.05 [A]	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND	= True = True = True	0.12 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True			
						AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
Right Front Wheel Speed Sensor Circuit Low	C0508	ALL	This monitoring checks for implausible error patterns of the signal which cannot be classified either as an electrical fault (such as supply to ground which are covered by other monitorings) or valid signal.	Current Value Monitoring detects failure	= False	Ignition state ON	= True	0.12 [s]	Continuous	Type A, 1 Trip
				AND Supply Line Monitoring detects failure	= False	AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501)	= True			
				AND Voltage Value Monitoring detects failure	= False	AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507)	= True			
				AND Signal is valid	= False	AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True			
						AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
		ALL	This monitoring checks if there is supply line short to ground failure in case of front right WSS.	Current at sensor supply line	> 0.055 (Al	Ignition state ON	= True	0.12 [s]	Continuous	Type A, 1 Trip
				AND Current at sensor supply line	<0.16 [A]	AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501)	= True			
						AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507)	= True			
						AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True			
						AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
Right Front Wheel Speed Sensor Circuit/Open	C0506	ALL	This monitoring checks if there is a short to ground or interruption based on current measurement in case of WSS Front Right line.	Sensor current at the signal line	< 0.0038 fA]	Ignition state ON	= True	0.12 [s]	Continuous	Type A, 1 Trip
						AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501)	= True			
						AND				

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True			
Right Front Wheel Speed Sensor Direction (Incorrect Mounting)	C0057	ALL	This monitoring checks if the measured rotation direction of FR wheel is correct.	Rotation direction of monitored wheel differs from at least two other wheels rotation direction	= True	Ignition state ON AND Vehicle speed AND At least two WSS direction information is available	= True >3.13 [mph] = True	20 [s]	Continuous	Type B, 2 Trips
Right Front Wheel Speed Sensor Incorrect Component Installed	C0556	BoschVDA ContiVdaR	This monitoring checks if a wrong wheel speed sensor type is mounted.	VDA protocol bits received	<> 9	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True >6M = True = True = True = True	3[s]	Continuous	Type A, 1 Trip
		DF11i	This monitoring checks if a wrong wheel speed sensor type is mounted.	Stop pulse according to WSS protocol is detected	= False	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND	= True >6M = True = True	3[s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True			
		DF11s	This monitoring checks if a wrong wheel speed sensor type is mounted.	Stop pulse according to WSS protocol is detected	= True	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True >6M = True = True = True = True	3[s]	Continuous	Type A, 1 Trip
Right Front Wheel Speed Sensor Intermittent/Erratic	C050A	ALL	This monitoring checks if there is an overflow in the Direct Memory Access Transfer Unit.	DMA buffer is in "overflow" state OR Buffer transfer error occurred	= True = True	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.03 [s]	Continuous	Type A, 1 Trip
		BoschVDA ContiVdaR	This monitoring checks if a wrong parity bit is received from WSS Front Right.	Parity information in ASIC differs from Parity information from WSS	= True	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501)	= True = True	1 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True			
Right Front Wheel Speed Sensor Range/Performance	C0507	BoschVDA ContiVdaR	This monitoring checks if there is an incorrect air gap between the impulse wheel and the front right sensor.	Magnetic flux density AND For a number of wheel rotations	< 0.0022 m >= 5	Ignition state ON AND Vehicle speed AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True > 1.24 [mph] = True = True = True = True	8 [s] if Veh. Speed is 3.1 [mph] 22 [s] if Veh. Speed is 1.24 [mph]	Continuous	Type B, 2 Trips
		BoschVDA ContiVdaR	This monitoring checks if stop pulses are not received from front right WSS.	Speed pulses are not received (standstill condition) AND VDA standstill protocol is not received	= True = True	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND	= True > 6 M = True = True = True	3.6 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
		DF11i	This monitoring checks if stop pulses are not received from front right WSS.	Sensor is not sending speed/stop pulses	= True	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True >6M = True = True = True = True	3.6 [s]	Continuous	Type B, 2 Trips
		Bosch	This monitoring checks if there is an undervoltage on the WSS Front Right Supply Line.	Case 1: ECU supply line	<9[V]	Case 1: Ignition state ON AND During initialization	= True = True	1.2 [s]	Initial and continuous	Type B, 2 Trips
				Case 2: Supply voltage across the WSS	<5.15[V]	Case 2: Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.06 [s]		
		Conti	This monitoring checks if there is an undervoltage on the WSS Front Right Supply Line.	Case 1: ECU supply line	< 9.3 [V]	Case 1: Ignition state ON AND During initialization	= True = True	1.2 [s]	Initial and continuous	Type B, 2 Trips
				Case 2: Supply voltage across the WSS	< 5.65 M	Case 2: Ignition state ON AND	= True	0.06 [s]		

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True			
		DF11s DF11i	This monitoring checks if there is an undervoltage on the WSS Front Right Supply Line.	Case 1: ECU supply line	 < 7.2 [V]	Case 1: Ignition state ON AND During initialization	 = True = True	1.2 [s]	Initial and continuous	Type B, 2 Trips
				Case 2: Supply voltage across the WSS	 <5.15[V]	Case 2: Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	 = True = True = True = True = True	0.06 [s]		
		ALL	This monitoring checks if the system can recognize a WSS FR line failure.	Hardware check failed according to the ASIC internal register data	= True	Ignition state ON	= True	0.05 [s]	Once	Type B, 2 Trips
		ALL	This monitoring checks the amount of the magnetic poles of the WSS FR tone wheel for one rotation.	A gap in the raw WSS signal is consequently detected for a defined number of times	>= 10	Ignition state ON AND Vehicle speed AND ESP or ABS intervention AND Rough road is detected	= True = 6.21..37.28 fmphl = False = False	Immediately after recognizing the 10th gap	Continuous	Type B, 2 Trips
		ALL	This monitoring checks for a discontinuous WSS Signal.	(Wheel acceleration AND For a calibrated number of counts AND For time) OR	> 981 fm/s^{A}21 = 2 <1.2 fs]	Ignition state ON	= True	20 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
				(Wheel acceleration AND Accumulation of the weighted noise amplitude in current driving cycle) OR (Number of detected increasing edges AND Within time)	> 500 [m/s^2] > 4 >= 3 = 0.005 fsl					
		ALL	This monitoring checks WSS for implausibly high wheel speed value.	Measured wheel speed	> 183.95 [mph]	Ignition state ON	= True	5[s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the difference between the wheel speed sensor signals and WSS FR is within a valid range.	Case 1: IDifference between maximum and minimum wheel speed|	> 3.73 [mph]	Case 1: Ignition state ON AND Vehicle speed AND Curve driving	 = True < 12.43 [mph] < 20 [deg/s]	9-18 [s]	Continuous	Type B, 2 Trips
				Case 2: IDifference between maximum and minimum wheel speedl	> 6 [%] of the vehicle speed	Case 2: Ignition state ON AND Vehicle speed AND Curve driving	 = True > 12.43 [mph] < 20 [deg/s]	9-18 [s]		
				Case 3: IDifference between maximum and minimum wheel speedl	> 3.73 [mph]	Case 3: Ignition state ON AND Vehicle speed AND Curve driving	 = True <62.13 [mph] > 20 [deg/s]	9-18 [s]		
				Case 4: IDifference between maximum and minimum wheel speedl	> 6 [%] of the vehicle speed	Case 4: Ignition state ON AND Vehicle speed	 = True >= 62.13 [mph]	9-18 [s]		
				Case 5: IDifference between maximum and minimum wheel speedl	> 3.73 [mph]	Case 5: (Spinning wheel is detected OR Number of defective WSS OR ABS is not available OR Number of wheel velocities below 3.1 mph) AND Ignition state ON	 = True > 2 = True > 3 = True	72 [s]		
		ALL	This monitoring checks if there is a lost wheel speed sensor signal.	Case 1: (Speed of one wheel AND Vehicle speed increase) OR (Speed of two wheels AND Vehicle speed increase)	 = 0 [mph] > 7.38 [mph] = 0 [mph] > 12.97 (all wheel drive) or 7.38 (two wheel drive) [mph]	Case 1: Ignition state ON AND ABS TCS EBD control AND Drive off from standstill	 = True = False = True	0.5 [s]	Continuous	Type B, 2 Trips
				Case 2: Speed of one wheel AND Vehicle speed increase	 = 0 [mph] > 11.18 [mph]	Case 2: Ignition state ON AND ABS TCS EBD control	 = True = False	Immediately		
				Case 3: Wheel acceleration	 < -300 [m/s^2]	Case 3: Ignition state ON AND Vehicle speed AND	 = True > 34.67 [mph]	0.08 [s]		

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Aquaplaning	= False			
Right Rear Wheel Speed Sensor Circuit High	C0515	ALL	This monitoring checks if there is a short circuit of the WSS Rear Right signal line to the battery.	Sensor current at the signal line	> 0.05 fA]	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.12 [s]	Continuous	Type A, 1 Trip
Right Rear Wheel Speed Sensor Circuit Low	C0514	ALL	This monitoring checks for implausible error patterns of the signal which cannot be classified either as an electrical fault (such as supply to ground which are covered by other monitorings) or valid signal.	Current Value Monitoring detects failure AND Supply Line Monitoring detects failure AND Voltage Value Monitoring detects failure AND Signal is valid	= False = False = False = False	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.12 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if there is supply line short to ground failure in case of rear right WSS.	Current at sensor supply line AND Current at sensor supply line	> 0.055 (Al <0.16 [A]	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True = True = True = True	0.12 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	 = True			
Right Rear Wheel Speed Sensor Circuit/Open	C0512	ALL	This monitoring checks if there is a short to ground or interruption based on current measurement in case of WSS Rear Right line.	Sensor current at the signal line	< 0.0038 [A]	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.12 [s]	Continuous	Type A, 1 Trip
Right Rear Wheel Speed Sensor Direction (Incorrect Mounting)	C0059	ALL	This monitoring checks if the measured rotation direction of RR wheel is correct.	Rotation direction of monitored wheel differs from at least two other wheels rotation direction	= True	Ignition state ON AND Vehicle speed AND At least two WSS direction information is available	= True >3.13 [mph] = True	20 [s]	Continuous	Type B, 2 Trips
Right Rear Wheel Speed Sensor Incorrect Component Installed	C0558	BoschVDA ContiVdaR	This monitoring checks if a wrong wheel speed sensor type is mounted.	VDA protocol bits received	<> 9	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True >6M = True = True = True = True	3[s]	Continuous	Type A, 1 Trip
		DF11i	This monitoring checks if a wrong wheel speed sensor type is mounted.	Stop pulse is not detected	= True	Ignition state ON AND	= True	3[s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	> 6 (V) = True = True = True = True			
Right Rear Wheel Speed Sensor Intermittent/Erratic	C0516	ALL	This monitoring checks if there is an overflow in the Direct Memory Access Transfer Unit.	DMA buffer is in "overflow" state OR Buffer transfer error occurred	= True = True	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.03 [s]	Continuous	Type A, 1 Trip
		BoschVDA ContiVdaR	This monitoring checks if a wrong parity bit is received from WSS Rear Right.	Parity information in ASIC differs from Parity information from WSS	= True	Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND	= True = True = True = True	1 [s]	Continuous	Type A, 1 Trip

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
Right Rear Wheel Speed Sensor Range/Performance	C0513	BoschVDA ContiVdaR	This monitoring checks if there is an incorrect air gap between the impulse wheel and the rear right sensor.	Magnetic flux density AND For a number of wheel rotations	< 0.0022 m >= 5	Ignition state ON AND Vehicle speed AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True > 1.24 [mph] = True = True = True = True	8 [s] if Veh. Speed is 3.1 [mph] 22 [s] if Veh. Speed is 1.24 [mph]	Continuous	Type B, 2 Trips
		BoschVDA ContiVdaR	This monitoring checks if stop pulses are not received from rear right WSS.	Speed pulses are not received (standstill condition) AND VDA standstill protocol is not received	= True = True	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True > 6 M = True = True = True = True	3.6 [s]	Continuous	Type B, 2 Trips
		DF11i	This monitoring checks if stop pulses are not received from rear right WSS.	Sensor is not sending speed/stop pulses	= True	Ignition state ON AND Sensor supply voltage AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND	= True > 6 M = True	3.6 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507)	= True			
						AND				
						Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True			
						AND				
						Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
		Bosch	This monitoring checks if there is an undervoltage on the WSS Rear Right Supply Line.	Case 1: ECU supply line	<9M	Case 1: Ignition state ON	= True	1.2 [s]	Initial and continuous	Type B, 2 Trips
						AND				
						During initialization	= True			
				Case 2: Supply voltage across the WSS	< 5.15 [V]	Case 2: Ignition state ON	= True	0.06 [s]		
						AND				
						Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501)	= True			
						AND				
						Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507)	= True			
						AND				
						Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True			
						AND				
						Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
		Conti	This monitoring checks if there is an undervoltage on the WSS Rear Right Supply Line.	Case 1: ECU supply line	< 9.3 rvi	Case 1: Ignition state ON	= True	1.2 [s]	Initial and continuous	Type B, 2 Trips
						AND				
						During initialization	= True			
				Case 2: Supply voltage across the WSS	< 5.65 [V]	Case 2: Ignition state ON	= True	0.06 [s]		
						AND				
						Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501)	= True			
						AND				
						Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507)	= True			
						AND				
						Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D)	= True			

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True			
		DF11s DF11i	This monitoring checks if there is an undervoltage on the WSS Rear Right Supply Line.	Case 1: ECU supply line	< 7.2 [V]	Case 1: Ignition state ON AND During initialization	= True = True	1.2 [s]	Initial and continuous	Type B, 2 Trips
				Case 2: Supply voltage across the WSS	<5.15[V]	Case 2: Ignition state ON AND Front Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0501) AND Front Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0507) AND Rear Left WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C050D) AND Rear Right WSS Test is finished as sensor undervoltage fault is not logged (SAE code: C0513)	= True = True = True = True = True	0.06 [s]		
		ALL	This monitoring checks if the system can recognize a WSS RR line failure.	Hardware check failed according to the ASIC internal register data	= True	Ignition state ON	= True	0.05 [s]	Once	Type B, 2 Trips
		ALL	This monitoring checks the amount of the magnetic poles of the WSS RR tone wheel for one rotation.	A gap in the raw WSS signal is consequently detected for a defined number of times	>= 10	Ignition state ON AND Vehicle speed AND ESP or ABS intervention AND Rough road is detected	= True = 6.21..37.28 [mph] = False = False	Immediately after recognizing the 10th gap	Continuous	Type B, 2 Trips
		ALL	This monitoring checks for a discontinuous WSS Signal.	(Wheel acceleration AND For a calibrated number of counts AND For time) OR (Wheel acceleration AND Accumulation of the weighted noise amplitude in current driving cycle) OR (Number of detected increasing edges AND Within time)	> 981 (m/s^21 = 2 <1.2 fs] > 500 (m/s^21 > 4 >= 3 = 0.005 Is]	Ignition state ON	= True	20 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks WSS for implausibly high wheel speed value.	Measured wheel speed	> 183.95 [mph]	Ignition state ON	= True	5[s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the difference between the wheel speed sensor signals and WSS RR is within a valid range.	Case 1: IDifference between maximum and minimum wheel speedl	> 3.73 fmph]	Case 1: Ignition state ON AND	= True	9-18 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
						Vehicle speed AND Curve driving	< 12.43 [mph] < 20 [deg/s]			
				Case 2: IDifference between maximum and minimum wheel speedl	> 6 r%] of the vehicle speed	Case 2: Ignition state ON AND Vehicle speed AND Curve driving	 = True > 12.43 [mph] < 20 [deg/s]	9-18 [s]		
				Case 3: IDifference between maximum and minimum wheel speed|	> 3.73 [mph]	Case 3: Ignition state ON AND Vehicle speed AND Curve driving	 = True <62.13 [mph] > 20 [deg/s]	9-18 [s]		
				Case 4: IDifference between maximum and minimum wheel speedl	> 6 [%] of the vehicle speed	Case 4: Ignition state ON AND Vehicle speed	 = True >= 62.13 [mph]	9-18 [s]		
				Case 5: IDifference between maximum and minimum wheel speedl	> 3.73 [mph]	Case 5: (Spinning wheel is detected OR Number of defective WSS OR ABS is not available OR Number of wheel velocities below 3.1 mph) AND Ignition state ON	 = True > 2 = True > 3 = True	72 [s]		
		ALL	This monitoring checks if there is a lost wheel speed sensor signal.	Case 1: (Speed of one wheel AND Vehicle speed increase) OR (Speed of two wheels AND Vehicle speed increase)	 = 0 [mph] > 7.38 [mph] = 0 [mph] > 12.97 (all wheel drive) or 7.38 (two wheel drive) [mph]	Case 1: Ignition state ON AND ABS TCS EBD control AND Drive off from standstill	 = True = False = True	0.5 [s]	Continuous	Type B, 2 Trips
				Case 2: Speed of one wheel AND Vehicle speed increase	 = 0 [mph] > 11.18 [mph]	Case 2: Ignition state ON AND ABS TCS EBD control	 = True = False	Immediately		
				Case 3: Wheel acceleration	 < -300 [m/s^2]	Case 3: Ignition state ON AND Vehicle speed AND Aquaplaning	 = True > 34.67 [mph] = False	0.08 [s]		
Vehicle Speed - Wheel Speed Correlation	P215A	ALL	This monitoring checks if sensor signals seem to be affected by temporary failure suspicion at the same time to ensure the proper working of ABS functionality.	Number of sensor signal monitoring fault suspicions detected	> 2	Ignition state ON	= True	0.5 [s]	Continuous	Type B, 2 Trips
		ALL	This monitoring checks if the source of the invalid signal can be found.	IDifference between maximum and minimum wheel speedl	>52.12 [mph]	Ignition state ON AND Vehicle speed	= True > 3.1 [mph]	9 - 72 [s]	Continuous	Type B, 2 Trips

System/ Component	Fault Code	Variant	Monitoring Strategy Description	Malfunction Criteria	Malfunction Criteria Threshold Value	Secondary Parameters	Enable Condition	Time Required	Frequency of Checks	MIL Illumination
Brake Booster Internal Power Driver										
		ALL	This monitoring checks if sensor signals seem to be affected by temporary failure suspicion at the same time to ensure the proper working of Vehicle Dynamic Control functionality.	Number of sensor signal monitoring fault suspicions detected	> 1	Ignition state ON	= True	0.1 [s]	Continuous	Type B, 2 Trips
Wheel Speed Sensor Signal Cross Coupled	C2A23	ALL	This monitoring checks if the wheel speed sensors at the Front Axle are mounted incorrectly or if the wheel speed sensors at the Front axle are swapped.	Integrated model yaw rate out of Front Axle wheel speed sensors AND Integrated model yaw rate out of Steering Angle Sensor	< -90 [deg] > 90 [deg]	Ignition state ON AND Vehicle speed AND Curve driving	= True >4.47 [mph] > 3 [deg/s]	30 [s]	Continuous	Type A, 1 Trip
		ALL	This monitoring checks if the wheel speed sensors at the Rear Axle are mounted incorrectly or if the wheel speed sensors at the Rear axle are swapped.	Integrated model yaw rate out of Rear Axle wheel speed sensors AND Integrated model yaw rate out of Steering Angle Sensor	< -90 [deg] > 90 [deg]	Ignition state ON AND Vehicle speed AND Curve driving	= True >4.47 [mph] > 3 [deg/s]	30 [s]	Continuous	Type A, 1 Trip
Wheel Speed Sensors Rotation Direction Correlation	C003F	ALL	This monitoring checks the rotation direction of wheel speed sensors.	Rotation direction of monitored wheel differs from at least two other wheels rotation direction	= True	Ignition state ON AND Vehicle speed AND Number of WSS direction information is available	= True >3.13 [mph] >= 3	20 [s]	Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	A corresponding index within the CGM Diagnostic Status Message Signal indicates that the CGM Ignition Switch Run/Start Position Circuit Low DTC has set in the CGM. See CGM summary pages for more information.		General Enable Criteria: The corresponding index within the CGM Diagnostic Status Message Signal 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 Ilium.
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	A corresponding index within the CGM Diagnostic Status Message Signal indicates that the CGM Ignition Switch Run/Start Position Circuit High DTC has set in the CGM. See CGM summary pages for more information.		General Enable Criteria: The corresponding index within the CGM Diagnostic Status Message Signal 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 Ilium.
CGM Control Module Memory Failure	B2B12	This DTC monitors for a CGM Control Module Memory Failure error as determined by the CGM	A corresponding index within the CGM Diagnostic Status Message Signal indicates that the CGM Control Module Memory Failure DTC has set in the CGM. See CGM summary pages for more information.		General Enable Criteria: The corresponding index within the CGM Diagnostic Status Message Signal 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 Ilium.
CGM Control Module Internal Performance Failure	B2B13	This DTC monitors for a CGM Control Module Internal Performance Failure error as determined by the CGM	A corresponding index within the CGM Diagnostic Status Message Signal indicates that the CGM Control Module Internal Performance Failure DTC has set in the CGM. See CGM summary pages for more information.		General Enable Criteria: The corresponding index within the CGM Diagnostic Status Message Signal 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 Ilium.
Longitudinal Acceleration Sensor Performance	C0552	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 fail time, 50 millisecond update rate update raw longitudinal acceleration signal region 1 fail time, 50 millisecond update rate	> 0.2500 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 = 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 < 0.70 % > 80.0 Nm > 0.1500 g > 15.0 KPH < 200.0 KPH	raw longitudinal acceleration signal stability time > 10.0 seconds raw longitudinal acceleration signal 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	Type C, 1 Trip No MIL Emissions Neutral "Emissions Neutral Diagnostic-Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 fail time, 50 millisecond update rate update raw longitudinal acceleration signal region 2 fail time, 50 millisecond update rate	> 0.0500 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 raw longitudinal acceleration signal fail time > 75.0 seconds out of sample time > 120.0 seconds, 50 millisecond update rate region 2 fail time > 75.0 seconds out of region 2 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 Ilium.
					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		
			ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal fail time, 50 millisecond update rate update raw longitudinal acceleration signal region 3 fail time, 50 millisecond update rate	> 0.0500 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 raw longitudinal acceleration signal fail time > 75.0 seconds out of sample time > 120.0 seconds, 50 millisecond update rate region 3 fail time > 75.0 seconds out of region 3 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 Ilium.
					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		
			ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal fail time, 50 millisecond update rate update raw longitudinal acceleration signal region 4 fail time, 50 millisecond update rate	> 0.0500 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 raw longitudinal acceleration signal 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 Ilium.
					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	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Longitudinal Acceleration Sensor Circuit Low	C0553	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 Q 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	Type C, 1 Trip No MIL Emissions Neutral "Emissions Neutral Diagnostic-Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Longitudinal Acceleration Sensor Circuit High	C0554	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 Q 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	Type C, 1 Trip No MIL Emissions Neutral "Emissions Neutral Diagnostic-Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Steering Wheel Angle Sensor Signal Message Counter Incorrect	C1211	This DTC monitors for an error in the Steering Wheel Angle Sensor Signal Message Counter.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Steering Wheel Angle ARC Steering Angle Sensor CSUM	 >=8.00 counts out of >= 18.00 counts >=8.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	 >= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Steering Wheel Angle ARC samples every 10.00 milliseconds. Steering Angle Sensor CSUM samples every 10.00 milliseconds.	Type C, 1 Trip No MIL Emissions Neutral "Safety Emissions Neutral Diagnostic"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Q impedance between signal and controller ground.	P0010 is Enabled 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 Ilium.
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_CamPosErrorLimId**)deg	**Intake Cam Phsr Enable**	= TRUE	100.00 failures out of 125.00 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 < **(CalculatedPerfMaxId)** deg		
					Desired cam position variation	< 3.00 deg for (**P0011_P05CC_StablePositionTimeId**) 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 Ilium.
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 Q impedance between signal and controller ground.	P0013 is Enabled 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 Ilium.
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_CamPosErrorLimEd**)deg	**Exhaust Cam Phsr Enable**	= TRUE	100.00 failures out of 125.00 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 < **(CalculatedPerfMaxEd)** deg		
					Desired cam position variation	<3.00 deg for (**P0014_P05CE_StablePositionTimeEd**) 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 Ilium.
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 < -10.6 Crank Degrees >11.3 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 Ilium.
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 < -10.6 Crank Degrees >11.3 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 Ilium.
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 Q 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 Ilium.
O2S Heater Control Circuit Bankl Sensori	P0031	Controller specific output driver circuit diagnoses the heater output low sided driver fora 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 Q 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 Ilium.
O2S Heater Control Circuit Bankl Sensori	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 Q 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 Ilium.
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 Q 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 Ilium.
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 Q 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 Ilium.
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 Q 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 Ilium.
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 Q 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 Ilium.
O2S Heater Control Circuit Bankl Sensor2	P0037	Controller specific output driver circuit diagnoses the heater output low sided driver fora 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 Q 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 Ilium.
O2S Heater Control Circuit Bankl 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 Q 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 Ilium.
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	5.7 < ohms < 11.7	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 °C >28,800 seconds > -30.0 °C < 32.0 volts < 0.05 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 Ilium.
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 0.1875s	Type A, 1 Trips
					Run/Crank voltage	> 6.41 Volts	Continuous in MAIN processor	
			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 Ilium.
Outside Air Temperature (OAT) Sensor Circuit Performance	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	**<u>Engine Off:</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	Diagnostic is Enabled 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	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 Ilium.
		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.				EngineModeNotRunTimer Error		
			<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	Diagnostic is Enabled Time between current ignition cycle and the last time the engine was running Engine is running Vehicle Speed Engine airflow 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	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 Ilium.
		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				IAT_SensorFA ECT_Sensor_Ckt_FA MAF_SensorFA EngineModeNotRunTimer Error		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		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 Ilium.
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)	Diagnostic is Enabled		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 Ilium.
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)	Diagnostic is Enabled		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 Ilium.
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[1] = ABS(current OAT reading - OAT reading from 100 milliseconds previous)	> 100 deg C 10 consecutive OAT readings	Diagnostic is Enabled		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 Ilium.
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	>= 134° <= 0°	High Pressure Pump Performance Diagnostic Enable	True	Windup High/ Low 10.00 seconds failures out of 12.50 Seconds samples	Type B, 2 Trips
					Battery Voltage	>=11 Volts		
					Low Side Fuel Pressure	> 0.275 MPa		
						Enabled when a code clear is not active or not exiting device control		
						Engine is not cranking		
					Barometric Pressure	>= 70.0 KPA		
					Inlet Air Temp	>= -12.0 degC		
					Fuel Temp	-12 <= Temp degC <= 128		
					Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP orTFTKO) 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			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 Ilium.
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 Ilium.
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 Ilium.
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 Ilium.
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)	 > 25 deg C <= 25 deg C > 25 deg C	Diagnostic is Enabled Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs: LIN communications established with MAF	 > 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	Diagnostic is Enabled Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs: LIN communications established with MAF	 > 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 Ilium.
		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)	> 25 deg C	Diagnostic is Enabled Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs: LIN communications established with MAF	> 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 Ilium.
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	Diagnostic is Enabled 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 Ilium.
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	Diagnostic is Enabled 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 Ilium.
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 IAT2 reading - IAT 2 reading from 100 milliseconds previous)	> 100.00 deg C 10 consecutive IAT 2 readings	Diagnostic is Enabled Powertrain Relay Voltage for a time No Active DTCs: LIN communications established with MAF	>= 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 Ilium.
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 Ilium.
					Barometric Pressure Inlet Air Temp	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 >= 70.0 KPA >= -12.0 DegC		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 No Active DTCs: No Pending DTCs: Diagnostic is Enabled LIN communications established with MAF	> 5.0 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 A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		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 No Active DTCs: No Pending DTCs: Diagnostic is Enabled LIN communications established with MAF	> 5.0 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)	< 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 No Active DTCs:	> 5.0 seconds EngineModeNotRunTimer Error MAP_SensorCircuitFA AAP_SnsrCktFA AAP2_SnsrCktFA AAP_LIN1_SnsrCktFA	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	
			-AMD-----------------------------					

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			ABS(Turbocharger Boost Pressure - Baro Pressure)	> 10.0 kPa	No Pending DTCs: Diagnostic is Enabled LIN communications established with MAF	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 No Active DTCs: No Pending DTCs: Diagnostic is Enabled LIN communications established with MAF	> 5.0 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 Ilium.
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 Ilium.
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 Ilium.
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 ignition cycle if the	**<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)	<= 25 deg C > 25 deg C > 25 deg C	Diagnostic is Enabled Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time (Engine Coolant Temp - Outside Ambient Temp) No Active DTCs: LIN communications established with MAF	> 28,800 seconds >= 11.0 Volts >= 0.9 seconds <= 25.0 deg C 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	Diagnostic is Enabled Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time 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 Ilium.
		enable conditions are met.			LIN communications established with MAF			
			<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	Diagnostic is Enabled Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs: LIN communications established with MAF	> 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 Ilium.
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)	Diagnostic is Enabled		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 Ilium.
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)	Diagnostic is Enabled		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 Ilium.
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 IAT3 reading - IAT 3 reading from 100 milliseconds previous)	> 80.00 deg C 10 consecutive IAT 3 readings	Diagnostic is Enabled		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 Ilium.
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 %	Diagnostic is Enabled 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 Ilium.
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 %	Diagnostic is Enabled 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 Ilium.
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	Diagnostic is Enabled Powertrain Relay Voltage for a time No Active DTCs: LIN communications established with MAF	>= 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 Ilium.
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	> 17.0 grams/sec > 25.0 kPa > 25.0 kPa > 30.0 kPa > 30.0 kPa > 300 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 Powertrain Relay Voltage for a period of time Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 6,100 RPM >= -9 Deg C = TRUE) <= 130 Deg C = FALSE) >= -20 Deg C <= 125 Deg C >= 9.1 Volts >= 0.2 Seconds >= 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	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 Ilium.
		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 > 1.5 seconds > 1.5 seconds > a threshold in gm/sec as a function of engine speed. See table	No Active DTCs:	**P0101, P0106, P0121, P012B, P0236, P1101: MAPI Residual Weight Factor based on RPM** 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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			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** < 2.0 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** < 2.0 gm/sec	No Pending DTCs: Diagnostic is Enabled	AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Mass Air Flow Sensor Circuit Low Frequency (Continental MAF)	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 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 airflow 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	<= 1,050 Hertz (>= 0.0 gm/sec)	Engine Run Time Engine Speed Powertrain Relay Voltage Above criteria present for a period of time Diagnostic is Enabled	> 1.0 seconds >= 300 RPM >= 9.1 Volts >= 1.0 seconds	150 failures out of 190 samples 1 sample every cylinder firing event	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Mass Air Flow Sensor Circuit High Frequency (Continental MAF)	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 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 airflow 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	>= 14,500 Hertz (<= 0.00 gm/sec)	Engine Run Time Engine Speed Powertrain Relay Voltage Above criteria present for a period of time Diagnostic is Enabled	> 1.0 seconds >= 300 RPM >= 9.1 Volts >= 1.0 seconds	150 failures out of 190 samples 1 sample every cylinder firing event	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	> 17.0 grams/sec > 25.0 kPa > 25.0 kPa > 30.0 kPa > 30.0 kPa > 300 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 Powertrain Relay Voltage for a period of time Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 6,100 RPM >= -9 Deg C = TRUE) <= 130 Deg C = FALSE) >= -20 Deg C <= 125 Deg C >= 9.1 Volts >= 0.2 Seconds >= 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	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 Ilium.
		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 > 1.5 seconds > 1.5 seconds > a threshold in gm/sec as a function of engine speed See table	No Active DTCs:	**P0101, P0106, P0121, P012B, P0236, P1101: MAPI Residual Weight Factor based on RPM** 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 MnfdTemoSensorFA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			- 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** < 2.0 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** < 2.0 gm/sec	No Pending DTCs: Diagnostic is Enabled	TC_BoostPresSnsrCktFA AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	< 3.0% of 5 Volt Range (This is equal to 7.5 kPa)	Diagnostic is Enabled		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 Ilium.
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	> 90.0 % of 5 Volt Range (This is equal to 390.0 kPa)	Diagnostic is Enabled		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 Ilium.
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)	> 25 deg C > 25 deg C <= 25 deg C	Diagnostic is Enabled Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs: LIN communications established with MAF	> 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	Diagnostic is Enabled Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs: LIN communications established with MAF	> 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 Ilium.
		ignition cycle if the enable conditions are met.	**<u>Not Good Correlation, IAT3 in Middle:</u>** 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)	> 25 deg C	Diagnostic is Enabled Time between current ignition cycle and the last time the engine was running Powertrain Relay Voltage for a time No Active DTCs: LIN communications established with MAF	> 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 Ilium.
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	Diagnostic is Enabled 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 Ilium.
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	Diagnostic is Enabled 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 Ilium.
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	Diagnostic is Enabled 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 Ilium.
Engine Coolant Temperature Sensor Performance (Non-ATM)	P0116	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: EngCoolantTempSnsrI Temperature Sensor 1: CeEECR_e_EngCoolantTempSnsrI Temperature Sensor 2: CeEECR_e_NoIlseAssgnmnt Temperature Sensor 3: CeEECR_e_NoIlseAssgnmnt Temperature Sensor 4: CeEECR_e_NoIlseAssgnmnt Temperature Sensor 5: CeEECR_e_NoIlseAssgnmnt The comparison sensors, temperature thresholds, and aux heater effects can be looked up by finding the location associated with the physical (Temperature)		Diagnostic is Enabled 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_UpStrmSn	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	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 Ilium.
			sensor number. **Auxilary Radiator Outlet 1:** CeEECR_e_NoPhysAssgnmnt Comparison sensor 1: CeEECR_e_BiasChkNoSelection Comparison sensor 2: CeEECR_e_BiasChkNoSelection Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: **Auxilary Radiator Outlet 2:** CeEECR_e_NoPhysAssgnmnt Comparison sensor 1: CeEECR_e_BiasChkNoSelection Comparison sensor 2: CeEECR_e_BiasChkNoSelection Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B:	50.0 °C 15.0 °C 50.0 °C 15.0 °C	sr - BiasChk_EGR_DwnStmSnsr - BiasChk_EGR_LowPrsSnsr - BiasChkFuelSnsr Comparison sensors ================= The following thresholds are based on the sensor under diagnosis **Auxilary Radiator Outlet 1:** Propulsion Off Soak Time Ambient Air Temperature **Auxilary Radiator Outlet 2:** Propulsion Off Soak Time Ambient Air Temperature **Engine Outlet:** Propulsion Off Soak Time Ambient Air Temperature **Head Metal:** Propulsion Off Soak Time Ambient Air Temperature **Radiator Outlet:** Propulsion Off Soak Time Ambient Air Temperature ================= Comoarison sensor 1 & 2	EGRTempSensorUPSS_FA EGRTempSensorDNSS_FA LPE_TempSnsrFA HRTR_b_FuelSensor_FA_Bndl = Availible >28,800 seconds >-9.0 °C >28,800 seconds >-9.0 °C >28,800 seconds >-9.0 °C >28,800 seconds >-9.0 °C >28,800 seconds >-9.0 °C		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			Engine Outlet: CeEECR_e_PhysSnsr1 Comparison sensor 1: CeEECR_e_BiasChkIntakeAirSnsr Comparison sensor 2: CeEECR_e_BiasChkOutsideAirSnsr Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterBiasHigh Threshold A: Threshold B: **Head Metal:** CeEECR_e_NoPhysAssgnmnt Comparison sensor 1: CeEECR_e_BiasChkNoSelection Comparison sensor 2: CeEECR_e_BiasChkNoSelection Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect Block Heater: CeEECR_e_AuxHeaterNoEffect Threshold A: Threshold B: **Radiator Outlet:** CeEECR_e_NoPhysAssgnmnt Comparison sensor 1:	50.0 °C 20.0 °C 50.0 °C 15.0 °C	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 Droo	= CeEECR_e_BiasChkNoSelection Same set as listed above and EngineModeNotRunTimerError EngineModeNotRunTimer_FA VehicleSpeedSensor_FA CeAEHR_e_BlkHtrEngOutClntSnsr CeAEHR_e_BlkHtrOutsideAirSnsr >15.00 °C > 0 seconds >28,800 seconds >-9.00 °C Disabled Disabled		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			CeEECR_e_BiasChkNo Selection		IAT Drop Temperature Derivative	Enabled Disabled		
			Comparison sensor 2: CeEECR_e_BiasChkNo Selection		**2x2 Signature Criteria:**			
			Fuel Operated heater: CeEECR_e_AuxHeaterNoEffect		The warm sensors Sensor 1:	CeAEHR_e_BlkHtrCylHdClntSnsr		
			Block Heater: CeEECR_e_AuxHeaterNoEffect		Sensor 2:	CeAEHR_e_BlkHtrEngOutClntSnsr		
			Threshold A:	25.00°C	The cool sensors			
			Threshold B:	15.00°C	Sensor 1:	CeAEHR_e_BlkHtrOutsideAirSnsr		
			A failure will be reported if any of the following conditions are met. Evaluated in order:		Sensor 2:	CeAEHR_e_BlkHtrIntakeAirSnsr		
					A block heater will be detected if the warm sensors are within	5.0°C		
			1) This sensor is above both comparison sensors	>A°C	AND The cool sensors are within	5.0°C		
			2) This sensor is below both comparison sensors	>A°C	AND The delta between the two groups (warm/cold)	>10.0°C		
					Absolute Drop Criteria:			
			3) This sensor is above both comparison sensors and an aux heat source has not been detected to cause this skew	>B°C	The is monitored for a drop.	CeAEHR_e_BlkHtrEngOutClntSnsr		
					The drop will be monitored for once coolant flow is	>0.00L/min		
			4) This sensor is below both comparison sensors and an aux heat source has not been detected to cause this skew	>B°C	AND Flow time is between	0.0-60.0 seconds		
					AND either Engine runtime is	<120.0 seconds		
					OR Insufficent coolant flow is present for	>300.0 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					A block heater is detected if a drop is	>5.0°C		
					IAT Drop Criteria:			
					The sensor will be used as IAT for this method	CeAEHR_e_BlkHtrIntakeAirSnsr		
					A block heater will be detected if:			
					IAT has a drop of during a drive defined by:	>6.0°C		
					Drive time	>400.0 seconds		
					Vehicle speed	>24.0kph		
					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		
					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_BlkHtrEngOutClntSnsr		
					Derivative will be monitored once coolant flow is	>0.00L/min		
					AND			
					Flow time is between	5.0 -15.0 seconds		
					AND either			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Engine runtime is OR Insufficent coolant flow is present for Derivative count will increment if derivative is If counts are a block heater is detected ================	< 75.0 seconds >300.0 seconds <-0.10°C/sec > 4 counts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Engine Coolant Temp Sensor Circuit Low (Non-ATM)	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 (@ 150°C) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsrl Temperature Sensor 1: CeEECR_e_EngCoolantTempSnsrl Temperature Sensor 2: CeEECR_e_NoUseAssgnmnt Temperature Sensor 3: CeEECR_e_NoUseAssgnmnt Temperature Sensor 4: CeEECR_e_NoUseAssgnmnt Temperature Sensor 5: CeEECR_e_NoUseAssgnmnt	< X Ohms X is equal to: Temp Sensor 1: 55 Ohms Temp Sensor 2: 55.0 Ohms Temp Sensor 3: 55.0 Ohms Temp Sensor 4: 55.0 Ohms Temp Sensor 5: 55.0 Ohms	Diagnostic is Enabled		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 Ilium.
Engine Coolant Temp Sensor Circuit High (Non-ATM)	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 (@ -60°C) This program uses a highly confiurable sensor reading system. This DTC is associated with the temp sensor that is equal to: EngCoolantTempSnsrl Temperature Sensor 1: CeEECR_e_EngCoolantTempSnsrl Temperature Sensor 2: CeEECR_e_NoIlseAssgnmnt Temperature Sensor 3: CeEECR_e_NoIlseAssgnmnt Temperature Sensor 4: CeEECR_e_NoIlseAssgnmnt Temperature Sensor 5: CeEECR_e_NoIlseAssgnmnt	> X Ohms X is equal to: Temp Sensor 1: 175,000 Ohms Temp Sensor 2: 175,000 Ohms Temp Sensor 3: 175,000 Ohms Temp Sensor 4: 175,000 Ohms Temp Sensor 5: 175,000 Ohms	Diagnostic is Enabled 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 Ilium.
Engine Coolant Temperature (ECT) Sensor Circuit Intermittent (Non-ATM)	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: EngCoolantTempSnsrl Temperature Sensor 1: CeEECR_e_EngCoolant TempSnsrl Temperature Sensor 2: CeEECR_e_NoIlseAssg nmnt Temperature Sensor 3: CeEECR_e_NoIlseAssg nmnt Temperature Sensor 4: CeEECR_e_NoIlseAssg nmnt Temperature Sensor 5: CeEECR_e_NoIlseAssg nmnt The calculated high and low limits for the next reading use the following calibrations:		Diagnostic is Enabled 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 Ilium.
			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 *****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	 7.4 seconds -60.0 °C 200.0 °C 7.4 seconds -60.0 °C 200.0 °C 7.4 seconds -60.0 °C 200.0 °C 7.4 seconds -60.0 °C 200.0 °C 7.4 seconds -60.0 °C 200.0 °C				

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 -	> 17.0 grams/sec > 25.0 kPa > 25.0 kPa > 30.0 kPa > 30.0 kPa > 300 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 Powertrain Relay Voltage for a period of time Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 6,100 RPM >= -9 Deg C = TRUE) <= 130 Deg C = FALSE) >= -20 Deg C <= 125 Deg C >= 9.1 Volts >= 0.2 Seconds >= 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	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 Ilium.
		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 > 1.5 seconds > 1.5 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:	**P0101, P0106, P0121, P012B, P0236, P1101: MAPI Residual Weight Factor based on RPM** 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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			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** < 2.0 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** < 2.0 gm/sec	No Pending DTCs: Diagnostic is Enabled	AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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< (100% corresponds to 5.0 Volt)	6.50 % 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 Ilium.
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> (100% corresponds to 5.0 Volt)	95.00 % 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 Ilium.
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. **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 11.1 °C. The target temperature for this range will not drop below 67.0 °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 20.0 °C. The target temperature for this range will not drop below 20.0 °	**P0128 Maximum Acculated Energy - Primary** **P0128 Maximum Acculated Energy - Secondary**	Diagnostic is Enabled No DTCs Engine soak time Engine run time Engine Outlet Coolant Temperature - Range 1: - Range 2: - Range 3: Devices in main cooling circuit are not in in device control If Engine RPM is continuously greater than for this time period Distance traveled	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_RemedialActionLeveil ETHR_RemedialActionLevel2 ETHR_RemedialActionLevel3 EECR_EngineOutlet_FA > 1,800.0 seconds 10.0 - 1,475.0 seconds <53.6 °C <35.6 °C <35.6 °C 9,999 rpm 5.0 seconds >1.0 km	1 failure to set DTC 1 sec/ sample Once per ignition key cycle	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			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 20.0 °C. The target temperature for this range will not drop below 20.0 ° 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.	The diagnostic will abort if the temperature has dropped by after the customer has commanded the engine off	>5.0 °C		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
O2S Circuit Low Voltage Bank 1 Sensor 1 (WRAF & Gen4 ECM	P0131	This DTC determines if the WRAF 0 2 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 Ilium.
			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 Ilium.

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
O2S Circuit High Voltage Bank 1 Sensor 1 (WRAF & Gen4 ECM	P0132	This DTC determines if the WRAF 0 2 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 Ilium.
			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 Ilium.

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
O2S Heater Performance Bank 1 Sensor 1	P0135	This DTC determines if the 0 2 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	0.1 < Amps < 4.3	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 >10.5 Volts = Complete = Not active > zero >120 seconds	/failures out of 9 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 Ilium.
O2S Circuit Low Voltage Bank 1 Sensor 2) (For Single Bank Exhaust Only	P0137	This DTC determines if the 0 2 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	< 40mvolts	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 10.5 < Volts = Not active = Not active = Not active = Not active = False = False 0.991 < ratio <1.040 150< mgrams <800 = 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 Ilium.
					 All Fuel Injectors for active Cylinders Fuel Condition Ethanol Estimation in Progress Fuel State All of the above met for	**Clarification"** in Supporting Tables). Enabled (On) Ethanol < 87 % = Not Active (Please see **"Ethanol Estimation in Progress"** in Supporting Tables). DFCO not active > 5.0 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
O2S Circuit High Voltage Bank 1 Sensor 2) (For Single Bank Exhaust Only	P0138	This DTC determines if the 0 2 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 10.5 < 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 Ilium.
0 2 Sensor Slow Response Rich to Lean Bank 1 Sensor 2	P013A	The P013A diagnostic is the third in a sequence of six intrusive secondary 0 2 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, &P013B. ThisDTC determines if the secondary 0 2 sensor has an slow response to an A/F change from Rich to Lean and thereby can no longer be used for secondary 0 2 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 0 2 sensor signal transitions from above the upper threshold to below the lower threshold, otherwise the Secondary method is used. Primary method: The P013A diagnostic measures the secondary 0 2 sensor voltage response rate	Primary Method: The EWMAofthe Post 0 2 sensor normalized integral value. The EWMA repass limit is The EWMA calculation uses a 0.20 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 < 6.0 units > 30.0 grams (upper voltage threshold is 450 mvolts and lower voltage threshold is 150 mvolts)	Diagnostic is Enabled No Active DTCs B1S2 DTCs 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_TFTK0 FuelTrimSystemB2 TFTK0 EngineMisfireDetected_FA Ethanol Composition Sensor FA O2S_Bank_ 1_TFTKO O2S_Bank_ 2_TFTKO P013B, P013E, P013F, P2270 or P2271 >10.5 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTCs") = Not Valid, Green O2S condition is considered valid until the accumulated airflow is greater than **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations: B1S2, B2S2 (if applicable)	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 Ilium.
		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. DTCP013Ais 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).	in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 11.0 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 Ilium.
		This fault is set if the secondary 02 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 Ilium.
02 Sensor Slow Response Lean to Rich Bank 1 Sensor 2	P013B	The P013B diagnostic is the sixth in a sequence of six intrusive secondary 02 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, &P013B. ThisDTC determines if the secondary 02 sensor has an slow response to an A/F change from Lean to Rich and thereby can no longer be used for secondary 02 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 02 sensor signal transitions from below the lower threshold to above the upper threshold, otherwise the Secondary method is used. Primary method: The P013B diagnostic measures the secondary 02 sensor voltage response rate	Primary Method: The EWMAofthe Post 02 sensor normalized integral value. The EWMA repass limit is The EWMA calculation uses a 0.20 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 < 6.0 units > 30 grams (lower voltage threshold is 350 mvolts and upper voltage threshold is 600 mvolts)	Diagnostic is Enabled No Active DTCs B1S2 DTCs 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_TFTK0 FuelTrimSystemB2 TFTK0 EngineMisfireDetected_FA Ethanol Composition Sensor FA O2S_Bank_ 1_TFTKO O2S_Bank_ 2_TFTKO P013A, P013E, P013F, P2270 or P2271 >10.5 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTCs") = Not Valid, Green O2S condition is considered valid until the accumulated airflow is greater than **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations:	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 Ilium.
		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.	B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 11.0 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 11.0 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 Ilium.
		This fault is set if the secondary 0 2 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 :	================== ================== 85 gps < 100.0 gps		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
02 Sensor Delayed Response Rich to Lean Bank 1 Sensor 2	P013E	The P013E diagnostic is the second in a sequence of six intrusive secondary 02 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, &P013B. ThisDTC determines if the secondary 02 sensor has an initial delayed response to an A/F change from Rich to Lean and thereby can no longer be used for secondary 02 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 02 sensor does not achieve the required voltage before the accumulated mass airflow threshold is reached.	Post 02 sensor voltage AND The Accumulated mass airflow 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 > 60 grams > 2 secs > 12.0grams	Diagnostic is Enabled No Active DTCs B1S2 DTCs Not Active this key cycle System Voltage Learned heater resistance Green 02S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_TFTK0 FuelTrimSystemB2 TFTK0 EngineMisfireDetected_FA Ethanol Composition Sensor FA 02S_Bank_ 1_TFTKO 02S_Bank_ 2_TFTKO P013A, P013B, P013F, P2270 or P2271 >10.5 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTCs") = Not Valid, Green O2S condition is considered valid until the accumulated airflow is greater than **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations:	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 Ilium.
					Low Fuel Condition Only when FuelLevelDataFault Post fuel cell Crankshaft Torque DTC's Passed Number of fueled cylinders =================== After above conditions are met: DFCO mode entered (wo driver initiated pedal input).	B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 11.0 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 < 2 cylinders ==================		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
02 Sensor Delayed Response Lean to Rich Bank 1 Sensor 2	P013F	The P013F diagnostic is the fifth in a sequence of six intrusive secondary 02 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, &P013B. ThisDTC determines if the secondary 02 sensor has an initial delayed response to an A/F change from Lean to Rich and thereby can no longer be used for secondary 02 sensor fuel control or for catalyst monitoring. This diagnostic increases the delivered fuel while monitoring the sensor signal and the accumulated mass airflow. This fault is set if the secondary 02 sensor does not achieve the required voltage before the accumulated mass airflow threshold is reached.	Post 02 sensor voltage AND The Accumulated mass airflow monitored during the Delayed Response Test	< 350 mvolts >360 grams	Diagnostic is Enabled No Active DTCs B1S2 DTCs Not Active this key cycle System Voltage Learned heater resistance Green 02S Condition	TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemB1_TFTK0 FuelTrimSystemB2 TFTK0 EngineMisfireDetected_FA Ethanol Composition Sensor FA 02S_Bank_ 1_TFTKO 02S_Bank_ 2_TFTKO P013A, P013B, P013E, P2270 or P2271 >10.5 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTCs") = Not Valid, Green O2S condition is considered valid until the accumulated airflow is greater than **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations:	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 Ilium.
					Green Cat System Condition Low Fuel Condition Only when FuelLevelDataFault Post fuel cell DTC's Passed Number of fueled cylinders =================== After above conditions are met: Fuel Enrich mode	B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 11.0 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 11.0 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 > 1 cylinders ==================		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 :	================== ================ 85 gps < 100.0 gps		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
O2S Heater Performance Bank 1 Sensor 2) (For Single Bank Exhaust Only	P0141	This DTC determines if the 0 2 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	0.2 > amps > 1.1	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 >10.5 Volts = Complete = Not active > zero > 120 seconds	/failures out of 9 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 Ilium.
0 2 Sensor Delayed Response Rich to Lean Bank 1 Sensor 1) (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 0 2 monitor rich to lean tests (P013E / P013A/ P2271), which commands fuel cut off. Note: The Primary method is used when the primary WRAF 0 2 sensor signal transitions from above to below the 0 2 measured EQR threshold, otherwise the Secondary method is used. <u>Primary method</u>: The P015A diagnostic measures the primary WRAF 0 2 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 0 2 sensor normalized R2L time delay value. The EWMA repass limit is The EWMA calculation uses a 0.20 coefficient. This method calculates the result when the WRAF 0 2 sensor measured EQR is OR Secondary Method: The Accumulated time monitored during the R2L Delayed Response Test. AND Pre WRAF 0 2 sensor measured EQR is	> 0.50 EWMA (sec) < 0.42 EWMA (sec) < 0.800 EQR > 4.0 Seconds > 0.300 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_ThrottleAuthorityDef aulted MAP_SensorFA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault MAF_SensorFA EvapPurgeSolenoidCircuit _FA EvapFlowDuringNonPurg e_FA EvapVentSolenoidCircuit_ FA EvapSmallLeak_FA EvapEmissionSystem_FA FuelTankPressureSnsrCkt _FA FuelInjectorCircuit_FA AIR System FA FuelTrimSystemB1_TFTK 0 FuelTrimSystemB2 TFTK 0 EthanolCompositionSens or_FA EngineMisfireDetected_F A WRAF_Bank_1_FA P0131, P0132, P013A, P013B, P013E, P013F, P2270, P2271 >10.5 Volts = Not active = Not active = Not active = Not active = False	Frequency: Once per trip Note: if NaESPD_b_Fast InitResplsActive = TRUE for the given Fuel Bank OR NaESPD_b_Rap idResponselsAct ive = 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 Ilium.
		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 P015Ais 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 02 sensor does not achieve the required lower measured EQR			Green O2S Condition 02 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	= False = Not Valid, Green 02S condition is considered valid until the accumulated airflow 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 11.0 grams/sec. > 30 seconds > 55 °C =TRUE) > -40 °C > 30 seconds 1,300 < RPM < 2,900 1,200 < RPM < 3,000 2.0 < gps < 6.0 40.4 < MPH < 80.8 37.3 < MPH < 83.9 0.82 < C/L Int < 1.08 = TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		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 EQRB1S1 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).	(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). > 70kpa = enabled = not active = not active > 60.0 sec 600 < °C < 900 = DFCO possible ================== ================== > 1.100 EQR = DFCO active < 2 cylinders ==================		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
O2 Sensor Delayed Response Lean to Rich Bank 1 Sensor 1) (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 EWMAof the Pre O2 sensor normalized L2R time delay value. The EWMA repass limit is The EWMA calculation uses a 0.20 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	> 0.50 EWMA (sec) < 0.42 EWMA (sec) > 4.5 Seconds < 1.000 EQR < 1.100 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_TFTK0 FuelTrimSystemB2 TFTK0 EthanolCompositionSensor_FA EngineMisfireDetected_FA WRAF_Bank_1_FA P0131, P0132, P013A, P013B, P013E, P013F, P015A, P2270, P2271 = Passed >10.5 Volts = Not active = Not active = Not active = Not active = Not active	Frequency: Once per trip Note: if NaESPD_b_FastInitResplsActive = TRUE for the given Fuel Bank OR NaESPD_b_RapidResponselsActive = 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 Ilium.
		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 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)	 = False = False = Not Valid, Green O2S condition is considered valid until the accumulated airflow 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 11.0 grams/sec. > 30 seconds > 55 °C =TRUE) > -40 °C > 30 seconds 1,300 < RPM < 2,900 1,200 < RPM < 3,000 2.0 < gps < 6.0 40.4 < MPH < 80.8 37.3 < MPH < 83.9		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		reached.			Closed loop integral	0.82 < C/L Int < 1.08		
					Closed Loop Active	= 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).		
					Baro	> 70kpa		
					Post fuel cell	= enabled		
					EGR Intrusive diagnostic	= not active		
					All post sensor heater delays	= not active		
					O2S Heater (post sensor) on time	> 60.0 sec		
					Predicted Catalyst temp	600 < °C < 900		
					Fuel State	= DFCO inhibit		
					Number of fueled cylinders	> 1 cylinders		
					================	==================		
					When above conditions are met: Fuel Enrich mode is entered.			
					================	==================		
					During this test: Engine Airflow must stay between:	0 < gps < 30		
					and the delta Engine Airflow over 12.5msec must be :	< 10.0ODS		

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 purge-on, long term purge-off 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 therefore values > 1.0 indicates 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, adjusted for purge flow, long-term fuel trim metric, OR the filtered, non-adjusted purge-on 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) If a fault has been detected the filtered, adjusted for purge flow, long-term fuel trim metric, AND the filtered, non-adjusted purge on long-term fuel trim metric AND The filtered short-term fuel trim metric to repass the diagnostic.	>= 1.270 >= 1.900 >= 0.100 < 1.240 < 1.900 < 2.000	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	425 <rpm< 6,000 > 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. > 40.00 seconds of data must accumulate on each trip, with at least 20.00 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 Ilium.
					Closed Loop Long Term FT	Enabled Enabled (Please see **"Closed Loop Enable Clarification"** and **"Long Term FT Enable CriteriaPrimary Long Term Fuel Trim Enable Criteria"** in Supporting Tables.)		
					EGR Diag. Catalyst Diag. Post 0 2 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		
					-------------------------------- Delay during GPF Regeneration Standard startup delays are re-initialized following completion of GPF Regen to allow system stabilization. (See "Long Term Fuel Trim data accumulation" above.)	------------------------------- No Delay		
					--------------------------------- No active DTC:	--------------------------------- IAC_SystemRPM_FA MAP_SensorFA MAF_SensorFA MAF_SensorTFTKO AIR System FA EvapExcessPurgePsbl_FA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						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 Ilium.
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. 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-	**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) ***************************** **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)	<= 0.710 <= 2.000 ************************** <= 0.715 <= 0.710 <= 2.000 If a fault has been detected (by the passive or intrusive test) the long-term fuel trim metric must be > 0.710 and the short-	****************************** Purge Vapor Fuel	Secondary Parameters and Enable Conditions are identical to those for P0171, with the exception that fuel level is not considered. ****************************** <= 23.50 % 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.	Frequency: 100 ms Continuous Loop ******************* **Segment Definition:** Segments can last up to 60 seconds and are separated by the lesser of 12.00 seconds of purge-on time or enough time to purge 36 grams of vapor. A maximum of 5 completed segments or 15 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	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		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 > 0.715 , 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 <= 0.715 , 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 <= 0.710 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 < 0.71 until the diagnostic repasses after a failure.		If the accumulated purge volume is > 1,600.0 grams, the intrusive test will not be inhibited even if Purge Vapor Fuel is > 23.5%.	time to purge excess vapors from the canister. During this period, fuel trim will pass if the filtered Purge Long Term Fuel Trim metric > 0.715 for at least 200.00 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 Ilium.
		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 Ilium.
Fuel Composition Sensor Circuit Low (FTZM)	P0178	A continuous circuit Out-of-Range Low or Open fault is detected by monitoring the signal frequency of the Ethanol composition sensor, as communicated by the Fuel Tank Zone Module. The ethanol sensor is designed to measure ethanol concentrations from E0 (50Hz) to E100 (150Hz), with a specified accuracy of 5% ethanol (i.e. 5Hz). If the raw frequency value is less than the threshold value a fail counter will increment. When the correct ratio of failure counts vs. sample counts is achieved, the fault code is set.	Flex Fuel Sensor Output Frequency	< 45 Hertz	The FFS diagnostics are enabled Ignition Voltage Fuel Tank Zone Module vehicles: No active DTC:	 > 11.00 Volts Does have FTZM with Flex Fuel Sensor FTZM_ModuleResetFA FTZMJ nfo12JJcodeCmF A	50 failures out of 63 samples 100 ms loop Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Fuel Composition Sensor Circuit High (FTZM)	P0179	A continuous circuit Out-of-Range High fault is detected by monitoring the signal frequency of the Ethanol composition sensor, as communicated by the Fuel Tank Zone Module. The ethanol sensor is designed to measure ethanol concentrations from E0 (50Hz) to E100 (150Hz), with a specified accuracy of 5% ethanol (i.e. 5Hz). If the raw frequency value is greater than the threshold value a fail counter will increment. When the correct ratio of failure counts vs. sample counts is achieved, the fault code is set. If the frequency goes higher than the specified high conductivity threshold then a P2269 is set instead (see that monitor for full description)	Flex Fuel Sensor Output Frequency	> 155 Hertz <= 185	The FFS diagnostics are enabled Ignition voltage Fuel Tank Zone Module vehicles: No active DTC:	 > 11.00 Volts Does have FTZM with Flex Fuel Sensor FTZM_ModuleResetFA FTZMJ nfo12JJcodeCmF A	50 failures out of 63 samples 100 ms loop Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	< 145	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 Ilium.
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	> 1,585	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 Ilium.
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	< 145.00	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 Ilium.
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	> 1,585.00	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 Ilium.
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	Sensed fuel pressure change [absolute value, during intrusive test]	>= 30.00 kPa	a) Diagnostic is .. b) Timer Engine Running c1) Fuel Flow Rate Valid c2) Fault bundle FDB_FuelPresSnsrCktFA c3) Reference Voltage Fault Status [DTC P0641] c4) Fault bundle FAB_FuelPmpCktFA c5) Fuel Control Enable Fault Active [DTC P12A6] c6) Fuel Pump Driver Module OverTemp Fault Active [DTC P1255] c7) Fuel Pump Speed Fault Active [DTC P129F] c8) CAN Sensor Bus message $0C3 Comm Fault [DTC P165C] c9) CAN Sensor Bus Fuel Pmp Speed Command ARC and Checksum Comm Fault Code [DTC U18A7] c10) Fuel Pump Duty Cycle Fault Active c11) Sensor Configuration [Wired to FTZM?] c12) Sensor Bus Relay On d) Emissions Fuel Level Low [Message $3FB] e) Fuel Control Enable f) Fuel Pump Control State g) Instantaneous Fuel	a) ENABLED b) >= 5.00 seconds c1)== TRUE c2) == False c3) == False c4] == False c5) == False c6) == False c7) == False c8) == False c9] == False c10) == False c11) == CeFDBR_e_WiredTo_FTZM c12) == TRUE d) == False e) == TRUE f) == Normal Control OR == Fuel Pres Sensor Stuck Control g) >= 0.05 gm/sec	1 sample / 12.5 millisec Intrusive Test Duration: Fuel Flow - related (5 to 12 sec)	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Flow h) Diagnostic System Disabled j1) Fuel Pmp Speed Command Alive Rolling Count and Checksum Error [CAN Bus B $0CE] [DTC U18A7] j2) CAN Sensor Bus message $0C3_Available j3) Fuel Pres Sensor Ref Voltage Status Message Counter Incorrect Alive Rolling Count and Checksum Error [CAN Bus B $0C3][DTC U18A7]	h) == False j1) == False j2) ==TRUE j3) == False		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 is .. b) Run_Crank Active c) Diagnostic System Disabled d) Pressure Sensor Configuration	a) ENABLED b) == TRUE c) == False d) If calibration value CeFDBR_e_WiredTo_FTZM == WiredTo ECM Else 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 is .. b) Run_Crank Active c) Diagnostic System Disabled d1) Pressure Sensor Configuration d2) Sensor Bus Relay On d3) CAN Sensor Bus message $0C3 Available d4) Fuel Pres Sensor Ref Voltage Status Message Counter Incorrect Alive Rolling Count and Checksum Error [CAN Bus B $0C3] [Infol]	a) ENABLED b) == TRUE c) == False d1) If calibration value CeFDBR_e_WiredTo_FTZM == WiredTo FTZM Else see Casel d2) == TRUE d3) == TRUE d4) == False	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 Ilium.
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 is .. b) Run_Crank Active c) Diagnostic System Disabled d) Pressure Sensor Configuration	a) ENABLED b) == TRUE c) == False d) If calibration value CeFDBR_e_WiredTo_FTZM == WiredTo ECM Else 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 is .. b) Run_Crank Active c) Diagnostic System Disabled d1) Pressure Sensor Configuration d2) Sensor Bus Relay On d3) CAN Sensor Bus message $0C3 Available d4) Fuel Pres Sensor Ref Voltage Status Message Counter Incorrect Alive Rolling Count and Checksum Error [CAN Bus B $0C3][Info1]	a) ENABLED b) == TRUE c) == False d1) If calibration value CeFDBR_e_WiredTo_FTZM == WiredTo FTZM Else See Case 1 d2) == TRUE d3) == TRUE d4) == False	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 Ilium.
SENT SIDI High Pressure Sensor Performance	P0191	The DTC determines if there is a skewed control fuel rail sensor (Sensori) 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 sensori 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 senorl divided by sensor2, this value is filter to ensure proper failure detection. Absolute delta between sensori 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 sensori 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 Ilium.
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	=< 94			Time Based: 400 Failuerout 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 Ilium.
Coolant Temperature Dropped Below Diagnostic Monitoring Temperature	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	< 56.0 Deg C	Diagnostic is Enabled		48 seconds out of a 60 seconds window	Type B, 2 Trips
					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		
					Engine Runtime	>30.0 seconds		
					Distance traveled this key cycle	>1.0 km		
					Ambient air pressure	> 55.0 kPa		
					Ambient air temperature	>-9.0 Deg C		
					*************************			
					Engine coolant temperature At least once during the key cycle	> 67.0 Deg C		
					*************************			
					Heat to coolant	> **P01F0 - Heat To Coolant Min 2D**		
					DFCO time	< 3.0 seconds		
					RPM	< 8,192		
					Active Fuel Management			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					is not in	Half Cylinder Mode		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 >= 0 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 Ilium.
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 >= 0 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 Ilium.
Injector3 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 >= 0 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 Ilium.
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 < (100% corresponds to 5.0 Volt)	5.00 % 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 Ilium.
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 > (100% corresponds to 5.0 Volt)	91.80% 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 Ilium.
Turbo/Super Charger Engine Overboost Pressure setpoint deviation; not used for supercharger with mechanical compressor.	P0234	This DTC indicates an over boost failure. Two failure paths are considered. When pressure control closed loop control being active, a negative boost pressure deviation indicates overboost conditions at constant driving conditions. In case boost pressure close loop control not being active and with desired boost pressure below basic boost pressure, overboost conditions can be detected when actual boost pressure is higher than basic boost pressure plus a diagnostic offset.	Desired boost pressure - Actual boost pressure	< refer to **P0234: Overboost pressure deviation limit as a function of engine speed and desired boost pressure** + **P0234 P0299: Ambient pressure correction (Overboost) as a function of engine speed and ambient pressure** in Supporting tables.	Dev. diagnostic enable **************************** (Coolant temperature OR OBD Coolant enable criteria) AND (Coolant temperature OR OBD max Coolant Temp achieved) **************************** Engine speed in range **************************** Desired boost pressure in range Desired boost pressure derivative in range **************************** All conditions have to be fulfilled for: **************************** No active DTCs:	True **************************** >-40.0 °C = TRUE <130.0 °C =FALSE **************************** **P0234 P0299: Engine speed low limit over Ambient pressure to enable the boost pressure control >deviation diagnosis,** rpm <6,500 rpm **************************** >120.0 kPa < 250.0 kPa > -20.0 kPa/s <20.0kPa/s **************************** > refer to **P0234 P0299: Boost deviation diagnostic enable delay as a function of engine speed and ambient pressure** in Supporting tables. **************************** BSTR_b_PCA_CktFA	40 failures out of 50 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 Ilium.
					**************************** Pressure control has to be in closed loop. No device control active for WG and compresseor recirculation valve.	BSTR_b_TurboBypassCkt FA ECT_Sensor_FA IAT_SensorFA BSTR_b_BoostSnsrFA AmbientAirDefault ****************************		
			Actual boost pressure	> refer to **P0234: Overboost pressure limit below basic pressure as a function of engine speed and ambient pressure** in Supporting tables. +Basic Pressure	Basic pressure diag enable and Dev. diagnostic enable **************************** (Coolant temperature OR OBD Coolant enable criteria) AND (Coolant temperature OR OBD max Coolant Temp achieved **************************** Engine speed in range **************************** All conditions haveto be fulfilled for: ****************************	False True **************************** >-40.0 °C = TRUE <130.0 °C = FALSE **************************** **P0234 P0299: Boostdeviation in open Loop or ratelimit >diagnose enable limit** rpm <6,500 rpm **************************** >4.00 Seconds ****************************	40 failures out of 50 samples 100ms / sample	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					No active DTCs: **************************** Pressure control has to be in open loop. No device control active for WG and compresseor recirculation valve.	BSTR_b_PCA_CktFA BSTR_b_TurboBypassCkt FA ECT_Sensor_FA IAT_SensorFA BSTR_b_BoostSnsrFA AmbientAirDefault BSTR_b_PCA_TFTKO ****************************		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Reguired	MIL Ilium.
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	> 17.0 grams/sec > 25.0 kPa > 25.0 kPa > 30.0 kPa > 30.0 kPa > 300 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 Powertrain Relay Voltage for a period of time Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 6,100 RPM >= -9 Deg C = TRUE) <= 130 Deg C = FALSE) >= -20 Deg C <= 125 Deg C >= 9.1 Volts >= 0.2 Seconds >= 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	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 Ilium.
		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 > 1.5 seconds > 1.5 seconds > a threshold in gm/sec as a function of engine speed See table	No Active DTCs:	**P0101, P0106, P0121, P012B, P0236, P1101: MAPI Residual Weight Factor based on RPM** 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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			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** < 2.0 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** < 2.0 gm/sec	No Pending DTCs: Diagnostic is Enabled	AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	< 14.4% of 5 Volt Range (This is equal to 50.0 kPa)	Diagnostic is Enabled		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 Ilium.
Turbocharger 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	> 90.0 % of 5 Volt Range (This is equal to 390.0 kPa)	Diagnostic is Enabled		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 Ilium.
Turbocharger Wastegate / Supercharger Boost Solenoid A Control Circuit	P0243	Controller specific output driver circuit diagnostic, diagnosing the 'turbocharger boost solenoid'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 a parallel application, 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 Q 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 P0245 may also set turbocharger wastegate / supercharger boost solenoid A control circuit low

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Q 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 Ilium.
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 Q 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 Ilium.
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 >=0 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 Ilium.
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 >=0 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 Ilium.
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 >=0 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 Ilium.
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 >=0 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 Ilium.
Injector3 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 >=0 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 Ilium.
Injector3 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 >=0 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 Ilium.
Turbo/Super Charger Engine Underboost Pressure setpoint deviation; Not used for supercharge r with mechanical compressor.	P0299	This DTC indicates an under boost failure. Two failure paths are considered. At steady state engine operating conditions with boost pressure closed loop control being active, a positive boost pressure deviation indicates underboost conditions. During transient conditions, in case the boost pressure increase gradient is below a diagnostic threshold, underboost conditions will be detected.	Desired boost pressure - Actual boost pressure	<refr to **P0299: Underboost pressure deviation limit as a function of engine speed and desired boost pressure** + **P0234 P0299: Ambient pressure correction (Underboost) as a function of engine speed and ambient pressure** in Supporting tables.	Dev. Diagnostic enable ****************************** Coolant temperature or OBD Coolant Enable Criteria and Coolant temperature Intake air temperature is in range Ambient air pressure is in range ****************************** Engine speed in range ****************************** Desired boost pressure in range Desired boost pressure derivative in range ****************************** All conditions haveto be fulfilled for: ****************************** No active DTCs:	True ****************************** >-40.0 °C = TRUE) <130.0 °C >-40.0 °C <100.0 °C >60.0 kPa <110.0 kPa ****************************** **P0234 P0299: Engine speed low limit over Ambient pressure to enable the boost pressure control** **> deviation diagnosis,** rpm <6,500 rpm ****************************** >120.0 kPa < 250.0 kPa > -20.0 kPa/s <20.0kPa/s ****************************** >refer to **P0234 P0299: Boost deviation diagnostic enable delay as a function of engine speed and ambient pressure** in Supporting tables. ****************************** BSTR_b_PCA_CktFA BSTR_b_TurboBypassCktFA	40 failures out of 50 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 Ilium.
					*************************** Pressure control has to be in closed loop. No device control active for WG and compresseor recirculation valve.	ECT_Sensor_FA IAT_SensorFA BSTR_b_BoostSnsrFA AmbientAirDefault ***************************		
			Actual boost pressure delta the delta is limited by these tables: refer to Max: **P0299: Underboost high rate limit as a function of engine speed** Min: **P0299: Underboost low rate limit as a function of engine speed** in supporting tables.	<15.00	Rate base diagostic enable and Dev. Diagnostic enable *************************** Coolant temperature or OBD Coolant enable criteria and Coolant temperature Intake air temperature is in range Ambient air pressure is in range Desired boost pressure in range Desired boost pressure derivative in hysteresis range *************************** Engine speed is in range	False True *************************** >-40.0 °C = TRUE) <130.0 °C >-40.0 °C <100.0 °C >60.0 kPa <110.0 kPa >120.0 kPa < 250.0 kPa Enable Limit: 20.0 Disable Limit: -20.0 *************************** **P0234 P0299: Boostdeviation in open Loop or ratelimit >diagnose enable limit** rpm	14 failures out of 20 samples 100ms / sample	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					*****************************	<6,500 rpm *****************************		
					All conditions have to be fulfilled for: *****************************	>1.00 Seconds *****************************		
					No active DTCs:	BSTR_b_PCA_CktFA BSTR_b_TurboBypassCktFA ECT_Sensor_FA IAT_SensorFA BSTR_b_BoostSnsrFA AmbientAirDefault		
					*****************************	*****************************		
					Pressure control has to be in closed loop.			
					No device control active for WG and compresseor recirculation valve.			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Ilium.
			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 Ilium.
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 Ilium.
			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 Ilium.
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 Ilium.
			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 Ilium.
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 °C < ECT Or if OBD Max Coolant Achieved = TRUE -12°C< ECT < 127°C < -12 °C If OBD Max Coolant Achieved = FALSE 21 °C < ECT If OBD Max Coolant Achieved = TRUE 21 °C < ECT < 127 °C 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 Ilium.
		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 ************************** > 3 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 Ilium.
			OR (Lores_Decel AND Lores_Jerk) OR RevBalanceTime PAIRED CYLINDER MISFIRE If a cylinder & it's pair are above PAIR thresholds (Medres_Decel AND Medres_Jerk) OR (Medres_Decel AND Medres_Jerk) OR (Lores_Decel AND Lores_Jerk) OR (Lores_Decel AND Lores_Jerk)	**> CylModeDecel * RandomCylModDecel** **> CylModeJerk * RandomCylModJerk** **> RevMode_Decel * RandomRevModDecl** **> RufSCD_Decel * Pair_SCD_Decel** **> RufSCD_Jerk * Pair_SCD_Jerk** **> SCD_Decel * Pair_SCD_Decel** **> SCD_Jerk * Pair_SCD_Jerk** **> RufCyl_Decel * PairCylModeDecel** **> RufCyl_Jerk * PairCylModeJerk** **> CylModeDecel * PairCylModeDecel** **> CylModeJerk * PairCylModeJerk**				

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

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			CYLINDER DEACTIVATION MODE (Active Fuel Managment) AFM: SINGLE CYLINDER CONTINUOUS MISFIRE (CylAfterDeacCylJDecel AND CylAfterDeacCyl_Jerk) OR (CylBeforeDeacCylDecel AND CylBeforeDeacCyl_Jerk) AFM: RANDOM MISFIRE Use random misfire thresholds If no misfire for (CylAfterDeacCylJDecel AND CylAfterDeacCyl_Jerk) (CylBeforeDeacCylDecel AND	**> CylModeDecel * ClyAfterAFM_Decel** **> CylModeJerk * CylAfterAFM.Jerk** **> CylModeDecel * CylBeforeAFM_Decel** **> CylModeJerk * ClyBeforeAFM_Jerk** > 3 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 Ilium.
			CylBeforeDeacCyl_Jerk)	**> CylModeJerk * ClyBeforeAFM_Jerk * RandomAFM_Jerk**				
			OR IF option Crank based IMEP estimate is Enabled and CrankBasedJMEP 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	> 2.50% P0300				
			Misfire Percent Catalyst	>				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			Damage When engine speed and load are less than the FTP cals (3) catalyst damage exceedences are allowed.	**Catalyst_Damage_Misfire_Percentage** in Supporting Tables whenever secondary conditions are met. < 0 FTP rpm AND < 0 FTP % load	(at low speed/loads, one cylinder may not cause cat damage) Engine Speed Engine Load Misfire counts	 > 0 rpm AND > 0 % load AND < 180 counts on one cylinder		
					Engine Speed	580 < 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 Ilium.
						CamLctnExhFA CamSensorAnyLctnTFTK0 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	> 7,200 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	< 1.4% (< 2.0% in AFM) >20mph (> 158 mph AFM)	4 cycle delay	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					NEGATIVE TORQAFM If deactivated cylinders appear to make power, torque is negative:			
					DeactivatedCyl_Decel AND	**<DeacCylInversionDecel**	0 cycle delay	
					DeactivatedCyl_Jerk AND	**<DeacCylInversionJerk**		
					# of Deact Cyls Inverted	> 4 cylinders		
					Manual Trans	Clutch shift	4 cycle delay	
					Accel Pedal Position AND Automatic transmission shift	> 97.50 %	7 cycle delay	
					After Fuel resumes on Automatic shift containing Fuel Cut		2 Cylinder delay	
					Delay if PTC 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 Suooortina Tables	0 cycle delay	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Driver cranks before Wait to Start lamp extinguishes	IF TRUE	**WaitToStart** cycle delay	
					Brake Torque	> 199.99% Max Torque	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:	**> "Ring Filter"** # of engine cycles after misfire in Supporting Tables		
					Stop filter early:	**> "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	> 3 %		
					Engine Speed	> 920 rpm		
					Veh Speed	> 3 mph		
					Auto Transmission	not shifting		
					indivdual candidate deemed abnormal if number of consecutive deceleratina			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 Ilium.
					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	920 < rpm < 6,100		
					Veh Speed	> 1.6 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	> Misfire_ decel * **1st_FireAftrMisfr_Acel**		
					AND			
					CylAfter_Jerk)	> Misfire_Jerk * **1st_FireAftrMisfr_Jerk**		
						Or if AFM mode is active: > Misfire_ decel * **1stFireAftrMisAcelAFM** > Misfire_Jerk * **IstFireAfterMisJerkAFM**		
					Addtionally, the crankhaft is checked aaain a small			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 ddtjerk 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 Ilium.
					****************************** NON-CRANKSHAFT BASED ROUGH ROAD: Rough Road Source	****************************** Disabled CeRRDR_e_None	*******************	
					****************************** IF Rough Road Source = WheelSpeedInECM (Wheel speed noise ORABS = 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 = ORABS = 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 Transmission Output Shaft Angular Velocity Validity	******************* discard 100 engine cycle test	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					AND No Active DTCs	TransmissionEngagedState_FA (Auto Trans only) ClutchPstnSnsr FA (Manual Trans only)	4 cycle delay	
					******************************	******************************	*******************	
					Default Action			
					Isolator Resonance Default Action Option	Not Enabled		
					******************************	******************************	*******************	
					If Isolator Resonance Option Enabled AND Misfire P030x TFTKO	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 Ilium.
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 Ilium.
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 > 2.0 seconds > 580 RPM AND < 8,500 RPM >40 mg/cylinder AND < 2,000 mg/cylinder > -40 deg's C = TRUE > -40 deg's C > 100 revs	First Order Lag Filters with Weight Coefficient = 0.0600 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 Ilium.
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 > 2.0 seconds > 400 RPM and < 8,500 RPM > 133 revs > 20 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 Ilium.
		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 Ilium.
		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 Ilium.
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 > 2.0 seconds > 2,000 RPM (not in AFM mode) OR > 2,000 (in AFM mode) AND < 8,500 RPM > 210 mg/cylinder AND < 2,000 mg/cylinder > -40 deg's C = TRUE > -40 deg's C **P0326_P0331_AbnormalNoiseCylsEnabled** (Supporting Table) > 267 Revs	First Order Lag Filters with Weight Coefficient = 0.0015 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 Ilium.
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 Ilium.
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 Ilium.
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 > 0.8 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 Ilium.
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 8 or more crank re-synchronizations occur	< 4.0 seconds	Engine Air Flow Cam-based engine speed No DTC Active:	Test is Enabled >= 0.8 grams/second > 100 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 > 0.8 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 Ilium.
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 > 0.8 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 4 >= 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 Ilium.
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 > 6 pulses = region 4 >= 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 Ilium.
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	> 1 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 Ilium.
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 >= 0.8 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 Ilium.
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 Ilium.
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 Ilium.
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 kQ 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 Ilium.
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 > 0.8 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 Ilium.
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 > 6 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 Ilium.
Catalyst System Low Efficiency Bank 1 - Intrusive (legacy)	P0420	INTRUSIVE CATALYST MONITOR ALGORITHM (a deceleration fuel cutoff condition triggers the diagnostic at least once per trip) Oxygen Storage concept: The catalyst washcoat contains Cerium Oxide which reacts with NO and 02 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 condition is defined as Oxygen Storage Capacity (OSC). The CatMon strategy involves a “measure” of OSC by intrusive Rich A/F followed by Lean A/F excursions (due to decel fuel cutoff). A Normalized Ratio of 1 indicates a good part and a ratio of 0 indicates a very bad part. Normalized Ratio Calculation = (C1-C2) / (C3-C2)	Normalized Ratio OSC Value (See P0420 Normalized OSC Ratio calc tab) (the EWMA calculation uses a 0.10 coefficient)	< 0.38	A1) Core catalyst diagnostic is A2) TWO Passive Observer diagnostic Disabled ? B) Enable criteria : See Trouble Code P2270 - (02 Sensor Signal Stuck Lean Bank 1 Sensor 2) ------------------------------------ C) Rapid Step Response (RSR) feature will initiate multiple tests: C1) If the difference between current EWMA value and the current OSC Normalized Ratio value is C2) and the current OSC Normalized Ratio value is C3) while the number of RSR tests is (maximum number of tests allowed to detect failure after RSR is triggered) --------------------------------- D1) Mass Air Flow is D2) and Mass Air Flow is E) Predicted catalyst temperature F) Pre-catalyst 02 Sensor or Pre-cat WRAF Sensor	A1) Enabled A2) Check : Disabled C1) >0.60 sec C2) <0.20 sec C3) < 8 counts -------------------------------- D1)> 2.00 g/s D2)< 6.00 g/s E) < 900 deg C F) > 800.00 mV or > 1.10 EQR	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 Ilium.
		where C1: Raw OSC Calculation = (post-cat 02 Response time) - (pre-cat 02 Response time) 02: BestFailing OSC value:: calibration table (based on temp and exhaust gas flow) C3: WorstPassing OSC value : calibration table (based on temp and exhaust gas flow) The Intrusive Catalyst Monitoring test is completed during a decel fuel cutoff event following a rich instrusive fueling event which is initiated by the 02 Sensor Signal Stuck Lean Bank 1 Sensor 2 test (See P2270 conditions for details)			G) Post-catalyst 02 Sensor ---------------------------------- General Enable Criteria: In addition to Code P2272 conditions, the following Code Bundles shall not be true : H1) For Switching 02 Sensors: H2) For WRAF Sensors:	G) > 850.00 mV -------------------------------- H1) O2S_Bank_1_Sensor_1_FA O2S_Bank_1_Sensor_2_FA O2S_Bank_2_Sensor_1_FA O2S_Bank_2_Sensor_2_FA H2) WRAF_Bank_1_FA, WRAF_Bank_2_FA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission System Leak Detection Reference Orifice Low Flow (ELCP Vented Fuel System)	P043E	A plugged ELCP reference orifice is detected. When the ELCP vacuum pump is on, the ELCP pressure sensor (gauge) measures the vacuum across the reference orifice. The reference vacuum is established when the test time expires. If the reference vacuum is above a maximum reference vacuum threshold then this would indicate a plugged reference orifice. 1st Reference Vacuum Measurement If the 1st reference vacuum measurement is above a maximum threshold then a failure is reported for P043E. This condition could indicate a plugged reference orifice or high flow ELCP vacuum pump. If a failure is detected then the ELCP EVAP diagnostic test sequence is complete. In a passing condition,	If 1st 0.020" reference orifice vacuum averaged measurement is after then a plugged ELCP reference orifice is detected and the DTC fails. Or If 2nd 0.020" reference orifice vacuum averaged measurement is after then a plugged ELCP reference orifice is detected and the DTC fails.	3 second > refer to **P043E First Reference Orifice Measurement** in Supporting Tables 60 seconds 3 second > refer to **P043E Second Reference Orifice Measurement** in Supporting Tables 30 seconds	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ***************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ***************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active Or	 4.3 < time < 5.8 hours or 6.0 < time < 8.1 hours or 8.2 < time < 11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ***************************** > 11 volts > 5 seconds ***************************** < 3 MPH > 0 seconds > 0 seconds 0.5 seconds	Up to twice per trip, for each required wake-up event 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		the P043E will not report a pass at this time since this diagnostic is run again during the 2nd reference orifice check section. 2nd Reference Vacuum Measurement If the 2nd reference vacuum measurement is above a maximum threshold then a failure is reported for P043E. This condition could indicate a plugged reference orifice or high flow ELCP vacuum pump. If a failure is detected then the ELCP EVAP diagnostic test sequence is complete. In a passing condition, the P043E will report a pass at this time.			Device control exceeds Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling) No Active DTC's No Active DTC's TFTKO	FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA VICM_WakeupDiag_FA VICM_WakeupDiag_TFTKO LostCommBCM_FA LostCommBusB_VICM_FA CommBusAOff_VICM_FA CommBusBOff_VICM_FA AccCktLo_FA ModuleOffTime_FA P043F P0451 P145C P145D P1462 P1463 P2450 P24B9		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission System Leak Detection Reference Orifice High Flow (ELCP Vented Fuel System)	P043F	A missing ELCP reference orifice is detected. When the ELCP vacuum pump is on, the ELCP pressure sensor (gauge) measures the vacuum across the reference orifice. The reference vacuum is established when the test time expires. If the reference vacuum is below a minimum reference vacuum threshold then this would indicate a missing reference orifice. 1st Reference Vacuum Measurement If the 1st reference vacuum measurement is below a minimum threshold then a failure is reported for P043F. This condition could indicate a missing reference orifice or low flow ELCP vacuum pump. If a failure is detected then the ELCP EVAP diagnostic test sequence is complete. In a passing condition, P043F will not report a pass at this	If 1st 0.020" reference orifice vacuum averaged measurement is after then a missing ELCP reference orifice is detected and the DTC fails. Or If 2nd 0.020" reference orifice vacuum averaged measurement is after then a missing ELCP reference orifice is detected and the DTC fails.	3 second < refer to **P043F First Reference Orifice Measurements** in Supporting Tables 60 seconds 3 second < refer to **P043F Second Reference Orifice Measurements** in Supporting Tables 30 seconds	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active Or	4.3 < time < 5.8 hours or 6.0 < time <8.1 hours or 8.2 < time <11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3MPH > 0 seconds > 0 seconds	Up to twice per trip, for each required wake-up event 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		time since this diagnostic is run again during the 2nd reference orifice check section. 2nd Reference Vacuum Measurement If the 2nd reference vacuum measurement is below a minimum threshold then a failure is reported for P043F. This condition could indicate a missing reference orifice or low flow ELCP vacuum pump. If a failure is detected then the ELCP EVAP diagnostic test sequence is complete. In a passing condition, P043F will report a pass at this time.			Device control exceeds Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling) No Active DTC's No Active DTC's TFTKO	0.5 seconds FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA VICM_WakeupDiag_FA VICM_WakeupDiag_TFTKO LostCommBCM_FA LostCommBusB_VICM_FA CommBusAOff_VICM_FA CommBusBOff_VICM_FA AccCktLo_FA ModuleOffTime_FA P043E P0451 P145C P145D P1462 P1463 P2450 P24B9		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
EVAP System Small Leak Detected (ELCP Vented Fuel System)	P0442	A small leak (> 0.020") is detected in the EVAP system between the fuel cap and purge solenoid. The ELCP vacuum pump creates a vacuum across a 0.020" reference orifice. This reference vacuum is then compared to the vacuum level created in the fuel tank to determine if a leak exists.	If the ELCP pressure sensor (gauge) vacuum reading is less than the 2nd 0.020" reference orifice vacuum measurement for then the fuel tank system has a small leak and the DTC fails.	800 seconds	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active Or	 4.3 < time < 5.8 hours or 6.0 < time < 8.1 hours or 8.2 < time < 11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3MPH > 0 seconds > 0 seconds	Once per trip, for each required wake-up event 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Device control exceeds Or Vacuum Refueling Detected (See P0454 Fault Code for information on vacuum refueling algorithm) Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling)	0.5 seconds		
					No Active DTC's	FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA VICM_WakeupDiag_FA VICM_WakeupDiag_TFTKO LostCommBCM_FA LostCommBusB_VICM_FA CommBusAOff_VICM_FA CommBusBOff_VICM_FA AccCktLo_FA ModuleOffTime_FA		
					No Active DTC's TFTKO	P043E P043F P0451 P145C P145D P145F P1462 P1463 P2450		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						P24B9		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission System Purge Control Valve Open Circuit (ELCP Sealed/ Vented Fuel System)	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 Q impedance between output and controller ground.	Diagnostic is Disabled Powertrain relay voltage	Voltage > 11.0 volts	20 failures out of 25 samples 250 ms /sample	Type B, 2 Trips Note: In certain controlle rs P0458 may also set (Caniste r Purge Solenoid Short to Ground)

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission (EVAP) Vent System Performance (Conventional ELCP Vented Fuel System 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 > 2,989 Pa 5 seconds > 6 liters	Diagnostic is Enabled Fuel Level System Voltage Startup IAT Startup ECT BARO No active DTCs: No Active DTCs TFTKO	 10 % < Percents 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 FuelLevelDataFault EVAP Sensor Communication FA EVAP Device Communication FA P0443 P0449 P0452 P0453 P0454 P0458 P0459 P0498 P0499 P2418 P2419 P2420 P145D P2450	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 Ilium.
Fuel Tank Pressure (FTP) Sensor Circuit Performance Diagnostic (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P0451	Fuel Tank Pressure (FTP) sensor correlation diagnostic with propulsion system not active. Propulsion System Off The FTP sensor correlation diagnostic is performed during the EVAP leak check section which allows the sensor to be checked over a wider operating range. For the FTP sensor to ELCP pressure sensor correlation, the ELCP vacuum pump is on and the ELCP switching valve is in the pump position. When the ELCP vacuum pump is creating a vacuum in the fuel tank, the FTP sensor and ELCP pressure sensor readings are compared. The FTP sensor correlation check uses an average difference comparison between the FTP sensor and ELCP pressure sensor readings. This logic is also used when the FTP sensor is beyond its range but the ELCP	This diagnostic runs when the ELCP vacuum pump is creating a vacuum on the fuel tank during the ELCP leak detection test sequence. After a delay time of IF 1) the FTP sensor reading is and (the FTP sensor is in a readable range) or 2) the ELCP pressure sensor (gauge) reading is and (the ELCP pressure sensor indicates that the FTP sensor is in a readable range) THEN if the average difference between the FTP sensor reading and ELCP pressure sensor (gauge) reading is over a time period then a FTP sensor correlation failure has been detected and the DTC fails. The period of time is from to	5 seconds, > -3,911 Pa < 1,420 Pa > -3,687 Pa < 1,196 Pa > 1,021 Pa > 5 seconds 1) < 2,500 seconds, or 2) the time when both the FTP and ELCP	Propulsion System Not Active Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT MaxIAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test	4.3 < time < 5.8 hours or 6.0 < time <8.1 hours or 8.2 < time <11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10% < 90% < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3 MPH > 0 seconds > 0 seconds	Once per trip with Propulsion System Not Active, for each required wake-up event 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		pressure sensor indicates it should be in a readable range. The difference between the two sensor readings is averaged over a time period and then compared to a fail threshold. If the average difference is above the threshold, a fail is reported for P0451. The ELCP EVAP diagnostic test sequence is complete if a failure is detected.		sensors indicate that the FTP sensor is outside its readable range, or 3) the time when the EVAP leak check section ends.	Or Service bay test active Or Device control exceeds Or Vacuum Refueling Detected (See P0454 Fault Code for information on vacuum refueling algorithm) Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling)	0.5 seconds		
		In the case where the vacuum level in the fuel tank is beyond the FTP sensor range and the ELCP pressure sensor indicates the same, then P0451 concludes and pass/fail results are based on the average difference results before both sensors indicated the FTP sensor was beyond its readable range.			No Active DTC's	FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA ModuleOffTime_FA EVAP Sensor Communication FA EVAP Device Communication FA		
					No Active DTC's TFTKO	P043E P043F P145C P145D P1462 P1463 P2450 P24B9 P0458 P0496		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						P16FD P16FE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Fuel Tank Pressure (FTP) Sensor Circuit Low Voltage (Conventional ELCP Vented Fuel System 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)	No active DTC's:	EVAP Sensor Communication FA	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 Ilium.
Fuel Tank Pressure (FTP) Sensor Circuit High Voltage (Conventional ELCP Vented Fuel System 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)	No active DTCs:	EVAP Sensor Communication FA	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 Ilium.
Fuel Tank Pressure (FTP) Sensor Circuit Intermittent (Convention al ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P0454	This DTC will detect intermittent tank vacuum sensor signals that would have caused the ELCP small leak test to abort due to an apparent re-fueling event. Since the ELCP EVAP diagnostic test sequence with propulsion system off starts many hours after the engine has been turned off, the potential for the diagnostic to encounter a refueling event during the test sequence is remote but still possible (e.g. adding fuel from a gas can or trailering/towing vehicle to gas station). When the test sequence is running, the fuel level and fuel tank pressure/vacuum are continuously monitored for refueling detection. An apparent refueling event can be detected either by a change in fuel level, a sudden vacuum change, or a high level of pressure in the fuel tank. A vacuum refueling detection can only occur when the ELCP switch valve is in	If an abrupt change in fuel tank vacuum is detected, the ELCP leak detection test sequence 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 event is confirmed, then the test sample is considered passing. Otherwise, if a refueling event is not confirmed, then the test sample is considered failing which indicates an intermittent signal problem. An abrupt change in fuel tank vacuum is defined as: Tank vacuum changes by in the span of 1.0 second. But in 12.5 msec. An intermittent fuel tank pressure sensor signal problem is defined as: An abrupt change in fuel tank vacuum is detected but a refueing event is not confirmed since the fuel level does not remain	>112Pa <249 Pa >10%	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active Or	4.3 < time < 5.8 hours or 6.0 < time <8.1 hours or 8.2 < time <11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3 MPH > 0 seconds > 0 seconds	This test is executed during ELCP leak detection test sequence. The test can only execute up to once per propulsion system 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 B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		the pump position. The FTP sensor is used for the pressure/vacuum refueling detection. If an apparent refueling event is detected, the diagnostic will abort from its current state and transition to the refueling rationality check section. The refueling rationality section will determine if the apparent refueling event was rational or irrational. Refueling Rationality Test After a refueling event was detected, the refueling rationality test looks for a persistent change in fuel level to occur for a specified period of time. The calibrations for the amount of time that the change must persist and how long to wait for the persistent change after the detection are common calibrations. In addition, the diagnostic uses an X-out-of-Y scheme. Thus, when a given test completes, the	for 30 seconds during a 600 second refueling rationality test.		Device control exceeds Or Vacuum Refueling Detected (See P0454 Fault Code for information on vacuum refueling algorithm) No Active DTC's No Active DTC's TFTKO	0.5 seconds FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA ModuleOffTime_FA EVAP Sensor Communication FA EVAP Device Communication FA P043E P043F P0451 P145C P145D P1462 P1463 P2450 P24B9 P0458 P0496 P16FD P16FE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		sample counter is incremented. The sample counter will be reset to one the first time a failure is detected. This allows the MIL to be illuminated properly regardless of the initial value of Y when the first failure occurs. If the test fails, then a fail counter is incremented. There are two pairs of counters: 1) One sample/fail counter pair for the vacuum refueling detection 2) One sample/fail counter pair for the fuel level refueling detection. A failure occurs when an apparent refueling event was detected either by a change in fuel level, a sudden vacuum change, or a high level of pressure in the fuel tank, but a persistent change in fuel level does not occur for a specified period of time.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission (EVAP) System Large Leak Detected (Conventional ELCP Vented Fuel System 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.	> 6 liters < 2,740 Pa	Diagnostic is Enabled Fuel Level System Voltage BARO Purge Flow No active DTCs: No Active DTCs TFTKO If ECT > IAT, Startup temperature delta (ECT-IAT): Startup IAT	 10% < Percent < 90% > 10.0 volts > 70 kPa > 1.50 % MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited FuelLevelDataFault EVAP Sensor Communication FA EVAP Device Communication FA P0443 P0449 P0452 P0453 P0454 P0458 P0459 P0498 P0499 P2418 P2419 P2420 P145D P2450 < 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 toO 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 Ilium.
		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 EOT 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 Ilium.
Evaporative Emission System Purge Control Valve Circuit Low (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	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 Q 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 Ilium.
Evaporative Emission System Purge Control Valve Circuit High (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	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 Q 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 Ilium.
Fuel Level Sensor 1 Performance (For use on vehicles with a single fuel tank)	P0461	This DTC will detect a primary fuel tank level sensor stuck in-range.	a) Sensed fuel volume change is b) while engine fuel consumption is	a) < 3 liters b) > 15.56 liters	1. Diagnostic is Enabled 2. Engine Operational State	 2. == Running	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 Ilium.
Fuel Level Sensor 1 Circuit Low Voltage (For use on vehicles with a fuel float connected to an FTZM)	P0462	This DTC will detect a primary fuel tank sensor out-of-range low.	Fuel level Sender % of 5V range	<10%	a) Diagnostic is Enabled b) Fuel Level Sensor Initialized status c) Fuel Level Sensor Data Available Status d) Communication faults status	 b) == True c) == True d) <> True	40 failures out of 50 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 Ilium.
Fuel Level Sensor 1 Circuit High Voltage (For use on vehicles with a fuel float connected directly to the ECM)	P0463	This DTC will detect a primary fuel tank level sensor out-of-range high.	Fuel level Sender % of 5V range	> 60 %	a) Diagnostic is Enabled		40 failures out of 50 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 Ilium.
Fuel Level Sensor 1 Circuit Intermittent (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P0464	This DTC will detect intermittent fuel level sensor signals that would have caused the ELCP small leak test to abort due to an apparent re-fueling event. Refueling Detection Since the ELCP EVAP diagnostic test sequence with propulsion system off starts many hours after the engine has been turned off, the potential for the diagnostic to encounter a refueling event during the test sequence is remote but still possible (e.g. adding fuel from a gas can or trailering/towing vehicle to gas station). When the test sequence is running, the fuel level and fuel tank pressure/vacuum are continuously monitored for refueling detection. An apparent refueling event can be detected either by a change in fuel level, a sudden vacuum change, or a high level of pressure in the fuel tank. A vacuum refueling detection can	If a change in fuel level is detected, the ELCP leak detection test sequence 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 refueling 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.	>10% >10%	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active Or	 4.3 < time < 5.8 hours or 6.0 < time < 8.1 hours or 8.2 < time < 11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3MPH > 0 seconds > 0 seconds	This test is executed during the ELCP leak detection test sequence. 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 B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		only occur when the ELCP switch valve is in the pump position. The FTP sensor is used for the pressure/vacuum refueling detection. If an apparent refueling event is detected, the diagnostic will abort from its current state and transition to the refueling rationality check section. The refueling rationality section will determine if the apparent refueling event was rational or irrational. Refueling Rationality Test After a refueling event was detected, the refueling rationality test looks for a persistent change in fuel level to occur for a specified period of time. The calibrations for the amount of time that the change must persist and how long to wait for the persistent change after the detection are common calibrations. In addition, the diagnostic uses an X-out-of-Y scheme.			Device control exceeds Or Vacuum Refueling Detected (See P0454 Fault Code for information on vacuum refueling algorithm) No Active DTC's No Active DTC's TFTKO	0.5 seconds FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA ModuleOffTime_FA EVAP Sensor Communication FA EVAP Device Communication FA P043E P043F P0451 P145C P145D P145F P1462 P1463 P2450 P24B9 P0458 P0496 P16FD P16FE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		Thus, when a given test completes, the sample counter is incremented. The sample counter will be reset to one the first time a failure is detected. This allows the MIL to be illuminated properly regardless of the initial value of Y when the first failure occurs. If the test fails, then a fail counter is incremented. There are two pairs of counters: 1) One sample/fail counter pair for the vacuum refueling detection 2) One sample/fail counter pair for the fuel level refueling detection. A failure occurs when an apparent refueling event was detected either by a change in fuel level, a sudden vacuum change, or a high level of pressure in the fuel tank, but a persistent change in fuel level does not occur for a specified period of time.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Cooling Fan 1 Relay Control Circuit Open (Output Driver Monitor) (Not used on EREV/ PHEV/ HEV)	P0480	Diagnoses the cooling fan 1 relay control low side driver circuit for circuit faults	Voltage low during driver off state (indicates open circuit)	Open Circuit: > 200 K Q impedance between signal and controller ground	Powertrain Relay Voltage	Voltage > 11.0 volts	50 failures out of 63 samples 100 ms /sample	Type B, 2 Trips Note: In certain controllers P0691 may also set (Fan 1 Short to Ground).

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Cooling Fan Speed Low [LIN Bus Electric PWM Fans Only- Internal or External controller]	P0494	This diagnostic is to detect if the fan system is undercooling. It does so by determining if the measured fan speed is sufficiently lower than the expected fan speed. The expected fan speed is modeled applying startup/ rampup/transport time delays, applying rate limiting to increasing and decreasing fan commands, and applying supply voltage compensation. If the actual fan speed is lower than the modeled fan speed by a calibratable threshold, the fault maturation for the corresponding DTC increments. The diagnostic employs a standard "X of Y" approach, where the diagnostic reports a failure to the diagnostic data manager if "X" faulted evaluations occur within each test consisting of "Y" samples. Only after first diagnostic activation per key cycle, the fan will be held commanded on for enough time to ensure this monitor has an	This DTC compares the Measured Fan Speed and the Expected Fan Speed and ensures that it falls withing an acceptable margin of error (low side error comparison)	<= Speed Low Limit [Supporting Table] **P0494_LIN_Threshold**	a] Diagnostic Enabled b] Fan Commanded On c] Diagnostic System Disabled(via service tool) d] Battery Voltage In-Range e] LIN Bus based Fan Operation Enabled f] LIN Bus Lost Communication Fault Active (DTC U063200) g] LIN Bus Continuous Operation Fault Active (DTC P135C) h] Fan Our of Range High Fault Active (DTC P30EF) i] Fan Out Of Range Low Fault Active (DTC P30EE) j] Fan speed is above a min fan speed threshold (rpm)	a] = 1 [True if 1; False if 0] b] =TRUE c] =FALSE d] =TRUE e] =TRUE f] =FALSE g] =FALSE h] = FALSE i] = FALSE j] >=690.00	16 failures / 20 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 Ilium.
		opportunity to mature a decision.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission (EVAP) System Flow During Non-Purge (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P0496	This DTC will determine if the purge solenoid is leaking to engine manifold vacuum. This test checks for purge valve leaks to intake manifold vacuum such that there would always be a small amount of purge flow present. 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 This diagnostic test detects purge valve leaks to intake manifold vacuum. It is not intended to detect purge valve leaks to the atmosphere which are monitored by the EONV small leak diagnostic (P0442). The purge valve leak diagnostic exists to helps service replace	Tank Vacuum for Test time	> 2,491 Pa 5 seconds < refer to **P0496 Purge Valve Leak Test Engine Vacuum Test Time (Cold Start) as a Function of Fuel Level** in Supporting Tables. Test time only increments when engine vacuum > 10.0 kPa.	Diagnostic is Enabled Fuel Level System Voltage BARO Startup IAT Startup ECT Engine Off Time No active DTCs: No Active DTCs TFTKO	 10% < Percent < 90% > 10.0 volts > 70 kPa 4 °C<Temperature< 35 °C <35 °C >28,800.0 seconds MAP_SensorFA TPS_FA VehicleSpeedSensor_FA IAT_SensorFA ECT_Sensor_FA AmbientAirDefault EnginePowerLimited FuelLevelDataFault EVAP Sensor Communication FA EVAP Device Communication FA P0443 P0449 P0452 P0453 P0454 P0458 P0459 P0498 P0499 P2418 P2419 P2420 P145D P2450	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 Ilium.
		leaking purge valves that could otherwise be detected with the EONV small leak diagnostic (P0442).						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Crankcase Ventilation System Disconnected	P04DB	The Crankcase Ventilation System Disconnected Diagnostic monitors the performance of the Positive Crankcase Ventilation (PCV) System. After the enable conditions are met, this monitor will will evaluate the signal of the Crankcase Ventilation Pressure sensor. This sensor is mounted in the PCV hose between the crankcase and the engine induction system. During normal operation, the sensor will see a pressure drop that varies in conjunction with the engine air flow. Additionally, the sensor will see pressure pulses as the cylinders go up and down in the crankcase. This monitor evaluates both the signal offset based on the pressure drop, and the signal noise based on the pressure pulses. The product of the	ScaledSignalLo * ScaledNoiseLo or ScaledSignalHi * ScaledNoiseHi Where ScaledSignalLo = Where ScaledNoiseLo = Where ScaledSignalHi =	< 0.85 kPa * kPa > 9,999.00 kPa * kPa Average Crankcase Ventilation Pressure Signal value calculated over the sample period and normalized as a function of engine air flow based on table **P04DB: Crankcase Pressure Signal Normalization for Air Flow, low case** 0.00 kPa is subtracted from the normalized value. The absolute value of the result is taken to get the final ScaledSignalLo. Average Crankcase Ventilation Pressure Signal delta calculated over the sample period and normalized as a function of engine speed based on table **P04DB: Crankcase Pressure Noise Normalization for Engine Speed, low case** Average Crankcase Ventilation Pressure	Diagnostic is Enabled Outside Air Temperature Engine Coolant Temperature Barometric Pressure <u>Stability conditions:</u> Engine Air Flow Engine Air Flow Engine Vacuum Engine Vacuum Engine Speed Engine Speed Maximum Engine Air Flow - Minimum Engine Air Flow over the sample period Engine Manifold Pressure (MAP) Transient Active MAP Transient Delay <u>MAP Transient Active</u> = TRUE when: Engine Speed Engine Speed MAP Delta over 100 msec <u>MAP Transient Delay</u> = TRUE for a period of time after MAP Transient Active becomes FALSE. This time is determined	>= -9.0 Degrees C >= 55.0 Degrees C >= 70.0 kPa >= 30.0 Grams/Second <= 60.0 Grams/Second >= -80.0 kPa <= -30.0 kPa >= 2,200 RPM <= 2,850 RPM <= 20.0 Grams/Second = FALSE = FALSE > 9,999 RPM < 9,999 RPM > MAP Transient Delta Threshold which is a function of engine speed based on table **P04DB: MAP Transient Delta Threshold**	The DTC will fail immediately if the malfunction criteria are met	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		signal offset and signal noise is compared to a calibration threshold during certain engine operating conditions. If this product is between two failure thresholds, the system is operating as expected, and the monitor passes. If the product is outside of the two failure thresholds, the system is disconnected, and the monitor fails.	Where ScaledNoiseHi = The Crankcase Ventilation Pressure Sensor is sampled every 3.125 msec to calculate ScaledSignalLo/Hi and ScaledNoiseLo/Hi. ScaledSignalLo/Hi and ScaledNoiseLo/Hi values are accumulated over a period of 1.0 Seconds.	Signal value calculated over the sample period and normalized as a function of engine air flow based on table **P04DB: Crankcase Pressure Signal Normalization for Air Flow, high case** 0.00 kPa is subtracted from the normalized value. The absolute value of the result is taken to get the final ScaledSignalHi. Average Crankcase Ventilation Pressure Signal delta calculated over the sample period and normalized as a function of engine speed based on table **P04DB: Crankcase Pressure Noise Normalization for Engine Speed, high case**	as a function of the maximum MAP Delta measured while MAP Transient Active = TRUE, and is based on table **P04DB: MAP Transient Delay Active Time** --------------------------- Time that stability conditions must be met prior to sampling data Data is sampled over a period of time Stability conditions must continue to be met as the data sample is collected. A data sample may accumulate data from multiple sample windows. DTCs Active: DTCs Pending:	------------------------------- = 1.0 Seconds = 1.0 Seconds MAF_SensorFA MAP_SensorFA OAT_PtEstFiltFA AmbPresDfltdStatus ECT_Sensor_FA PCV_Sensor_FA PCV_Sensor_Circuit_FA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Crankcase Ventilation Hose Connection Sensor Circuit Low	P04E2	Detects a continuous open or short to ground in the Crankcase Ventilation Pressure signal circuit by monitoring the Crankcase Ventilation Pressure sensor output voltage and failing the diagnostic when the Crankcase Ventilation Pressure voltage is too low. The Crankcase Ventilation Pressure sensor is a pressure transducer which outputs a voltage proportional to the gauge pressure between the crankcase ventilation hose and the atmosphere.	Crankcase Ventilation Pressure Sensor Voltage	<= 4.3% of 5 Volt Range (This is equal to -5.71 kPa)	Diagnostic is Enabled		1,280 failures out of 1,600 samples 1 sample every 3.125 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Crankcase Ventilation Hose Connection Sensor Circuit High	P04E3	Detects a continuous short to power in the Crankcase Ventilation Pressure signal circuit by monitoring the Crankcase Ventilation Pressure sensor output voltage and failing the diagnostic when the Crankcase Ventilation Pressure voltage is too high. The Crankcase Ventilation Pressure sensor is a pressure transducer which outputs a voltage proportional to the gauge pressure between the crankcase ventilation hose and the atmosphere.	Crankcase Ventilation Pressure Sensor Voltage	>= 95.5 % of 5 Volt Range (This is equal to 5.69 kPa)	Diagnostic is Enabled		1,280 failures out of 1,600 samples 1 sample every 3.125 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Crankcase Ventilation Hose Connection Sensor Range/ Performance	P04FB	Detects a performance failure in the Crankcase Ventilation Pressure sensor, such as when the sensor value is stuck in range. If the engine has been off for a sufficient amount of time, the pressure in the crankcase ventilation system will equalize to atmospheric pressure. The Crankcase Ventilation Pressure sensor value is checked to see if it is within the normal expected range around the expected value of 0 kPa. If it is not, the Crankcase Ventilation Pressure performance diagnostic will fail. The Crankcase Ventilation Pressure sensor is a pressure transducer which outputs a voltage proportional to the gauge pressure between the crankcase ventilation hose and the atmosphere.	Crankcase Ventilation Pressure OR Crankcase Ventilation Pressure	>= 0.63 kPa <= -0.63 kPa	Diagnostic is Enabled Engine is not rotating (Time since engine has stopped rotating OR Outside Ambient Temperature) Engine Coolant Temperature DTCs Active:	>= **KtPCVD_t_PCV_PresSnsrEquilibtable** seconds >=-9.00 deg C >= 55.0 deg C PCV_Sensor_Circuit_FA ECT_Sensor_FA EngineModeNotRunTimer Error	128 failures out of 160 samples 1 sample every 3.125 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Filter coefficient	> 91.00 rpm 0.00300	Baro Coolant Temp Engine run time Ignition voltage Time since gear change Time since a TCC mode change IAT Vehicle speed Commanded RPM delta Idle time 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 > 5 sec > 88.00 pct < 10.00 pct PTO not active Transfer Case not in 4WD LowState	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 Ilium.
						Off-vehicle device control (service bay control) must not be active. following conditions not TRUE: (VeTESR_e_EngSpdReqIntvType = CeTESR_e_EngSpdMinLimitAND 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 Ilium.
						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 Ilium.
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	< -182.00 rpm 0.00300	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 < 10.00 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 Ilium.
						following conditions not TRUE: (VeTESR_e_EngSpdReqIntvType = CeTESR_e_EngSpdMinLimitAND 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 Ilium.
					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 Ilium.
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 threshold tables:	(>Idle SCDAND >Idle SCD ddt Tables) OR (>Idle Cyl Mode AND > Idle Cyl Mode ddt Tables)	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 AND NumCLOEvents In addition, Dual Pulse Strategy Is Enabled and Active Per the following: Engine Speed Accel Position Engine Run Time For the engine speeds and loads in which Dual	 = 0 < 550.00 degC > -12.00 degC <= 66.00 degC >= 70.00 KPa < 1.00 >= 250.00 RPM <= 3,000.00 RPM <= 100.00 Pct < 20 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 OR The first 500 engine cycles have been reached	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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	>= 50.00 <501		
					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	>= 20.00 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	< 70.00 KPa		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Dual Pulse Strategy will exit per the following:			
					Engine Speed OR	> 3,500.00 RPM		
					Accel Position	> 99.00 Pct		
					Engine Run Time	>= 20 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		
					Hot Coolant Enrichment	Not Active		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Injector Flow Test	Not Active		
					General Enable			
					DTC's Not Set:	EngineMisfireDetected_FA 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 TFTK0 FHPR_b_FRP_SnsrCkt_FA FHPR_b_FRP_SnsrCkt_TFTKO FHPR_b_PumpCkt_FA FHPR b PumpCkt TFTK0 TransmissionEngagedState_FA EngineTorqueEstInaccurate FuelPumpRlyCktFA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Engine Oil Pressure (EOP) Sensor Performance - Two Stage 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 runing 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 expected threshold OR Filtered Engine Oil Pressure above expected threshold To pass when previously failing: Filtered Engine Oil Pressure above low threshold plus an offset OR	Filtered Oil Pressure < (**P0521_P06DD_P06DE_OP_HiStatePressure** * 1.00 - 133.0 kPa) OR Filtered Oil Pressure > (**P0521_P06DD_P06DE_OP_HiStatePressure** * 1.00 + 133.0 kPa) Filtered Oil Pressure > **P0521_P06DD_P06DE_OP_HiStatePressu (re** * 1.00 - 133.0 kPa + 10.0 kPa) OR Filtered Oil Pressure < (	Two Stage Oil Pump is Present = TRUE Pump is in high pressure state 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 30.0 seconds) Filtered Engine Speed within range Modelled Oil Temperature within range Pump state change complete No active DTC's	TRUE Enabled Test not report a fail state Yes > 10.0 seconds >70.0 kPa FALSE 1,400 RPM < Filtered Engine Speed < 4,500 RPM 50.0 deg C < Modelled Oil Temperature <110.0 degC Time since state change > 1.60 s Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA	> 40 errors out of 50 samples. Performed every 100 msec > 10passes 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 Ilium.
			Filtered Engine Oil Pressure below high threshold minus an offset	**P0521_P06DD_P06DE_OP_HiStatePressure** * 1.00 + 133.0 kPa - 10.0 kPa) (Details on Supporting Tables Tab: **P0521_P06DD_P06DE_OP_HiStatePressure**)		EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA CrankSensor_FA		
			Two Stage Oil Pump EOP Sensor Test with Engine Running, Low Pressure State		Two Stage Oil Pump is Present = TRUE	TRUE		
					Pump is in low pressure state	Enabled		
			<u>To Fail when previously passing with the engine running:</u> Filtered Engine Oil Pressure below expected threshold OR Filtered Engine Oil Pressure above expected threshold	Filtered Oil Pressure < (**P0521_P06DD_P06DE_OP_LoStatePressure** * 1.00 - 133.0 kPa) OR Filtered Oil Pressure > (**P0521_P06DD_P06DE_OP_LoStatePressure** * 1.00 + 133.0 kPa)	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 30.0 seconds) Filtered Engine Speed within range	Test not report a fail state Yes >10.0 seconds >70.0 kPa FALSE 1,400 RPM < Filtered Engine Speed < 4,500 RPM	> 40 errors out of 50 samples. Performed every 100 msec	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			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_P06DD_P06DE_OP_LoStatePressure** * 1.00 - 133.0 kPa + 10.0 kPa) OR Filtered Oil Pressure < (**P0521_P06DD_P06DE_OP_LoStatePressure** * 1.00 + 133.0 kPa - 10.0 kPa) (Details on Supporting Tables Tab: **P0521_P06DD_P06DE_OP_LoStatePressure**)	Modelled Oil Temperature within range Pump state change complete No active DTC's	50.0 deg C < Modelled Oil Temperature <110.0 deg C Time since state change > 1.60 s Time since state change > Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA CrankSensor_FA	> 10passes out of 50 samples. Performed every 100 msec	
			Two Stage Oil Pump EOP Sensor Test with Engine Off If enabled: To Fail when previously passing with the engine off: Filtered Engine Oil Pressure greater than threshold	Filtered Oil Pressure > 40.0 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	TRUE Disabled Test not report a fail state > 70.0 deg C > 10.0 seconds EngineModeNotRunTimer_FA EngOilTempFA	> 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 Ilium.
						EngOilPressureSensorCkt FA CrankSensor_FA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	< 5.00 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	1,280 failures out of 1,600 samples Performed every 3.125 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	> 95.00 percent Deadband: < 5 percent or > 95 percent	Oil Pressure Sensor In Use Diagnostic Status	Yes Enabled	1,280 failures out of 1,600 samples Performed every 3.125 msec	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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, 1 Trip No MIL Emissions Neutral

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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, 1 Trip No MIL Emissions Neutral

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Cruise Control Mutil-Functon Switch Circuit Legacy	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 over a sample period.	The cruise control analog voltage A/D count ratio is considered 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	Diagnostic is enabled. CAN cruise switch diagnostic enable in ECM	1.00	indicate failure for 0.50 seconds over the sample period / 25.00 seconds.	Type C, 1 Trip No MIL Emissions Neutral, "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 over a sample period.	fail in the applied state for greater than 20.00 seconds over the sample period of 25.00 seconds	Diagnostic is enabled. CAN cruise switch diagnostic enable in ECM	1.00	fail for greater than 20.00 seconds / 25.00 seconds	Type C, 1 Trip No MIL Emissions Neutral , "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 over a sample period.	fail in the applied state for greater than 89.00 seconds over the sample period of 99.00 seconds	Diagnostic is enabled. CAN cruise switch diagnostic enable in ECM	1.00	fail for greater than 89.00 seconds / 99.00 seconds	Type C, 1 Trip No MIL Emissions Neutral , "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 over a sample period	fail in the applied state for greater than 89.00 seconds over the sample period of 99.00 seconds	Diagnostic is enabled. CAN cruise switch diagnostic enable in ECM	1.00	fail for greater than 89.00 seconds / 99.00 seconds	Type C, 1 Trip No MIL Emissions Neutral , "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 over a sample period	fail in the applied state for greater than 20.00 seconds over the sample period of 25.00 seconds	Diagnostic is enabled. CAN cruise switch diagnostic enable in ECM	1.00	fail for greater than 20.00 seconds / 25.00 seconds	Type C, 1 Trip No MIL Emissions Neutral , "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Cruise Control Brake Switch Circuit 1 Low Voltage	P0572	Determines if brake pedal initial travel indication received from the BCM is valid "Emissions Neutral Default Action : When the ECM determines that the brake pedal initial travel indication received from the BCM in $0F1 is TRUE and the discrete electrical switch connected to the ECM indicates FALSE for longer than a duration, ECM sets the code and cruise control will be disengaged until the diagnostic passes.	If x of y samples are observed where serial data indicated value is TRUE and discrete electrical value is FALSE, default brake pedal initial travel set to true	0.50	Diagnostic is enabled. Cruise Control Brake Switch Circuit 1 Low Voltage Diagnostic Enable Serial communication to BCM Engine RPM higher than Engine RPM lower than	1.00 No loss of communication 0.00 8,191.88	4.00 Z5.00 counts	Type C, 1 Trip No MIL Emissions Neutral, "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Cruise Control Brake Switch Circuit 1 High Voltage	P0573	Determines if brake pedal initial travel indication received from the BCM is valid. "Emissions Neutral Default Action : When the ECM determines that the brake pedal initial travel indication received from the BCM in $0F1 is FALSE and the discrete electrical switch connected to the ECM indicates TRUE for longer than a duration, ECM sets the code and cruise control will be disengaged until the diagnostic passes.	If x of y samples are observed where serial data indicated value is FALSE and discrete electrical value indicates TRUE, default brake pedal initial travel set to true	0.50	Diagnostic is enabled. Cruise Control Brake Switch Circuit 1 High Voltage Diagnostic Enable Serial communication to BCM Engine RPM higher than Engine RPM lower than	1.00 No loss of communication 0.00 8,191.88	4.00 Z5.00 counts	Type C, 1 Trip No MIL Emissions Neutral , "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Cruise Control Input Circuit Switch Legacy	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 until the diagnostic passes and recovery conditions are satisfied."	If x of y rolling count / protection value faults occur, disengage cruise for duration of fault	Message <> 2's complement of message Message rollling countoprevious message rolling count value plus one	Serial communication to BCM Power Mode Engine Running Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage	No loss of communication = RUN = TRUE >= 3,000.00 milliseconds >= 11.00 volts	CrsCntrlSwStAlvRollCnt: 6.00 fail counts out of 0.00 sample counts CrsCntrlSwStatProtVal: 6.00 fail counts out of 0.00 sample counts CrsSecSwStatARC: 6.00 fail counts out of 15.00 sample counts CrsSecSwStatPVal : 6.00 fail counts out of 15.00 sample counts CrsSpdLmtrSwStatARC: 6.00 fail counts out of 15.00 sample counts CrsSpdLmtrSwStatPVal: 6.00 fail counts out of 15.00 sample counts	Type C, 1 Trip No MIL Emissions Neutral, "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	Diagnostic is enabled. 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 >4.13 OR (for slow test) shift lever has been in park once this key cycle vehicle speed >= 5.00 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 >= 5.00 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 Ilium.
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	Diagnostic is enabled. Brake Pedal Position Sensor 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 Ilium.
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	Diagnostic is enabled. 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 Ilium.
Brake Pedal Position Sensor Circuit Intermittent/ Erratic	P057E	detects noisy / erratic ouputfor brake pedal position sensor	If x of y samples are observed above failure threshold, default brake pedal position to zero percent and set DTC	16.00	Diagnostic is enabled. 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 Ilium.
Cruise Control Multi-function Circuit Low Voltage Legacy	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 over a sample period.	The cruise control analog voltage A/D count ratio is considered to be "open short to ground when the ratio is measured in the following rangs: 0-0.185	Diagnostic is enabled. CAN cruise switch diagnostic enable in ECM	1.00	indicate failure for 2.00 seconds / 25.00 seconds.	Type C, 1 Trip No MIL Emissions Neutral , "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Cruise Control Multi-function Circuit High Voltage Legacy	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 an "Open Short To Ground" range for greater than a calibratable period of time over a sample period.	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	Diagnostic is enabled. CAN cruise switch diagnostic enable in ECM	1.00	indicate failure for 2.00 seconds / 25.00 seconds.	Type C, 1 Trip No MIL Emissions Neutral, "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Battery Monitor Module Performance	P058A	This DTC monitors for a battery module internal fault	Battery Module signals an internal fault via LIN bus.		The diagnostic is enabled	Enabled	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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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		The diagnostic is enabled	Enabled	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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	Enabled 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 Ilium.
					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 Ilium.
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	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 Ilium.
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	Enabled 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 Ilium.
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	Enabled 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 Ilium.
Active Grill Air Shutter A Performance /Stuck OFF	P059F	A2-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. Retry attempts will continue until the commanded position is achieved or the trip ends.	[Smart Shutter Actuator 1 Position Response **OR** Shutters Not Initialized **OR** The absolute difference between Smart Shutter Actuator 1 Position Response and Shutter response and Commanded Position percent] **AND** Shutter 1 Diagnostic Delay Threshold count	[Indeterminate **OR** = TRUE **OR** > 5.00] **AND** Counter > 129.00 counts	a. Command ShutterI Enable. b. ShutterI Performance Diagnostic Enabled c. Off Vehicle Communication Service Request Diagnostic Enabled Any of the following conditions are met: d. Run Crank Active All of the following conditions are met: e. Run Crank Active f. Command On and Key Off g. ECU Awake h. Run Crank Voltage in Range i. Ignition Powertrain Relay Voltage in Range j. Actuator Initialization Complete Any of the following conditions are met k. If Enabled, performance diagnostics will be enabled even in the	a. = TRUE b. = Enabled c. = TRUE d. = TRUE e. = FALSE f. = TRUE g. = TRUE h. >=11.00 AND <= 32.00 i. >= 11.00 AND <= 32.00 j. = TRUE k. = Disabled	0.1 seconds out of a 0.1 seconds window	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					presence of a communication fault. All of the following conditions are met: l. LIN communication NOT faulted.(DTC: U028400, U058500) m. No LIN communication Fault Pending n. LIN communication Data is Ready	l. = TRUE m. =TRUE n. = TRUE		
			Shutter 1 Performance Test count	= 5.00 counts	a. Command ShutterI Enable. b. ShutterI Performance Diagnostic Enabled c. Off Vehicle Communication Service Request Diagnostic Enabled Any of the following conditions are met: d. Run Crank Active All of the following conditions are met: e. Run Crank Active f. Command On and Key Off	a. = TRUE b. = Enabled c. = TRUE d. = TRUE e. = FALSE f. = TRUE	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 Ilium.
					g. ECU Awake h. Run Crank Voltage in Range i. Ignition Powertrain Relay Voltage in Range j. Actuator Initialization Complete Any of the following conditions are met k. If Enabled, performance diagnostics will be enabled even in the presence of a communication fault. All of the following conditions are met: l. LIN communication NOT faulted.(DTC: U028400, U058500) m. No LIN communication Fault Pending n. LIN communication Data is Ready	g. = TRUE h. >=11.00 AND <= 32.00 i. >= 11.00 AND <=32.00 j. = TRUE k. = Disabled l. = TRUE m. =TRUE n. = TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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.	
				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 Ilium.
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 Ilium.
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 Ilium.
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 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 Ilium.
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	450 milliseconds	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 150 milliseconds 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)		Test is Enabled: 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 Ilium.
			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)		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	
			MAIN processor DMA transfer from Flash to RAM has 1 failure			Test is Enabled: 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: **P0606 PFM_Enable f (Loop Time)** (If 0, this test is disabled)	Fail Table, f(Loop Time). See supporting tables: **P0606 PFM Sequence Fail f (Loop Time)** / Sample Table, f (Loop Time)See supporting tables: **P0606 PFM Sequence Sample f(Loop Time)** counts 50 ms/count in the ECM main orocessor	

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			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 Ilium.
Internal Control Module Main Processor Performance (Gasoline applications ONLY)	P060C	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	-52.90 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	52.90 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	52.90 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 Ilium.
			Absolute difference of Filtered Air-per-cylinder and its redundant calculation is out of bounds given by threshold range	124.17 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 Ilium.
				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 Ilium.
			Zero pedal axle torque is out of bounds given by threshold range	High Threshold 536.66 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 536.66 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	52.90 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 Ilium.
			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 Ilium.
			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 Ilium.
			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	
			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 multipier	
			Predicted torque for uncorrected zero pedal determination is greater than calculated limit.	Table, f(Engine, Oil Temp). **P060C_Speed Control External Load f(Oil Temp, RPM) +** 52.90	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 Ilium.
				Nm				
			Engine Predicted Request Without Motor is greater than its redundant calculation plus threshold	51.90 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	51.90 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 Ilium.
			Positive Torque Offset is greater than its redundant calculation plus threshold OR Positive Torque Offset is less than its redundant calculation minus threshold	52.90 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	52.90 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, down time multipier0.5	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			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 175 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	
			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	

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			1. Cylinder Torque Offset exceeds step size threshold OR 2. Sum of Cylinder Torque Offset exceeds sum threshold	1. 52.90 Nm 2. 52.90 Nm	Ignition State	Accessory, run or crank	Up/down timer 175 ms continuous, 0.5 down time multipier	
			Engine Capacity Minimum Immediate Without Motor is greater than its dual store plus threshold	52.90 Nm	Ignition State	Accessory, run or crank	Up/down timer 89 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 Ilium.
			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	52.90 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 Ilium.
			Engine Speed Lores Intake Firing (event based) calculation does not equal its redundant calculation	N/A		Engine speed greater than Orpm	Up/down timer 136 ms continuous, 0.5 down time multipier	
			Engine Speed Lores Intake Firing timing (event based) calculation does not equal its redundant calculation	N/A		Engine speed greater than Orpm	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: **P060C_Speed Control External Load f(Oil Temp, RPM) +** 52.90 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 Ilium.
			Idle speed control calculated predicted minimum torque without reserves exceeds calculated torque limit	Table, f(Oil Temp, RPM). See supporting tables: **P060C_Speed Control External Load f(Oil Temp, RPM) +** 52.90 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time multipier	
			Difference between Driver Requested Immediate Torque primary path and its secondary exceeds threshold	536.66 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	536.66 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 Ilium.
			Commanded Immediate Request is greater than its redundant calculation plus threshold OR Commanded Immediate Request is less than its redundant calculation minus threshold	536.66 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 down time 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 Reouest and	50.00 Nm		Cruise has been engaged for more than 4.00	Up/down timer 2,048 ms continuous.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			Cruise Axle Torque Request exceeds threshold			seconds	0.5 down time multipier	
			Desired engine torque request greater than redundant calculation plus threshold	51.90 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Engine min capacity above threshold	52.90 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 Orpm	Up/down timer 425 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 Ilium.
			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	
			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	N/A	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous,	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			do not match				0.5 down time multipier	
			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	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			Throttle desired torque above desired torque plus threshold	52.90 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Desired filtered throttle torque exceeds the threshold plus the higher of desired throttle torque or modeled throttle torque	52.90 Nm	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Torque feedback proportional term is out of allowable range or its dual store copy does not match	High Threshold 26.45 Nm Low Threshold -26.45 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 Ilium.
			Torque feedback integral term magnitude or rate of change is out of allowable range or its dual store copy do not match	High Threshold 49.59 Nm Low Threshold -52.90 Nm Rate of change threshold 3.31 Nm/loop	Ignition State	Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Difference of Final Torque feedback proportional plus integral term and its redundant calculation is out of bounds given by threshold range	High Threshold 52.90 Nm Low Threshold -52.90 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 Ilium.
			Difference of torque desired throttle area and its redundant calculation is out of bounds given by threshold range	High Threshold 9.34% Low Threshold -9.34%	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 0.0000471 Low Threshold -0.0000471	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 range	High Threshold 52.90 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 Ilium.
				Low Threshold -52.90 Nm				
			Accessory drive friction torque is out of bounds given by threshold range	High Threshold 52.90 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 Ilium.
			Difference of Oil temperature delta friction torque and its redundant calculation is out of bounds given by threshold range	High Threshold 52.90 Nm Low Threshold -52.90 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 52.90 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 between the Supercharger friction torque and its redundant	52.90 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 Ilium.
			calculation greater than threshold				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 52.90 Nm Low Threshold -52.90 Nm Rate of change threshold 3.31 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 52.90 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 Ilium.
			Delta Torque Baro compensation is out of bounds given by threshold range	High Threshold 5.91 Nm Low Threshold -4.75 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 Ilium.
			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 3. Rate of change of reserve torque exceeds threshold, increasing direction only OR 4. Reserve engine torque above allowable capacity threshold	1.51.90 Nm 2. N/A 3.51.90 Nm 4.51.90 Nm	3. &4.: Ignition State	1. &2.: Torque reserve (condition when spark control greater than optimum to allow fast transitions for torque disturbances) > 52.90 Nm 3. &4.: Accessory, run or crank	Up/down timer 475 ms continuous, 0.5 down time multipier	
			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	Table, f(Desired Engine Torque). See supporting tables:		Engine speed >0rpm	Up/down timer 136 ms continuous, 0.5	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			event is greater than threshold	**P060C_Delta MAP Threshold f(Desired Engine Torque)**			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	
			Driver Predicted Request is greater than its redundant calculation plus threshold OR Driver Predicted Request is less than its redundant calculation minus threshold	536.66 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 Ilium.
			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 Temp, RPM) +** 52.90 Nm	Ignition State	Accessory, run or crank	Up/down timer 2,048 ms continuous, 0.5 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	Up/down timer 2,048 ms continuous,	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						changing and one loop after React command Engine speed >0rpm	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	
			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 multioier	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			Absolute difference between Estimated Engine Torque and its dual store are above a threshold	52.90 Nm		Engine speed >0rpm	Up/down timer 475 ms continuous, 0.5 down time multipier	
			Absolute difference between Estimated Engine Torque without reductions due to torque control and its dual store are above a threshold	52.90 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) > 52.90 Nm	Up/down timer 436 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 Ilium.
			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	53 Nm		Engine speed >0rpm	Up/down timer 175 ms continuous, 0.5 down time multipier	
			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	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			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 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	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	
			~~Commanded axle torque~~	~~536.66~~	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 Ilium.
			is greater than its redundant calculation by threshold	Nm			475 ms continuous, 0.5 down time multipier	
			Commanded axle torque is less than its redundant calculation by threshold	804.99 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 Ilium.
			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 Ilium.
			and its redundant cacluation is greater than a threshold				ms continuous, 0.5 down time multipier	
			Absolute difference of Desired TIAP and its redundant cacluation is greater than a threshold	5.00 kPa			Up/down timer 475 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	
			Calculated or Commanded Engine to Axle ratio is lower than a threshold -OR- Engine to Axle Offset is greater than a threshold	0.9 52.90 Nm	Ignition State	Accessory, run or crank	Up/down timer 175.00 ms continuous, 0.5 down time multipier	
			Difference between	20.12 Nm	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 Ilium.
			Cruise Arbitration Request and its redundant calcultion exceeds a threshold -OR- Difference between Cruise Accleration Request and its redundant calcultion exceeds a threshold	 0.05 KPH/Second			500.00 ms continuous, 0.5 down time multipier	
			Delivered fraction does not match commanded fraction within a specified time limit	0.0100	Engine State	Running	Up/down timer 2,047.97 ms continuous, 0.5 down time multipier	
			Difference between delivered cylinder deactivation does not match commanded cylinder deactivation is greater than a threshold	64.00	Engine State	Running	Up/down timer 2,047.97 ms continuous, 0.5 down time multipier	
			Difference between commanded Axle Torque and its redundant calcultion is greater than a threshold -OR- Difference between commanded Axle Torque and its redundant calcultion is less than a threshold	536.66 Nm 804.99 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 Ilium.
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 Ilium.
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 Ilium.
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 Ilium.
Generator 1 L-Terminal Circuit	P0621	This DTC checks the alternator L-Terminal circuit for electrical integrity during operation.	Impedance across voltage source pin and ground during on or off state indicates open circuit OR Impedance across voltage source pin and controller 5V source during on or off state indicates shorted to power	Open circuit condition: circuit attached to the Controller external connection has an impedance between voltage source pin and controller ground of >= 200 K [Ohm] OR Power short condition: circuit attached to the Controller external connection has an impedance between voltage source pin and controller 5V source of <= 0.5 [Ohm]	Test enabled by calibration; and (Generator present and Generator 1 L-Terminal Circuit test fault in engine running) and Run Crank voltage and No Active DTCs and Engine Running and Engine Crank movement detected and (Starter engaged OR Run Crank voltage above 11.00) for a time)	==1.00 [Boolean] ==1.00 [Boolean] == FALSE >=11.00 [V] CrankSensor_FA CamSensorAnyLocationFA == FALSE == FALSE == FALSE > 1.00 [s]	5.00 [s] (Debouncing performed based on cumulative time in fault condition) Task rate = 250 [ms]	Type C, 1 Trip No MIL Emissions Neutral
			Impedance across voltage source pin and ground during on or off state indicates shorted to ground	Ground short condition: circuit attached to the Controller external connection has an impedance between	Test enabled by calibration; and (Generator present	1.00 [Boolean] ==1.00 [Boolean]	15.00 [s] (Debouncing performed based on cumulative time in fault condition)	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			OR Impedance across voltage source pin and controller 5V source during on or off state indicates shorted to power	voltage source pin and controller ground of <= 0.5 [Ohm] OR Power short condition: circuit attached to the Controller external connection has an impedance between voltage source pin and controller 5V source of <= 0.5 [Ohm]	and Generator 1 L-Terminal Circuit test fault in key on) and No Active DTCs and Engine Running and Generator control disabled and Generator Service Device Control Command Request	== FALSE CrankSensor_FA CamSensorAnyLocationFA == TRUE == FALSE == FALSE	Task rate = 250 [ms]	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Generator 1 F-Terminal Circuit	P0622	This DTC checks the alternator F-Terminal circuit for electrical integrity during operation.	Generator field winding duty cycle	>= 65.00 [Pct]	Test enabled by calibration; and (Generator present and Generator 1 F-Terminal Circuit test fault in engine running) Run Crank voltage and No Active DTCs and Engine Running and Engine Crank movement detected and (Starter engaged OR Run Crank voltage above 11.00) for a time)	1.00 [Boolean] ==1.00 [Boolean] == FALSE >=11.00 [V] CrankSensor_FA CamSensorAnyLocationFA == FALSE == FALSE == FALSE 1.00	5.00 [s] (Debouncing performed based on cumulative time in faulty condition) Task rate = 50 ms	Type A, 1 Trips
			Generator field winding duty cycle	<=5.00 [Pct]	Test enabled by calibration;	1.00 [Boolean]	5.00 [s] (Debouncing performed based on cumulative	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					and (Generator present and Generator 1 F-Terminal Circuit test fault in key on) and Engine speed and L-Terminal_FA and Generator 1 F-Terminal present and Generator PWM command and No Active DTCs and Engine Running and Generator control disabled and Generator Service Device Control Command Request	==1.00 [Boolean] == FALSE < 1,000.00 [rpm] == FALSE == 1.00 [Boolean] > 42.00 [Pct] CrankSensor_FA CamSensorAnyLocationFA == TRUE == FALSE == FALSE	time in faulty condition) Task rate = 50 ms	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Ilium.
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 Ilium.
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 Ilium.
5 Volt Reference #1 Circuit	P0641	Detects a continuous or intermittent short on the 5 volt reference circuit #1 by monitoring the reference percent Vrefl and failing the diagnostic when the percent Vrefl is too low or too high or if the delta between the filtered percent Vrefl and non-filtered percent Vrefl is too large. This diagnostic only runs when battery voltage is high enough.	ECM percent Vrefl < or ECM percent Vrefl > or the difference between ECM filtered percent Vrefl and percent Vrefl > (100% corresponds to 5.5 Volt)	88.64 % Vrefl 93.18% Vrefl 0.90 % Vrefl	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 ms 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 Ilium.
Internal Control Module 0 2 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 Ilium.
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 > (100% corresponds to 5.5 Volt)	88.64 % Vref2 93.18% Vref2 0.90 % 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 ms 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 Ilium.
Shared High Side Drive #1 Control Circuit Low (STG)- (GEN III Controllers ONLY)	P0658	Controller specific output driver circuit diagnoses the shared high sided driver# 1 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 Q impedance between output and controller ground	Shared high side drive #1 low diag enable Powertrain relay voltage Run Crank voltage Powertrain relay state	= 1.00 >=11.00 >5.00 = ON	20 failures out of 25 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 Ilium.
Control Module Power Relay Control Circuit	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 Q ohms impedance between output and controller ground	Powertrain relay Open circuit diagnostic diagnostic enable = TRUE Run/Crank Voltage	1.00 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 Ilium.
Control Module Power Relay Control Circuit Low Voltage	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 Q impedance between output and controller ground	Powertrain relay Low Side driver short to ground diagnostic diagnostic enable = TRUE Run/Crank Voltage	1.00 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 Ilium.
Control Module Power Relay Control Circuit High Voltage	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 Q impedance between output and controller power	Powertrain relay Low Side driver short to power diagnostic enable = TRUE Run/Crank Voltage	1.00 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 Ilium.
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 Ilium.
Control Module Power Relay Feedback Circuit High Voltage	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 high voltage feedback circuit diagnostic enable = TRUE Powertrain relay commanded “OFF” No active DTCs:	1.00 >=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 Ilium.
Cooling Fan 1 Relay Control Circuit Low Voltage (Output Driver Monitor)	P0691	Diagnoses the cooling fan 1 relay control low side driver circuit for circuit faults	Voltage low during driver off state (indicates short-to-ground)	Short to ground: < 0.5 Q impedance between signal and controller ground	Powertrain Relay Voltage	Voltage > 11.0 volts	50 failures out of 63 samples 100 ms /sample	Type B, 2 Trips Note: In certain controllers P0480 may also set (Fan 1 Open Circuit).

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Cooling Fan 1 Relay Control Circuit High Voltage (ODM)	P0692	Diagnoses the cooling fan 1 relay control low side driver circuit for circuit faults	Voltage high during driver on state (indicates short to power)	Short to power: < 0.5 Q impedance between signal and controller power	Powertrain Relay Voltage	Voltage > 11.0 volts	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 Ilium.
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 > (100% corresponds to 5.5 Volt)	88.64 % Vref3 93.18% Vref3 0.90 % 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 ms 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 Ilium.
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 > (100% corresponds to 5.5 Volt)	88.64 % Vref4 93.18% Vref4 0.90 % 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 ms 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 Ilium.
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 > 2.0 seconds > 680 RPM and < 4,500 RPM > 125 Revs > 10 mg/cylinder and < 2,000 mg/cylinder	First Order Lag Filter with Weight Coefficient Weight Coefficient = 0.0235 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 Ilium.
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 Q 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 B, 2 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 Ilium.
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 Q 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 B, 2 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 Ilium.
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 Q 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 B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Two Stage Oil Pump Control Circuit Performance - Two Sided	P06DD	Diagnoses the two stage oil pump is stuck in the high pressure state. This diagnostic includes an intrusive test and a passive test. Intrusive test: The oil pump control is cycled off (high pressure) and on (low pressure) Y = 15 times at calibratable intervals. If a change in oil pressure above a calibration is not detected then the oil pressure is checked to determine if it is stuck. It takes X-out-of-Y failures to fail and set the appropriate code. Passive test: After the intrusive test passes, then a passive test will begin to run. The passive test will monitor the oil pressure changes associated with oil pump control state changes. If the passive test determines that the oil pressure change was less then desired then the intrusive test is retriggered.	<u>Fail from passing state:</u> Oil Pressure delta is less than a minimum delta pressure on a state change and the measured filtered oil pressure is above a threshold	Oil Pressure delta = ABS [Filtered Oil Pressure at beginning of state change - filtered oil pressure after 1.5 seconds] Oil Pressure delta < **P06DD_P06DE_OP_StateChangeMin** AND Filtered Oil Pressure > (**P0521_P06DD_P06DE_OP_HiStatePressure** + **P0521_P06DD_P06DE_OP_LoStatePressure**) 2 (see P06DD details on Supporting Tables Tab **P06DD_P06DE_OP_StateChangeMin** **P0521_P06DD_P06DE_OP_HiStatePressure** **P0521_P06DD_P06DE_OP_LoStatePressure**)	<u>Common Criteria:</u> Two Stage Oil Pump is Present Engine Running Ambient Air Pressure Oil Aeration (= TRUE if engine speed > 5,000 RPM for longer than 30.0 seconds) No active DTC's for diagnsotic enable: Check oil pump TFTKO as a diagnostic enable when Enabled. No active DTC's for control enable: <u>Active Criteria:</u> One Sided Performance Test = Disabled	TRUE > 10.0 seconds >70.0 kPa FALSE Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA CrankSensor_FA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA OilPmpTFTKO Enabled : OilPmpTFTKO Enabled Fault bundles for control disable : OilPmpTFTKO EngineTorqueEstInaccurate EngOilPressureSensorFA PowertrainRelayFault CrankSensor_FA EngOilTempFA Disabled	> 12 errors out of 15 samples. Run once per trip or activiated by the Passive Test	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Oil Pump in Low State	> 1.5 seconds		
					Modelled Oil Temperature within range	60.0 deg C < Oil Temp < 100.0 deg C		
					Filtered Engine Speed within range	1,500 RPM < Filtered Engine Speed < 2,500 RPM		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.0 seconds] < 150 RPM		
					Engine Torque within range	**P06DD_P06DE_MinEnableTorque_OP** < Indicated Requested Engine Torque < **P06DD_P06DE_MaxEnableTorque_OP** (see P06DD details on Supporting Tables Tab **P06DD_P06DE_MinEnableTorque_OP** **P06DD_P06DE_MaxEnableTorque_OP**)		
					Filtered Oil Pressure within range	Filtered Engine Oil Pressure > **P06DD_P06DE_MinOilPressThresh** (see P06DD details on Supporting Tables Tab **P06DD_P06DE_MinOilPressThresh**)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Expected Oil Pressure Delta within range	100.0 kPa < ABS [**P0521_P06DD_P06DE_0 P_HiStatePressure** - **P0521_P06DD_P06DE_OP_LoStatePressure]** < 250.0 kPa		
					Passive Criteria:			
					Active Test Passed	TRUE		
					Filtered Engine Speed within range	1,400 RPM < Filtered Engine Speed < 4,500 RPM		
					Modelled Oil Temperature within range	50.0 deg C < Oil Temp < 110.0 degC		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.00 seconds] < 1,000 RPM		
					Oil Pressure Delta within a range	Oil Pressure Delta < **P06DD_P06DE_OP_StateChangeMin** (see P06DD details on Supporting Tables Tab **P06DD_P06DE_OP_StateChangeMin**)		
			Fast Pass Condition Oil Pressure delta is less than a minimum delta pressure on a state change and the measured filtered oil pressure is	Oil Pressure delta = ABS [Filtered Oil Pressure at beginning of state change -	Common Criteria: Two Stage Oil Pump is Present Engine Running	 TRUE > 10.0 seconds	0 errors out of 5 samples. Run once per trip or activiated by the Passive Test	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			above a threshold	filtered oil pressure after 1.5 seconds] Oil Pressure delta < **P06DD_P06DE_OP_StateChangeMin** AND Filtered Oil Pressure > (**P0521_P06DD_P06DE_OP_HiStatePressure** - **P0521_P06DD_P06DE_OP_LoStatePressure**) 2 (see P06DD details on Supporting Tables Tab **P06DD_P06DE_OP_StateChangeMin** **P0521_P06DD_P06DE_OP_HiStatePressure** **P0521_P06DD_P06DE_OP_LoStatePressure**)	Ambient Air Pressure Oil Aeration (= TRUE if engine speed > 5,000 RPM for longer than 30.0 seconds) No active DTC's for diagnsotic enable: Check oil pump TFTKO as a diagnostic enable when Enabled. No active DTC's for control enable: <u>Active Criteria:</u> One Sided Performance Test = Disabled Oil Pump in Low State Modelled Oil Temperature within range Filtered Engine Speed within ranae	>70.0 kPa FALSE Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA OilPmpTFTKO CrankSensor_FA Enabled : OilPmpTFTKO Enabled Fault bundles for control disable : OilPmpTFTKO EngineTorqueEstInaccurate EngOilPressureSensorFA PowertrainRelayFault CrankSensor_FA EngOilTempFA Disabled > 1.5 seconds 60.0 deg C < Oil Temp < 100.0 deg C 1,500 RPM < Filtered Enaine Soeed < 2.500		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						RPM		
					Engine Torque within range	**P06DD_P06DE_MinEnableTorque_OP** < Indicated Requested Engine Torque < **P06DD_P06DE_MaxEnableTorque_OP** (see P06DD details on Supporting Tables Tab **P06DD_P06DE_MinEnableTorque_OP** **P06DD_P06DE_MaxEnableTorque_OP** **)**		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.0 seconds] < 150 RPM		
					Filtered Oil Pressure within range	Filtered Engine Oil Pressure > **P06DD_P06DE_MinOilPressThresh** (see P06DD details on Supporting Tables Tab **P06DD_P06DE_MinOilPressThresh**)		
					Expected Oil Pressure Delta within range	100.0 kPa < ABS [**P0521_P06DD_P06DE_OP_HiStatePressure** - **P0521_P06DD_P06DE_OP_LoStatePressure]** < 250.0 kPa		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Two Stage Oil Pump Control Circuit StuckOn - Two Sided	P06DE	Diagnoses the two stage oil pump is stuck in the low pressure state. This diagnostic includes an intrusive test and a passive test. Intrusive test: The oil pump control is cycled off (high pressure) and on (low pressure) Y times at calibratable intervals. If a change in oil pressure above a calibration is not detected then the oil pressure is checked to determine if it is stuck. It takes X-out-of-Y failures to fail and set the appropriate code. Passive test: After the intrusive test passes, then a passive test will begin to run. The passive test will monitor the oil pressure changes associated with oil pump control state changes. If the passive test determines that the oil pressure change was less then desired then the intrusive test is retriggered.	Fail from a passing state: Oil Pressure delta is less than a minimum delta pressure on a state change and the measured filtered oil pressure is below a threshold	Oil Pressure delta = ABS [Filtered Oil Pressure at beginning of state change - filtered oil pressure after 1.5 seconds] Oil Pressure delta < **P06DD_P06DE_OP_StateChangeMin** (see P06DE details on Supporting Tables Tab) Filtered Oil Pressure < **P0521_P06DD_P06DE_OP_HiStatePressu(re** - **P0521_P06DD_P06DE_OP_LoStatePressure** **) - 2** (see P06DE details on Supporting Tables Tab)	Common Criteria: Two Stage Oil Pump is Present Engine Running Ambient Air Pressure Oil Aeration (= TRUE if engine speed > 5,000 RPM for longer than 30.0 seconds) No active DTC's for diagnsotic enable: Check oil pump TFTKO as a diagnostic enable when Enabled. No active DTC's for control enable: Active Criteria: One Sided Performance	TRUE > 10.0 seconds >70.0 kPa FALSE Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA CrankSensor_FA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA Enabled : OilPmpTFTKO Enabled Fault bundles for control disable : OilPmpTFTKO EngineTorqueEstInaccurate EngOilPressureSensorFA PowertrainRelayFault CrankSensor_FA EngOilTempFA Disabled	> 12 errors out of 15 samples. Run once per trip or activiated by the Passive Test	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Test = Disabled			
					Oil Pump in Low State	> 1.5 seconds		
					Modelled Oil Temperature within range	60.0 deg C < Oil Temp < 100.0 deg C		
					Filtered Engine Speed within range	1,500 RPM < Filtered Engine Speed < 2,500 RPM		
					Engine Torque within range	**P06DD_P06DE_MinEnableTorque_OP** < Indicated Requested Engine Torque < **P06DD_P06DE_MaxEnableTorque_OP** (see P06DE details on Supporting Tables Tab)		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.0 seconds] < 150 RPM		
					Filtered Oil Pressure within range	Filtered Engine Oil Pressure > **P06DD_P06DE_MinOilPressThresh** (see P06DD details on Supporting Tables Tab)		
					Expected Oil Pressure Delta within range	100.0 kPa < ABS [**P0521_P06DD_P06DE_OP_HiStatePressure** - **P0521_P06DD_P06DE_OP_LoStatePressure**] < 250.0 kPa		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Passive Criteria:			
					Active Test Passed	TRUE		
					Filtered Engine Speed within range	1,400 RPM < Filtered Engine Speed < 4,500 RPM		
					Modelled Oil Temperature within range	50.0 deg C < Oil Temp < 110.0 degC		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.00 seconds] < 1,000 RPM		
					Oil Pressure Delta < **P06DD_P06DE_OP_StateChangeMin** (see P06DE details on Supporting Tables Tab)	TRUE		
			Fast Pass Condition Oil Pressure delta is less than a minimum delta pressure on a state change and the measured filtered oil pressure is below a threshold	Oil Pressure delta = ABS [Filtered Oil Pressure at beginning of state change - filtered oil pressure after 1.5 seconds] Oil Pressure delta <	Common Criteria:		0 errors out of 5 samples. Run once per trip or activiated by the Passive Test	
					Two Stage Oil Pump is Present	TRUE		
					Engine Running	> 10.0 seconds		
					Ambient Air Pressure	>70.0 kPa		
					Oil Aeration (= TRUE if engine speed	FALSE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
				P06DD_P06DE_OP_StateChangeMin (P06DD Performance Test Details on Supporting Tables Tab) Filtered Oil Pressure < **P0521_P06DD_P06DE_OP_HiStatePressure** (re - **P0521_P06DD_P06DE_OP_LoStatePressure**) / 2 (P06DD Performance Test Details on Supporting Tables Tab)	> 5,000 RPM for longer than 30.0 seconds)			
					No active DTC's for diagnsotic enable:	Fault bundles: MAF_SensorFA ECT_Sensor_FA IAT_SensorFA CrankSensor_FA EngOilPressureSensorCktFA AmbientAirDefault EngOilTempFA		
					Check oil pump TFTKO as a diagnostic enable when Enabled.	Enabled : OilPmpTFTKO		
					No active DTC's for control :	Enabled Fault bundles for control disable : OilPmpTFTKO EngineTorqueEstInaccurate EngOilPressureSensorFA PowertrainRelayFault CrankSensor_FA EngOilTempFA		
					<u>Active Criteria:</u> One Sided Performance Test = Disabled	Disabled		
					Oil Pump in Low State	> 1.5 seconds		
					Modelled Oil Temperature within range	60.0 deg C < Oil Temp < 100.0 deg C		
					Filtered Engine Speed within range	1,500 RPM < Filtered Engine Speed < 2,500 RPM		
					Engine Torque within range	**P06DD_P06DE_MinEnableTorque_OP** <		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						Indicated Requested Engine Torque < **P06DD_P06DE_MaxEnableTorque_OP** (P06DD Performance Test Details on Supporting Tables Tab)		
					Delta Filtered Engine Speed within a range	ABS [Filtered RPM at beginning of State change - Filtered RPM after 1.0 seconds] < 150 RPM		
					Filtered Oil Pressure within range	Filtered Engine Oil Pressure > **P06DD_P06DE_MinOilPressThresh** (see P06DD details on Supporting Tables Tab)		
					Expected Oil Pressure Delta within range	100.0 kPa < ABS [**P0521_P06DD_P06DE_OP_HiStatePressure** - **P0521_P06DD_P06DE_OP_LoStatePressure**] < 250.0 kPa		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Torque Converter/ Brake Switch B Circuit	P0703	Determines if brake pedal initial travel indication received from the BCM is valid.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 $0F1, ECM sets the code and cruise control will be disengaged until the diagnostic passes.	If x of y rolling count / protection value faults occur, disengage cruise for duration of fault	Message <> 2's complement of message Message rollling countoprevious message rolling count value plus one	Diagnostic is enabled. Cruise Control Switch Serial Data Error Diagnostic Enable Serial communication to BCM Power Mode Engine Running	0.00 No loss of communication = RUN = TRUE	9.00 rolling count failures out of / 17.00 samples Performed on every received message 9.00 rolling count failures out of / 17.00 samples Performed on every received message.	Type C, 1 Trip No MIL Emissions Neutral , "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 > 270 Nm for engine torque based traction torque system, OR > 4,000 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, 1 Trip No MIL Emissions Neutral Emissions Neutral Diagnostic - Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
DC/DC Converter Voltage Sensor A Range/ Performance	P0E32	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	> 2 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 12.50 ms loop for > 160 loops in 12.50 ms loop >= 6.60 Volts	320 failed samples out of 400 samples in 12.50 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	> 2 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 12.50 ms loop >= 6.60 Volts	8 failed samples out of 16 samples in 12.50 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 Ilium.
					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 Ilium.
DC/DC Converter Voltage Sensor A Low	P0E33	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	320 failed samples out of 400 samples in 12.50 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
DC/DC Converter Voltage Sensor A High	P0E34	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	320 failed samples out of 400 samples in 12.50 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
DC/DC Converter Voltage Sensor B Range/ Performance	P0E37	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	> 2 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 12.50 ms loop for > 160 loops in 12.50 ms loop >= 6.60 Volts	320 failed samples out of 400 samples in 12.50 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	> 2 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 12.50 ms loop >= 6.60 Volts	8 failed samples out of 16 samples in 12.50 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 Ilium.
					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 Ilium.
DC/DC Converter Voltage Sensor B Low	P0E38	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	320 failed samples out of 400 samples in 12.50 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
DC/DC Converter Voltage Sensor B High	P0E39	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	320 failed samples out of 400 samples in 12.50 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Stop/Start System Performance	POFFF	This diagnostic indicates that an autostart attempt has failed and the retry strategy has not been successful in re-starting the engine.	A successful Auto Start has occurred using the primary auto start actuator.	Engine Start Stop State = ENGINE RUNNING	Engine Start Stop State Previous During last transition of Engine Start Stop State from ENGINE OFF to ENGINE STARTING: Propulsion System Active AND Remedial Action Start Request Actuator Low Voltage	!= ENGINE RUNNING = TRUE = FALSE	Pass condition met for 12.5 ms (1 sample)	Type B, 2 Trips
			After an Auto Stop, the engine was not successfully restarted and the retry strategy was not available or was not successful in restarting the engine. Note: When attempting to restart the engine, only 1 start retry is allowed per available actuator for each Auto Start event. The number of total retries (all available actuators) is calibratible and limited each key cycle to 255.00 retry attempt(s). Note: Low Fuel Condition is always determined in the ECM.	Engine Start Fail = TRUE	P31C2 Low Fuel Condition Engine Positioning Fault (Cam or Crank) Propulsion Allowed	= NOT Fault Active = FALSE (% Total Fuel Level < 10.00 % for > 30.00 sec) = FALSE = TRUE	Fail condition met for 12.5 ms (1 sample)	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for:		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus.		Fuel Tank Zone Module Info 9 ARC samples every 250.00 milliseconds. Fuel Tank Zone Module Info 9 CSUM samples every 250.00 milliseconds.	Type B, 2 Trips
			Fuel Tank Zone Module Info 9 ARC	>=3.00 counts out of >= 10.00 counts	All the following conditions are met for:	>= 3,000.00 milliseconds		
					Battery voltage	>= 11.00 volts		
			Fuel Tank Zone Module Info 9 CSUM	>=3.00 counts out of >= 10.00 counts	Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission (EVAP) System Signals Message Counter Incorrect	P1001	This DTC monitors for an error in communication with the Evaporative Emission (EVAP) System Signal.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Fuel Tank Zone Module Info 11 ARC Fuel Tank Zone Module Info 11 CSUM	>=8.00 counts out of >= 18.00 counts >=8.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	>= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Fuel Tank Zone Module Info 11 ARC samples every 10.00 milliseconds. Fuel Tank Zone Module Info 11 CSUM samples every 10.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Fuel Control System Signals Message Counter Incorrect	P1003	This DTC monitors for an error in communication with the Fuel Control System Signals.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for:		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus.		Fuel Tank Zone Module Info 12 ARC samples every 20.00 milliseconds. Fuel Tank Zone Module Info 12 CSUM samples every 20.00 milliseconds.	Type B, 2 Trips
			Fuel Tank Zone Module Info 12 ARC	>=8.00 counts out of >= 18.00 counts	All the following conditions are met for:	>= 3,000.00 milliseconds		
					Battery voltage	>= 11.00 volts		
			Fuel Tank Zone Module Info 12CSUM	>=8.00 counts out of >= 18.00 counts	Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Fuel Pump Driver Control Module Reset Error	P1005	This diagnostic is intended to monitor a message from the Fuel Pump Driver Control Module/Fuel Tank Zone Module and use the information in the message to diagnose if the module is resetting unexpectedly. The message contains the time since the last reset as measured by the module. If the time since the last reset decreases from one message to another without indicating that a timer rollover occurred, a reset of the external module will be indicated. If too many resets occur in a sample window the diagnostic will fail.	If the diagnostic has detected that an unexpected reset has occured: The time since last module reset event data value received from the FPDCM/FTZM is less than the previous value and also And The rollover occurred value received from the FPDCM/FTZM is false for out of total samples	<=0.50 seconds >=2.00 counts >=400.00 counts	DTC is enabled Sensor bus relay is on Battery voltage No FTZM reconfiguration is requested for A new message that contains the FPDCM/ FTZM reset data is received The following DTCs that diagnose the message that contains the FPDCM/ FTZM reset data are not active: P1000 U18A2	Enabled > 11.00 Volts 1.00second(s)	This diagnostic samples every 100.00 milliseconds.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for:		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus.		Fuel Tank Zone Module Info 7 ARC samples every 100.00 milliseconds. Fuel Tank Zone Module Info 7 CSUM samples every 100.00 milliseconds.	Type B, 2 Trips
			Fuel Tank Zone Module Info 7 ARC	>=3.00 counts out of >= 10.00 counts	All the following conditions are met for:	>= 3,000.00 milliseconds		
					Battery voltage	>= 11.00 volts		
			Fuel Tank Zone Module Info 7 CSUM	>=3.00 counts out of >= 10.00 counts	Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	>= 4 counts	The diagnostic is enabled	Enabled	Samples every 250.00 milliseconds.	Type B, 2 Trips
			out of total samples	>= 5 counts	All the following conditions are met for:	>= 3,000.00 milliseconds		
					Battery voltage	>= 11.00 volts		
					Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	Enabled >= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Samples every 250.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Chassis Fuel Pres System type c) Diagnostic is .. d) CAN Sensor Bus message $3EC Available e) Sensor Bus Relay On f) Sensor Bus B Message $3EC Temp Signal Message Counter Incorrect [Info7]	a) == 0 RPM b) == Brushless motor c) ENABLED d) == TRUE e) == TRUE f) == False	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 Ilium.
		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 Ilium.
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 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-	Phased-pair circuit voltage Difference	Vdelta > 0.145 V	a) Chassis Fuel Pres System type Device configuration b) Diagnostic is .. c) CAN Sensor Bus message $3EC_Avail d) Sensor Bus Relay On e) Sensor Bus Message $3EC Temp Signal Message Counter Incorrect [Info7]	a) == Brushless motor b) Enabled c) == TRUE d) == TRUE e) == False	40.00 failures / 80.00 samples 1 sample / 12.5 ms	Type A, 1 Trips
			Phased-pair circuit voltage	V [back-EMF] >= 6 V	a) Sensed fuel pump speed b) Chassis Fuel Pres System type Device configuration c) Diagnostic is .. d) CAN Sensor Bus message $3EC Available e) Sensor Bus Relay On f) Sensor Bus Message $3EC Temp Signal Message Counter Incorrect [Info7]	a) == 0 RPM b) == Brushless motor c) Enabled d) == TRUE e) == TRUE f) == False	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 Ilium.
		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.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 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	Phased-pair circuit voltage Difference	Vdelta > 0.4 V	a) Diagnostic is .. b) Device configuration Chassis Fuel Pressure SysType == FTZM Electronically Commutated c) CAN Sensor Bus message $3EC_Avail d) Sensor Bus Relay On e) Sensor Bus Message $3EC Temp Signal Message Counter Incorrect	a) Enabled b) == TRUE c) == TRUE d) == TRUE e) == False	40.00 failures/ 80.00 samples 1 sample / 12.5 ms	Type A, 1 Trips
			Phased-pair circuit voltage	V[backEMF] > 6 V	a) Diagnostic is .. b) Sensed fuel pump speed b) Device configuration Fuel Pressure System Type == FTZM Electronically Commutated c) CAN Sensor Bus message $3EC_Avail d) Sensor Bus Relay On e) Sensor Bus Message $3EC Temp Signal Message Counter Incorrect	a) Enabled b) == 0 RPM b) == TRUE c) == TRUE d) == TRUE e) == False	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 Ilium.
		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.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
02 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 02 heater supply circuit inside the vehicle relay center. It is representative of the voltage supplied to the 02 heaters. The 02 heater voltage is used by the HWI0 to calculate the 02 heater resistance on switching type 02 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)	16 failures out of 20 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 Ilium.
02 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 02 heater supply circuit inside the vehicle relay center. It is representative of the voltage supplied to the 02 heaters. The 02 heater voltage is used by the HWI0 to calculate the 02 heater resistance on switching type 02 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)	16 failures out of 20 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 Ilium.
Coolant Pump A Control Signal Message Counter Incorrect	P103E	This DTC monitors for an error in communication with the Coolant Pump A Control Signals.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for:		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus.		Aux Coolant Pump ARC samples every 1,000.00 milliseconds.	Type B, 2 Trips
			Aux Coolant Pump ARC	>=8.00 counts out of >= 10.00 counts	All the following conditions are met for:	>= 3,000.00 milliseconds		
					Battery voltage	>= 11.00 volts		
					Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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)	= 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 Ilium.
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 P10AAP10AC 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 Ilium.
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 Ilium.
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 P10AAP10AC 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 Ilium.
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 Ilium.
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 P10AAP10AC 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 Ilium.**
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	Diagnostic is Enabled 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 Ilium.
EVAP Purge Pump Status Message Counter Incorrect	P10F5	This DTC monitors for an error in communication with the EVAP Purge Pump Status Message Signals.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for:		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus.		EVAP Purge Pump ARC samples every 100.00 milliseconds.	Type B, 2 Trips
			EVAP Purge Pump ARC	>=8.00 counts out of >= 10.00 counts	All the following conditions are met for:	>= 3,000.00 milliseconds		
					Battery voltage	>= 11.00 volts		
					Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Fuel Tank Zone Module Info 4 ARC Fuel Tank Zone Module Info 4 CSUM	>=3.00 counts out of >= 10.00 counts >=3.00 counts out of >= 10.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	>= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Fuel Tank Zone Module Info 4 ARC samples every 250.00 milliseconds. Fuel Tank Zone Module Info 4 CSUM samples every 250.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 -	> 17.0 grams/sec > 25.0 kPa > 25.0 kPa > 30.0 kPa > 30.0 kPa > 300 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 Powertrain Relay Voltage for a period of time Minimum total weight factor (all factors multiplied together) See Residual Weight Factor tables.	>= 400 RPM <= 6,100 RPM >= -9 Deg C = TRUE) <= 130 Deg C = FALSE) >= -20 Deg C <= 125 Deg C >= 9.1 Volts >= 0.2 Seconds >= 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	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 Ilium.
		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 > 1.5 seconds > 1.5 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:	**P0101, P0106, P0121, P012B, P0236, P1101: MAPI Residual Weight Factor based on RPM** 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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			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** < 2.0 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** < 2.0 gm/sec	No Pending DTCs: Diagnostic is Enabled	AmbientAirDefault EGRValve_FP ECT_Sensor_Ckt_FP IAT_SensorCircuitFP MnfdTempSensorCktFP		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 sensori and sensor2)	> 10.00 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 Ilium.
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 PT Sensor Bus Relay The following DTCs that diagnose the message that contains the FPDCM/ FTZM reference circuit data are not active: P165C U0076 U18A2	Enabled >=11.00 Volts Commanded on (if present)	Samples every 6.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 PT Sensor Bus Relay The following DTCs that diagnose the message that contains the FPDCM/ FTZM reference circuit data are not active: P165C U0076 U18A2	Enabled >=11.00 Volts Commanded on (if present)	Samples every 6.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for:		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus.		Fuel Tank Zone Module Info 3 ARC samples every 250.00 milliseconds. Fuel Tank Zone Module Info 3 CSUM samples every 250.00 milliseconds.	Type B, 2 Trips
			Fuel Tank Zone Module Info 3 ARC	>=3.00 counts out of >= 10.00 counts	All the following conditions are met for:	>= 3,000.00 milliseconds		
					Battery voltage	>= 11.00 volts		
			Fuel Tank Zone Module Info 3 CSUM	>=3.00 counts out of >= 10.00 counts	Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 >=0 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 Ilium.
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 >=0 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 Ilium.
Injector3 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 >=0 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 Ilium.
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 is .. 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) Enabled 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 Ilium.
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 Ilium.
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		Enabled when a code clear is not active or not exiting device control	50.00 failures out of 62.00 samples 100 ms per Sample Continuous	Type B, 2 Trips
					No Fault Active on	SENT Communication Fault Active (U0625, U101B, U0670, U0671) Fuel Temperature Sensor SENT Message Error Fault Active (P128D)		
					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 Ilium.
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	=< 94			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 Ilium.
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 Ilium.
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 Ilium.
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	133 failures out of 166 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 Ilium.
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	133 failures out of 166 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 Ilium.
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 > 1.94 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 Ilium.
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 Sensor Bus Relay FA = False	= 1 SensorBusRelayFA	400 failures out of 500 samples 12.5 ms / sample	Type C, 1 Trip No MIL Emissions Neutral

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Sensor Bus Relay FA = False	 = 1 SensorBusRelayFA	400 failures out of 500 samples 12.5 ms / sample	Type C, 1 Trip No MIL Emissions Neutral

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 is .. 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) Enabled b) == TRUE c) <> TRUE d) <> TRUE e) <> TRUE f) <> TRUE g) > 9.00 volts h) == TRUE j) <>TRUE k) <> TRUE l) <>TRUE m) > 2.25 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 Ilium.
		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 Ilium.
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 is .. 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) Enabled 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 Ilium.
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.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Fuel Tank Zone Module Info 8 ARC Fuel Tank Zone Module Info 8 CSUM	 >=8.00 counts out of >= 18.00 counts >=8.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	 >= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Fuel Tank Zone Module Info 8 ARC samples every 10.00 milliseconds. Fuel Tank Zone Module Info 8 CSUM samples every 10.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Ignition Run/ Start Voltage Signal Message Counter Incorrect	P130F	This DTC monitors for an error in the Ignition Run/Start Voltage Signal Message Counter.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Fuel Tank Zone Module Info 5 ARC Fuel Tank Zone Module Info 5 CSUM	>=4.00 counts out of >= 10.00 counts >=4.00 counts out of >= 10.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	>= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Fuel Tank Zone Module Info 5 ARC samples every 50.00 milliseconds. Fuel Tank Zone Module Info 5 CSUM samples every 50.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Ilium.
Cooling Fan 1 Status Signals Message Counter Incorrect	P135C	This DTC monitors for an error in communication with the Cooling Fan 1 Status Signals.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for:		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus.		Coolant Fan 1 ARC samples every 1,000.00 milliseconds.	Type B, 2 Trips
			Coolant Fan 1 ARC	>=8.00 counts out of >= 10.00 counts	All the following conditions are met for:	>= 3,000.00 milliseconds		
					Battery voltage	>= 11.00 volts		
					Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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) > 5.20 KJ/s (low RPM failure mode)	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 Barometric Pressure	< 550.00 degC > -12.00 degC <= 66.00 degC >= 70.00 KPa >= 900.00 degC >= 20.00 seconds > **P1400_CatalystLightOffExtendedEngineRunTimeExit** This Extended Engine run time exit is a function of percent ethanol and Catmons NormRatioEWMA. Refer to "Supporting Tables" for details. < 70.00 KPa	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 Ilium.
					Other Enable Criteria:			
					OBD Manufacturer Enable Counter	0		
					Vehicle Speed	<1.86MPH		
					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.			
					A change in gear will initiate a delay in the calculation of the average Qualified residual value to			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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	<10.00%		
					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 that are a function of engine run time. Refer to		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						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 Ilium.
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 Ilium.
					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 Ilium.
Evaporative Emission System Leak Detection Pump Performance /Stuck Off (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P145C	This DTC will detects an ELCP vacuum pump that is stuck off. The 1st reference vacuum measurement is compared to a minimum expected vacuum change for the ELCP vacuum pump stuck off diagnostic. If the minimum vacuum change is not met then a failure is reported for P145C. If a failure is detected then the ELCP EVAP diagnostic test sequence is complete. In a passing condition, P145C will not report a pass at this time since this diagnostic is run again during the 2nd reference orifice check section. The 2nd reference vacuum measurement is compared to a minimum expected vacuum change for the ELCP vacuum pump stuck off diagnostic. If the minimum vacuum change is not met then a failure is reported for P145C. If a failure is detected then the ELCP EVAP diagnostic test sequence is	When the ELCP vacuum pump is commanded on during the 1st 0.020" reference orifice vacuum measurement, if the stabilized ELCP pressure sensor (gauge) vacuum reading is after then the ELCP vacuum pump is stuck off and the DTC fails. When the ELCP vacuum pump is commanded on during the 2nd 0.020" reference orifice vacuum measurement, if the stabilized ELCP pressure sensor (gauge) vacuum reading is after then the ELCP vacuum pump is stuck off and the DTC fails.	< 100 Pa 60 seconds < 100 Pa 30 seconds	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active	4.3 < time < 5.8 hours or 6.0 < time <8.1 hours or 8.2 < time <11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3 MPH > 0 seconds > 0 seconds	Up to twice per trip, for each required wake-up event 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		complete. In a passing condition, P145C will report a pass at this time.			Or Device control exceeds Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling)	 0.5 seconds		
					No Active DTC's	FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA ModuleOffTime_FA EVAP Sensor Communication FA EVAP Device Communication FA		
					No Active DTC's TFTKO	P043E P043F P0451 P1462 P1463 P2450 P24B9 P2DDB P0458 P0496 P16FD P16FE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission System Leak Detection Pump Stuck On (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P145D	This DTC detects an ELCP vacuum pump that is stuck on. Ambient check section For the ELCP vacuum pump stuck on test, the ELCP vacuum pump is off, and the ELCP switching valve is moved from the vent to pump position halfway through the test. Utilizing the switching valve allows for proper fault detection whether the ELCP vacuum pump is stuck on before or after the ECM is powered on. The ELCP vacuum pump stuck on test is performed by comparing an initial ELCP pressure sensor reading to a second reading after the ELCP switching valve is moved from the vent to pump position. The ELCP switching valve is moved back to the vent position after the second pressure sensor reading is taken. A large difference between the two pressure sensor readings indicates the	The 1st time in the test sequence when the ELCP vacuum pump is commanded off, after the ELCP switching valve transitions from vent to pump position, if the difference between an initial ELCP pressure sensor (absolute) reading and a second ELCP pressure sensor (absolute) reading is after then the ELCP vacuum pump is stuck on and the DTC fails. The 2nd time in the test sequence when the ELCP vacuum pump is commanded off, if the ELCP pressure sensor (gauge) vacuum reading is after then the ELCP vacuum pump is stuck on and the DTC fails.	> 1,000 Pa 8 seconds > 1,180 Pa 14 seconds	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active	4.3 < time < 5.8 hours or 6.0 < time <8.1 hours or 8.2 < time <11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3 MPH > 0 seconds > 0 seconds	Once or twice per trip, for each required wake-up event 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		ELCP vacuum pump is stuck on and a failure is reported for P145D. The ELCP EVAP diagnostic test sequence is complete if a failure is detected. In a passing condition, P145D will not report a pass at this time since this diagnostic is run again during the final check section. Final check section The ELCP vacuum pump stuck on test in the final check section is not the same as in the ambient check section. Activating the ELCP switching valve in the final check section is not necessary since it was determined in the ambient check section that the pump was not stuck on when the ELCP EVAP diagnostic test sequence started. In the final check section, the ELCP vacuum pump stuck on test is performed by comparing the initial ELCP pressure sensor reading to the final reading when the test			Or Device control exceeds Or Vacuum Refueling Detected (See P0454 Fault Code for information on vacuum refueling algorithm) Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling) No Active DTC's No Active DTC's TFTK	 0.5 seconds FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA ModuleOffTime_FA EVAP Sensor Communication FA EVAP Device Communication FA P043E P043F P0451 P145C P145F P1462 P1463 P2450 P24B9 P0458 P0496 P16FD		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		time is reached. A large difference between the two pressure measurements indicates the ELCP vacuum pump is stuck on and a failure is reported for P145D. The ELCP EVAP diagnostic test sequence is complete if a failure is detected. A pass is reported for P145D if the difference is below the threshold calibration.				P16FE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission System Leak Detection Reference Orifice Performance (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P145F	1st and 2nd 0.020" reference orifice vacuum measurements do not correlate. The reference vacuum is re-checked after the leak detection test sequence is complete. If the absolute difference between the 1st and 2nd reference vacuum measurements is above a threshold then a failure is reported for P145F. If a failure is detected then the ELCP EVAP diagnostic test sequence is complete. If the absolute pressure difference is less than the threshold then a pass is reported. Additional Information The 2nd reference vacuum measurement is similar to the 1st reference vacuum measurement but has a few differences. The 2nd reference vacuum measurement does not need a warm up period like the 1st reference vacuum measurement since the ELCP vacuum pump is	If the difference between the 1st 0.020" reference orifice vacuum measurement and the 2nd 0.020" reference orifice vacuum measurement is after then the 1st and 2nd reference orifice vacuum measurements do not correlate and the DTC fails.	> 550 Pa 30 seconds	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ***************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ***************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active	 4.3 < time < 5.8 hours or 6.0 < time <8.1 hours or 8.2 < time <11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ***************************** > 11 volts > 5 seconds ***************************** < 3 MPH > 0 seconds > 0 seconds	Up to once per trip, for each required wake-up event 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		already warmed up since it has been on for the prior test sequences. There are wider calibration limits for the 2nd reference vacuum measurement to account for vacuum increases that can occur the longer the pump runs during the EVAP leak check section. During this portion of the test the ELCP vacuum pump is on and the ELCP switching valve is in the vent position. Just like in the 1st reference orifice check section, the results are based on average vacuum measurements calculated over a period of time. The measurements and calculations described in the 1st reference orifice check section of the guide also apply to the 2nd reference orifice check section. The 2nd reference orifice check section also includes a comparison between the 1st and 2nd reference vacuum measurements. Large			Or Device control exceeds Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling) No Active DTC's No Active DTC's TFTKO	 0.5 seconds FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA ModuleOffTime_FA EVAP Sensor Communication FA EVAP Device Communication FA P043E P043F P0451 P145C P145D P1462 P1463 P2450 P24B9 P0458 P0496 P16FD P16FE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		differences between these measurements will fail the reference orifice performance diagnostic (P145F).						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative System Leak Detection Reference Orifice Flow Erratic (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P1462	0.020" reference orifice vacuum measurement is eratic. When the ELCP vacuum pump is on and the ELCP switching valve is in the vent position, the ELCP pressure sensor measures the absolute pressure between the ELCP vacuum pump and the reference orifice. A short period of time before the tests ends an averaged ELCP pressure sensor (absolute) measurement is captured and compared to a final averaged ELCP pressure sensor (absolute) measurement. Large differences between the two values indicates that a stabilized vacuum measurement did not occur and a failure is detected. The vacuum measurements are considered erratic.	While performing 1st 0.020" reference orifice vacuum measurement for or 2nd 0.020" reference orifice vacuum measurement for If the absolute value of the difference between the averaged ELCP pressure sensor (absolute) reading starting before the end of the reference measurement and the final averaged ELCP pressure sensor (absolute) reading is then a stabilized 0.020" reference orifice vacuum measurement could not be obtained and the DTC fails.	60 seconds 30 seconds 3 second 10 seconds 3 second > 220 Pa	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active	4.3 < time < 5.8 hours or 6.0 < time <8.1 hours or 8.2 < time <11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3 MPH > 0 seconds > 0 seconds	Up to twice per trip, for each required wake-up event 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Or Device control exceeds Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling)	 0.5 seconds		
					No Active DTC's	FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA ModuleOffTime_FA EVAP Sensor Communication FA EVAP Device Communication FA		
					No Active DTC's TFTKO	P043E P043F P0451 P145C P145D P1463 P2450 P24B9 P0458 P0496 P16FD P16FE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
EVAP System Leak Detection Pump to Fuel Tank Restriction (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P1463	Restriction between ELCP vacuum pump and fuel tank. This test determines if there is blockage between the ELCP vacuum pump and fuel tank. A blockage will cause the vacuum level as measured by the ELCP pressure sensor to quickly increase beyond a calibration threshold in a short period of time if there are no other leaks. This makes the EVAP system to appear to have no leaks even though the complete EVAP system is not being tested. If a blockage is detected by the ELCP pressure sensor, the FTP sensor reading during the diagnostic will be used to determine the location of the blockage. When the FTP sensor is located in the fuel tank then information of the location of the blockage is not useful. The FTP sensor reading has no impact on the setting the blockage DTC. It is only a PID output that	If the ELCP pressure sensor (gauge) vacuum reading is greater than the blockage threshold (1st 0.020" reference orifice vacuum measurement times a after a time delay of then a blockage exists between the ELCP vacuum pump and the fuel tank and the DTC fails.	0.57 multiplier) 5 seconds	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active	4.3 < time < 5.8 hours or 6.0 < time <8.1 hours or 8.2 < time <11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3 MPH > 0 seconds > 0 seconds	Up to twice per trip, for each required wake-up event 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		aids the service technician. Details Vacuum level measurements over a time period are compared to a blockage threshold. The blockage threshold is calculated by applying a factor to the 1st reference vacuum measurement. When there is no blockage, the increase in vacuum as measured by the ELCP pressure sensor will be slow as compared to a system with a blockage. When there is a blockage, the increase in vacuum as measured by the ELCP pressure sensor will be fast as compared to a system without a blockage and will quickly approach (or exceed) the blockage threshold. If the vacuum level measurement during the blockage check section is greater than the blockage threshold then a fail is reported forP1463 DTC. If a failure is detected then the ELCP EVAP			Or Device control exceeds Or Vacuum Refueling Detected (See P0454 Fault Code for information on vacuum refueling algorithm) Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling)	 0.5 seconds		
					No Active DTC's	FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA ModuleOffTime_FA EVAP Sensor Communication FA EVAP Device Communication FA		
					No Active DTC's TFTKO	P043E P043F P145C P145D P1462 P2450 P24B9 P0458 P0496 P16FD P16FE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		diagnostic test sequence is complete. A pass is reported for P1463 DTC if the vacuum level measurement is less than the blockage threshold and the blockage test time is reached.						

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Purge Pump LIN Communication Fault Active		
					No pending DTCs	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 Ilium.
						Purge Pump LIN Communication Fault Pending		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
EVAP Purge Pump Speed Too Low	P1469	Purge pump speed signal is out of range low	Purge pump speed	< -100RPM	Diagnostic is Enabled LIN data available for Powertrain relay voltage No active DTCs No pending DTCs	 > 2 counts >11.0 volts P148E - Purge Pump Voltage OOR Low P148F - Purge Pump Voltage OOR High P1490 - Purge Pump Voltage Performance Purge Pump LIN Communication Fault Active Purge Pump 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 Ilium.
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 LIN data available for Powertrain relay voltage No active DTCs No pending DTCs	 >2 counts >11.0 volts P148E - Purge Pump Voltage OCR Low P148F - Purge Pump Voltage OCR High P1490 - Purge Pump Voltage Performance Purge Pump LIN Communication Fault Active Purge Pump 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 Ilium.
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 Ilium.
					******************************	******************************		
					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< 20 g/s		
					Engine airlow to remain enabled	-5 g/s <X< 25 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<1.6g/s		
					Induction vacuum to			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					enable	<0.2 kPa		
					Induction vacuum to remain enabled	<0.3 kPa		
					Vehicle Speed to enable	>3.1 mph		
					Vehicle Speed to remain enabled	>1.9mph		
					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 - Purae Pumo		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					No pending DTC's	Voltage OOR Low P148F - Purge Pump Voltage OOR High P1490 - Purge Pump Voltage Performance P14A4 - EVAP Purge Pump Temperature Too High Purge Pump LIN Communication Fault Active AmbientAirDefault ConvVenting_FA ConvPurgeCkt_FA VehicleSpeedSensor_FA 0 AT_EstAmbTemp_FA IAT_SensorFA P14A4 - EVAP Purge Pump Temperature Too High Purge Pump LIN Communication Fault Pending IAT_SensorFA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Purge duty cycle is commanded to zero Purge pump commanded on Engine running LIN data available for LIN IAT data available Powertrain relay voltage Barometric pressure Purge pump initial speed Outside Air Temperature Initial average purge pump pressure calculated and in range Outside air temperature No device control Pump spool up time delay Allow test time Purge pump over temperature status Initial pump speed capture period	> 2 counts >11.0 volts > 70 kPa <240 RPM -20 °C <X<50°C -3 kPa <X<13kPA > 0 °C (only if pressure sensor is not in the range of -3 kPa <X<13kPA) > 7 seconds <36 seconds = FALSE > 4 counts	Once per trip	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 Purge Pump LIN Communication Fault Active AmbientAirDefault OAT_AmbientSensorFA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					No pending DTC's	ConvPurgeCkt_FA IAT_SensorFA ECT_Sensor_FA 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 Purge Pump LIN Communication Fault Pending IAT_SensorFA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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).	< 3.0 % of 5 Vref (0.1 V or -8,800 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 Ilium.
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).	>97.0% of 5 Vref(4.9 V or 28,800 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 Ilium.
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 Ilium.
		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 Ilium.
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 DTCs	 > 2 counts >11.0 volts Purge Pump LIN Communication Fault Active Purge Pump 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 Ilium.
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 DTCs	 > 2 counts >11.0 volts Purge Pump LIN Communication Fault Active Purge Pump 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 Ilium.
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 Propulsion system on Powertrain relay voltage Engine not cranking Voltage stabilization delay time after engine crank (> 2 seconds) LIN data available for No Active DTC's No Pending DTC's	 >11.0 volts > 2.0 seconds >2 counts P148E - Purge Pump Voltage OCR Low P148F - Purge Pump Voltage OCR High Purge Pump LIN Communication Fault Active P148E - Purge Pump Voltage OCR Low P148F - Purge Pump Voltage OCR High Purge Pump 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 Ilium.
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	= True	Diagnostic is Enabled		80 failures out of 100 samples 100 ms /sample	Type B, 2 Trips
			Intake Air Temperature AND	<45.0 °C	Propulsion system on			
			OBD Max Coolant Achieved (read description for details)	= FALSE	LIN data available for	> 2 counts		
					LIN IAT data available			
					Engine running time	>30 seconds		
					Powertrain relay voltage	>11.0 volts		
					No Active DTC's	IAT_SensorFA ECT_Sensor_FA Purge Pump LIN Communication Fault Active		
					No Pending DTC's	Purge Pump LIN Communication Fault Pending		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for: Temperature and Humidity ARC Pressure ARC	 >=8.00 counts out of >= 10.00 counts >=8.00 counts out of >= 10.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	 >= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Temperature and Humidity ARC samples every 25.00 milliseconds. Pressure ARC samples every 25.00 milliseconds.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Fuel Pump Driver Control Module Configuration Command Signal 1 Message Counter Incorrect	P14CD	The FTZM monitors its specific command data serial message frames [message FTZM CommandI $0CE] received from the ECM over its private CAN channel and evaluates whether these data are updating regularly. The FTZM diagnostic runs every 10msec. Each FTZM diagnostic evaluation is sent back to the ECM over the private bus. When the ECM diagnostic detects that the transmitted message counter and the received message counter do not match, it will increment a fail counter. The diagnostic status is monitored using X/Y counting and the Diagnostic Trouble Code is set when the failure count has matured to its threshold value. The X/Y counting is a rolling array type where X of the most recent Y samples represent a failing status, and it is updated continuously with each execution loop and resets only on an end-of-trip event.	FTZM bus CAN Message CommandI $0CE Alive Rolling Counter transmitted from ECM OR FTZM bus CAN Message CommandI $0CE Protection Value checksum transmitted from ECM	<> ARC sequence at FTZM OR <> Protection Value checksum at FTZM	a) Diagnostic is .. b) Diagnostic System Disabled c) System Voltage [Batt In Range] d) FTZM bus [Sensor Bus] Wakeup signal e) Diagnostic delay time f) Message Received status g) Data Received status h) No message fault conditions present	a) .. Enabled b) == False c) > 8.0 volts d) ==TRUE e) > 3,000 msec f) == TRUE g) == TRUE h) == TRUE	15 fail counts out of 16 sample counts continuously updated rolling array 12.5 msec loop execution	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Fuel Pump Driver Control Module Configuratio n Status Signal Message Counter Incorrect	PUCE	This DTC monitors for an error in communication with the Fuel Pump Driver Control Module Configuration Status Signals.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for: Fuel Tank Zone Module Info 16 ARC Fuel Tank Zone Module Info 16CSUM	>=3.00 counts out of >= 10.00 counts >=3.00 counts out of >= 10.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	>= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Fuel Tank Zone Module Info 16 ARC samples every 250.00 milliseconds. Fuel Tank Zone Module Info 16 CSUM samples every every 250.00 milliseconds.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Transmission Engine Speed Request Circuit	P150C	This DTC monitors for an error in communication with the Transmission Engine Speed Request Signal.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for: Transmission 199 ARC Transmission ARC Transmission Engine Speed Request PV	 >=8.00 counts out of >= 18.00 counts >=8.00 counts out of >= 18.00 counts >=8.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	 >= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Transmission 199 ARC samples every 25.00 milliseconds. Transmission ARC samples every 25.00 milliseconds. Transmission Engine Speed Request PV samples every 25.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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%	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 Ilium.
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.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for:		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus.		Aeroshutter Control Module 1 Initialization ARC samples every 500.00 milliseconds.	Type B, 2 Trips
			Aeroshutter Control Module 1 Initialization ARC	>=8.00 counts out of >= 10.00 counts	All the following conditions are met for:	>= 3,000.00 milliseconds		
					Battery voltage	>= 11.00 volts		
					Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 until the diagnostic passes and recovery conditions are satisfied." Only applicable for applications with ACC feature.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		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage	>= 3,000.00 milliseconds >= 11.00 volts	ACCCmndAIvRIg Cnt: 6.00 rolling count failures out of / 15.00 samples ACCAxITrqCmd Prot: 6.00 rolling count failures out of / 15.00 samples	Type C, 1 Trip No MIL Emissions Neutral, "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Cruise Control Switch State Undertermined Legacy	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 over a sample period.	fail in the indeterminate state for greater than 3.00 seconds over the sample period of 15.00 seconds	Diagnostic is enabled.		indicate failure for 3.00 seconds/ 15.00 seconds.	Type C, 1 Trip No MIL Emissions Neutral, "Emissions Neutral Diagnostics - special type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for: DC Converter Actuator Voltage ADC ARC DC Converter Actuator Voltage ADC PV	>=8.00 counts out of >= 18.00 counts >=8.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	>= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	DC Converter Actuator Voltage ADC ARC samples every 10.00 milliseconds. DC Converter Actuator Voltage ADC PV samples every 10.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Ignition Switch Run/ Start Position Signal.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for: DC Converter Run Crank Terminal Status ARC DC Converter Run Crank Terminal Status PV	 >=8.00 counts out of >= 18.00 counts >=8.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	 >= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	DC Converter Run Crank Terminal Status ARC samples every 10.00 milliseconds. DC Converter Run Crank Terminal Status PV samples every 10.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for: DC Converter Crank Control Terminal Status ARC DC Converter Crank Control Terminal Status PV	>=8.00 counts out of >= 18.00 counts >=8.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	>= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	DC Converter Crank Control Terminal Status ARC samples every 10.00 milliseconds. DC Converter Crank Control Terminal Status PV samples every 10.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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, aP158A 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	Diagnostic is enabled. 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	CeACZR_e_AdaptCruiseCntrl	fail continuously for greater than 2.5 seconds.	Type C, 1 Trip No MIL Emissions Neutral "Emissions Neutral Diagnostics - Special Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 "Default Action : When the ECM determines that a serial communication fault has occurred with the EBCM 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 Collision Preparation System or Rear Virtual Bumper feature.	If x of y rolling count / protection value faults occur, disable rear virtual bumper or collision preparation system for duration of fault		Diagnostic is enabled. Automatic Braking Engine Torque Request Serial Data Error Diagnostic Enable	0.00	AutoBrkFeatInhbtARC : 4.00 rolling count failures out of / 10.00 samples AutoBrkFeatInhbtPVal : 4.00 rolling count failures out of / 10.00 samples	Type C, 1 Trip No MIL Emissions Neutral

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Battery Monitor Sensor Signal Message Counter Incorrect	P15FF	This DTC monitors for an internal error or error in communication with the Battery Monitor Signal.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for: IBS MVI ARC IBS Calculated Data ARC IBS Measured Temperature ARC NAHr Charge ARC NAHr Discharge ARC Current FOM ARC Voltage FOM ARC IBS FOM ARC Vehicle Startup ARC	 >=8.00 counts out of >= 10.00 counts >=8.00 counts out of >= 10.00 counts >=8.00 counts out of >= 10.00 counts >=8.00 counts out of >= 10.00 counts >=8.00 counts out of >= 10.00 counts >=8.00 counts out of >= 10.00 counts >=8.00 counts out of >= 10.00 counts >=8.00 counts out of >= 10.00 counts >=8.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	 >= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	IBS MVI ARC samples every 250.00 milliseconds. IBS Calculated Data ARC samples every 500.00 milliseconds. IBS Measured Temperature ARC samples every 250.00 milliseconds. NAHr Charge ARC samples every 500.00 milliseconds. NAHr Discharge ARC samples every 500.00 milliseconds. Current FOM ARC samples every 2,000.00 milliseconds. Voltage FOM ARC samples every 2,000.00 milliseconds. IBS FOM ARC samples every 2,000.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			Battery Rational ARC	out of >= 10.00 counts >=8.00 counts out of >= 10.00 counts			Vehicle Startup ARC samples every 500.00 milliseconds. Battery Rational ARC samples every 1,000.00 milliseconds.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	 >= 11.00 Amps <= 1.00 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 orTFTKO) 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 Ilium.
					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 <= 128		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Sensor Reference Voltage Status Message Counter Incorrect	P165C	This DTC monitors for an error in communication with the Sensor Reference Voltage Status Signals.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Fuel Tank Zone Module Info 1 ARC Fuel Tank Zone Module Info 1 CSUM	 >=8.00 counts out of >= 18.00 counts >=8.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	 >= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Fuel Tank Zone Module Info 1 ARC samples every 6.00 milliseconds. Fuel Tank Zone Module Info 1 CSUM samples every 6.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Battery Voltage Signal Message Counter Incorrect	P167F	This DTC monitors for an error in the FTZM Battery Voltage Signal Message Counter.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Fuel Tank Zone Module Info 2 ARC Fuel Tank Zone Module Info 2 CSUM	>=8.00 counts out of >= 18.00 counts >=8.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	>= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Fuel Tank Zone Module Info 2 ARC samples every 10.00 milliseconds. Fuel Tank Zone Module Info 2 CSUM samples every 10.00 milliseconds.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 > OR PT Relay Ignition voltage >) AND Run/Crank voltage >	 Table, f(IAT). See supporting tables: **P1682_PT Relay Pull-in Run/Crank Voltage f(IAT)** 5.50 Volts 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 Ilium.
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 Relay commanded on AND (Run/Crank voltage > OR PT Relay Ignition voltage >) AND Run/Crank voltage >	 Table, f(IAT). See supporting tables: **P16A7_PT Relay Pull-in Run/Crank Voltage f(IAT)** 5.50 Volts 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 Ilium.
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, 1 Trip No MIL Emissions Neutral

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Ilium.
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		The diagnostic is enabled	Enabled	Diagnostic runs in the 250 ms loop	Type B, 2 Trips
					Power Mode	Not equal off		
			Battery voltage	< 3.00 Volts for 200 fail counts out of 250 sample counts	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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Battery voltage	 > 26.00 Volts for 200 fail counts out of 250 sample counts	The diagnostic is enabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	Enabled 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 Ilium.
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 Battery current	 < -1400 Amps for 200 fail counts out of 250 sample counts	The diagnostic is enabled Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	Enabled 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 Ilium.
Sensor Bus Relay Control Circuit	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 Q ohms impedance between output and controller ground	Sensor Bus relay circuit open diagnostic = TRUE Run/Crank Voltage	1.00 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 Ilium.
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 Q impedance between output and controller ground	Sensor Bus relay circuit short to ground diagnostic = TRUE Run/Crank Voltage	1.00 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 Ilium.
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 Q impedance between output and controller power	Sensor Bus relay circuit short to power diagnostic = TRUE Run/Crank Voltage	1.00 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 Ilium.
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		The diagnostic is enabled	Enabled	Diagnostic runs in the 250 ms loop	Type B, 2 Trips
					Power Mode	Not equal off		
			Battery current	> +1400 Amps for 200 fail counts out of 250 sample counts	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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 The continuous mode diagnostic is enabled 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	Enabled Enabled Not equal off > 9.00 Volts = False > -20.00 Celsius and < 50.00 Celsius = True Between 1 and 24 or zero = 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 Ilium.
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 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	Enabled Enabled 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 Ilium.
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 Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	Enabled 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 Ilium.
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 Power Mode 12V System Reference Voltage LIN Bus Off or Battery Module Communication Faults Active Outside Air Temperature Outside Air Temperature Validity Bit	Enabled 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 Ilium.
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	Enabled	Diagnostic runs in the 250 ms loop	Type B, 2 Trips
					and / or			
					The continuous mode diagnostic is enabled	Enabled		
			Historical Test	Upon IBS wakeup, if any of the below Historical Test conditions are satisfied, the diagnostic fails.	Power Mode	Not equal off		
					12V System Reference Voltage	> 9.00 Volts		
					LIN Bus Off or Battery Module Communication Faults Active	= False		
			Absolute value of IBS battery capacity C20 data (IBS Return Nominal C20 - 70.00 Ah)	> 5.00 Ah	Outside Air Temperature	> -20.00 Celsius and < 50.00 Celsius		
			or					
			IBS Returns a battery type that is not equal to	CeBSER_e_IBS_Cfg BatAGM	Outside Air Temperature Validity Bit	= True		
			or		IBS Configuration Data Available over LIN bus	= True		
			Absolute value of (IBS Return Battery Calibration#! U40@25 C - 12.10V)	>0.50 Volts	Historical Test Only Host Controller MEC Counter	<= 0		
			or					
			Absolute value of (IBS Return Battery Calibration#! U80@25 C - 12.65V)	>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 Ilium.
			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#! U40@25 C - 12.10V) or Absolute value of (IBS Return Battery Calibration#! U80@25 C - 12.65V)	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 Ilium.
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 longitudinal acceleration signal = 0.0 g.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Acceleration Sensor Value ARC Acceleration Sensor CSUM	>= 15.00 counts out of >= 18.00 counts >= 15.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	>= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Executes in 12.5ms loop.	Type C, 1 Trip No MIL Emissions Neutral "Emissions Neutral Diagnostic-Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Transmission Mode Switch Signal Circuit Include for programs that are NOT hybrid start stop conventional	P1762	BCM to ECM Rolling Count check for CAN frame $1E1. --Only utilize when calibration variable KeINFG_e_HybridType does not equal CeINFR_e_StartStopConv. (Note: Not Equal To is represented by <>)	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 < 318.14MPH > 5.0 seconds <>CeINFR_e_StartStopConv	>3 error counts for> 10.0 seconds 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 Ilium.
Transmission Range Signal Message Counter Incorrect	P188B	This DTC monitors for an error in communication with the Transmission Range Signal.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) of the following signals received over serial data is incorrect for:		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSLIM) is available on the bus.		Dual Track Pulse Width Crank Permission Status ARC samples every 25.00 milliseconds.	Type A, 1 Trips
			Dual Track Pulse Width Crank Permission Status ARC	>=8.00 counts out of >= 18.00 counts	All the following conditions are met for:	>= 3,000.00 milliseconds	Dual Track Pulse Width Crank Permission Status PV samples every 25.00 milliseconds.	
					Battery voltage	>= 11.00 volts		
			Dual Track Pulse Width Crank Permission Status PV	>=8.00 counts out of >= 18.00 counts	Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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, 1 Trip No MIL Emissions Neutral Emissions Neutral Diagnostic - Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Q impedance between signal and controller ground	Diagnostic is Enabled 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 Ilium.
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 Q impedance between signal and controller power	Diagnostic is Enabled 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 Ilium.
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 Q impedance between signal and controller ground	Diagnostic is Enabled 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 Ilium.
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 Q impedance between signal and controller power	Diagnostic is Enabled 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 Ilium.
Post Catalyst Fuel Trim System Too Lean Bank 1	P2096	Determines if the post catalyst 02 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 02 voltage is too lean, the post catalyst 02 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 >= 18 % 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 <= 14 % for >= 5.0 seconds. This was done to minimize disabling the diagnostic for longer than necessary.	>= 80.0 % >= 40.0 % If the P2096 is actively failing then the Average Integral Offset must be < 99.0 % and the Average Total Offset must be < 99.0 % 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 02 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 Yes Yes >= 70 kPa >= 0.0 g/s <= 10,000.0 >= 20 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") >= 0.1 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 50.0 seconds (500 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 Ilium.
		and proportional offset values of "0" (i.e. 0% authority) and a post catalyst 02 sensor that is within its optimal operating range (neither rich nor lean).			Condition	Green Cat System condition is considered valid until the 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 above 11 grams/sec.		
					------------------------------	------------------------------		
					Delay during GPF Regeneration If the diagnostic delays during a GPF Regen, it will continue to delay following completion of the Regen until the following number of samples have been accumulated. (1 sample = 100ms):	No Delay		
					Deceleration Idle Cruise Light Acceleration Heavy Acceleration	0.00 0.00 0.00 0.00 0.00		
					------------------------------	------------------------------		
					No Fault Active for:	AmbientAirDefault AIR System FA Ethanol Composition Sensor FA ECT_Sensor_FA EGRValveCircuit_FA EGRValvePerformance_FA IAT_SensorFA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						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 A/F Imbalance BankI 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	150		
					Idle	150		
					Cruise	150		
					Light Acceleration	150		
					Heavy Acceleration	150		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					(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 Ilium.
Post Catalyst Fuel Trim System Too Rich Bank 1	P2097	Determines if the post catalyst 02 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 02 voltage is too rich, the post catalyst 02 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 >= 18 % for >= 5.0 seconds. Diagnosis resumes if the purge valve is closed OR the percent vapor is <= 14 % for >= 5.0 seconds. This was done to minimize disabling the diagnostic for longer than necessary.	<= -90.0% <= -45.0% If the P2097 is actively failing then the Average Integral Offset must be > -99.0 % and the Average Total Offset must be > -99.0 % 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 50.0 seconds (500 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 Ilium.
		and proportional offset values of "0" (i.e. 0% authority) and a post catalyst 02 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 Ilium.
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 % 10.00 %	TPS minimum learn is not active AND Powertrain Relay Contactl 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)) AND ((Engine shutdown procedure is not complete) OR (Run/Crank signal is	> 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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					active))			
			Throttle Position >	52.71 %	TPS minimum learn active AND Powertrain Relay Contactl 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 Ilium.
Throttle Return to Default Performance	P2119	Throttle unable to return to default throttle position after de-energizing ETC motor.	(Normalized TPS1 percent Vref > AND Normalized TPS2 percent Vref > On the main processor) OR (Normalized TPS1 percent Vref < AND Normalized TPS2 percent Vref < On the main processor) (100% corresponds to 5.0 Volt)	2.3810% Vref 2.3840 % Vref 2.0590 % Vref 2.0560% 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 B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 < (100% corresponds to 5.0 Volt)	9.25% 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 Ilium.
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 > (100% corresponds to 5.0 Volt)	95.00 % 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 Ilium.
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 < (100% corresponds to 5.0 Volt)	6.50 % 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 Ilium.
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 > (100% corresponds to 5.0 Volt)	52.00 % 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 Ilium.
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 theTPS2 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) > (100% corresponds to 5.0 Volt)	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 Ilium.
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 minAPP2 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 Ilium.
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 >=0 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 Ilium.
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 >=0 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 Ilium.
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 >=0 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 Ilium.
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 >=0 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 Ilium.
Injector3 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 >=0 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 Ilium.
Injector3 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 >=0 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 Ilium.
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 > (100% corresponds to 5.0 Volt)	11.48% 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 Ilium.
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 02 voltage is used to generate a variance metric that represents the statistical variation of the 02 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 forthat 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 The EWMA calculation uses the weighting coefficient from the following supporting table: **P219A EWMA Coefficient** For this program, the Optional Mode is NOT used Optional Mode Filtered Ratio The EWMA calculation uses the weighting coefficient from the following supporting table while in Optional Mode:	>0.25 If the diagnostic has reported a failure on the prior trip, the EWMA Filtered Ratio must fall below -0.01 in order to report a pass. This feature prevents the diagnostic from toggling between failing and passing. > 0.25 If the diagnostic has reported a failure on the prior trip, the Optional Mode Filtered Ratio must fall below -0.01 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 10.0 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 1,100 to 4,000 RPM <150 RPM 5 to 200 g/s <2 g/s <0.40 g/s	Minimum of 1 test per trip, up to 6 tests per trip during RSR or FIR. The front 02 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, 12.00 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 Ilium.
		P219A Variance Threshold Bankl Table) and subtracting it from the measured Variance. The result is then divided by a normalizer calibration from another 17x17 table (see Supporting Table **P219A Normalizer Bankl Table).** This quotient is then multiplied by a quality factor calibration from a 17x17 table (see Supporting Table **P219A Quality Factor Bankl 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	**P219A EWMA Coefficient Opt Table**		= 0.050 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 = 0.100 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	 160 to 800 mg/cylinder < 60 mg/cylinder <5.00 percent 0 to 55 degrees 3 to 200 percent 0 to 25 degrees 0 to 30 degrees --------------------------------- No 0.0 to 100.0 Disabled 0.0	made within 5 minutes of operation. For RSRorFIR, 12 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 Ilium.
		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 ---------------------------------- Delay during GPF Regeneration ---------------------------------- 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:	100.0 --------------------------------- No Delay --------------------------------- 0.00 to 1.10 0.00 to 1.10 Disabled >=0.00 -------------------------------- Standard Mode Filtered Ratio		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		tables: **P219A Variance Threshold Bankl Opt Table** , **P219A Normalizer Bankl Opt Table ,** and **P219A Quality Factor Bankl Opt Table**			Low Lift Cam Profile will use: Quality Factor (QF) QF calibrations are located in a 17x17 lookup table versus engine speed and load (see Supporting Table **P219A Quality Factor Bankl 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. Fuel Control Status Closed Loop and Long Term FT Enabled for: Device Control AIR pump CASE learn EGR EVAP Engine Over Speed Protection Idle speed control PTO Injector base pulse width	Standard Mode Filtered Ratio >=0.99 >= 1.2 seconds (Please see **"Closed Loop Enable Clarification"** and **"Long Term FT Enable Criteria"** in Supporting Tables) Not active Not on Not active Not intrusive Not intrusive Not Active Normal Not Active Above min pulse limit		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					O2 learned htr resistance	= Valid (the O2 heater resistance has learned since NVM reset)		
					Rapid Step Response (RSR): RSR will trigger if the Ratio result from the last test is AND it exceeds the last Filtered ratio by	>= 0.25 >=0.53		
					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:	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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						WRAF_Bank_1_FA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	< 50.0 kPa	Diagnostic is Enabled 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 Ilium.
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	> 110.0 kPa	Diagnostic is Enabled 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 Ilium.
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	Diagnostic is Enabled 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 Ilium.
O2 Sensor Pumping Current Circuit/Open Bank 1 Sensor 1 (WRAF & Gen4 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. Note: 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: For NGK_ZFAS_U2 For Bosch_LSU_4p9	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_2p1 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 Ilium.
			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 Ilium.
0 2 Sensor Pumping Current Performance Bank 1 (WRAF minus E80 ECM	P223C	This DTC determines if the WRAF 0 2 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 < -0.10ma 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	Use this fault bundle WRAF_Bank_1_FA Do not use this fault bundle WRAF_Bank_1_FA_Ver2 P0135, P0030, P0031, P0032 = Valid = Ready = True = Complete > 20.0 seconds **DFCO Active Minimum > Time (seconds)** in the Supporting Tables > **DFCO Active Maximum Time (seconds)** in the Supporting Tables	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 Ilium.
0 2 Sensor Reference Resistance Out Of Range Bank 1 (WRAF Sensor 1 Or Switching w EIC Sensor 1	P223E	This DTC determines if the WRAF 0 2 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	< 700 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 Ilium.
0 2 Sensor Reference Voltage Circuit/Open Bank 1 Sensor 1 (WRAF & Gen4 ECM	P2243	This DTC determines if the B1S1 WRAF 0 2 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 Ilium.
02 Sensor Reference Ground Circuit/Open Bank 1 Sensor 1 (WRAF & Gen4 ECM	P2251	This DTC determines if theB1S1 WRAF 02 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 Ilium.
			B1S1 WRAFASIC 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 Ilium.
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	<0.80 Second, = 10.00 Hz ************************* >70.00 g/s > 9,999.00 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% >= 0.25 s ***************************** > refer to **P00C4 P2261: Compressor Surge Line** in Supporting Tables 1.50 s ***************************** TRUE >=40.00 kPa <=-100.00 kPa/s <0.00 kPa >15.00 kPa/s ***************************** BSTR_b_TurboBypassCktFA BSTR_b_BoostSnsrFA MAF_SensorFA	4 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 Ilium.
Fuel Conductivity Out Of Range (water in fuel)(FTZM)	P2269	Detects the presence of High Conductivity Fuel (e.g. water in fuel) via a specific range of sensor frequency that is higher than the normal out of range high threshold, as communicated by the Fuel Tank Zone Module. High conductivity in the fuel causes a significant upward shift in the sensor's output frequency and does not indicate a failure of the sensor or wiring, but instead is a failure of the fuel conditions which requires different repair for the vehicle. If the raw frequency value is greater than the conductivity threshold value a fail counter will increment. When the correct ratio of failure counts vs. sample counts is achieved, the fault code is set.	Flex Fuel Sensor Output Frequency	> 185 Hertz	The FFS diagnostics are enabled Ignition voltage Fuel Tank Zone Module vehicles: No active DTC:	 > 11.00 Volts Does have FTZM with Flex Fuel Sensor FTZM_ModuleResetFA FTZMJ nfo12JJcodeCmFA	50 failures out of 63 samples 100 ms loop Continuous	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
02 Sensor Signal Stuck Lean Bank 1 Sensor 2	P2270	The P2270 diagnostic is the first in a sequence of six intrusive secondary 02 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, &P013B. ThisDTC determines if the secondary 02 sensor is stuck in a normal lean voltage range and thereby can no longer be used for secondary 02 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 02 sensor does not achieve the required rich voltage before the accumulated mass air flow threshold is reached.	Post 02 sensor signal AND The Accumulated mass airflow monitored during the Stuck Lean Voltage Test	< 850mvolts > 70 grams	Diagnostic is Enabled No Active DTCs B1S2 DTCs Not active this key cycle System Voltage Learned heater resistance Green 02S Condition	 TPS_ThrottleAuthorityDefaulted ECT_Sensor_FA IAT_SensorFA MAF_SensorFA MAP_SensorFA AIR System FA FuelInjectorCircuit_FA FuelTrimSystemBI TFTK0 FuelTrimSystemB2 TFTK0 EngineMisfireDetected_FA Ethanol Composition Sensor FA 02S_Bank_ 1_TFTK0 02S_Bank_ 2_TFTK0 P013A, P013B, P013E, P013F, P2270 or P2271 >10.5 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTCs") = Not Valid, Green 02S condition is considered valid until the accumulated airflow is greater than **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations:	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 Ilium.
					Low Fuel Condition Only when FuelLevelDataFault Pedal position Engine Airflow Closed loop integral Closed Loop Active Evap Ethanol Estimation in Progress Post fuel cell Crankshaft Torque EGR Intrusive diagnostic All post sensor heater delays O2S Heater (post sensor) on Time Transmission Temp	B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 11.0 grams/sec. = False = False < 10.0% 2.0 < gps < 6.0 0.82 < 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). = Enabled, refer to **Multiple DTC Use - Block learn cells to enable Post oxygen sensor tests** for additional info. < 100.0 Nm = not active = not active > 60.0 sec		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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	> -41.0 °C 600 < °C < 900 = DFCO possible ================== 1,300 < RPM < 2,900 1,200 < RPM < 3,000 40.4 < MPH < 80.8 37.3 < MPH < 83.9 0.96 < EQR < 1.08 <30.0Nm		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
02 Sensor Signal Stuck Rich Bank 1 Sensor 2	P2271	The P2271 diagnostic is the fourth in a sequence of six intrusive secondary 02 monitors which include DTCs P2270, P013E, P013A, P2271, P013F, &P013B. ThisDTC determines if the secondary 02 sensor is stuck in a normal rich voltage range and thereby can no longer be used for secondary 02 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 02 sensor does not achieve the required lean voltage before the accumulated mass air flow threshold is reached.	Post 02 sensor signal AND The Accumulated mass airflow monitored during the Stuck Rich Voltage Test	> 100 mvolts >30.0 grams	Diagnostic is Enabled No Active DTCs B1S2 DTCs 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 FuelTrimSystemBI TFTK0 FuelTrimSystemB2 TFTK0 EngineMisfireDetected_FA Ethanol Composition Sensor FA O2S_Bank_ 1_TFTKO O2S_Bank_ 2_TFTKO P013A, P013B, P013E, P013F or P2270 >10.5 Volts = Valid (the heater resistance has learned since NVM reset, see enable conditions for "HO2S Heater Resistance DTCs") = Not Valid, Green O2S condition is considered valid until the accumulated airflow is greater than **Multiple DTC Use_Green Sensor Delay Criteria - Limit** for the following locations:	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 Ilium.
						B1S2, B2S2 (if applicable) in Supporting Tables tab. Airflow accumulation is only enabled when airflow is above 11.0 grams/sec.		
					Low Fuel Condition Only when FuelLevelDataFault	= False		
					Fuel State	= False		
					DTC's Passed	= DFCO possible		
						= 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 Ilium.
Barometric Pressure Sensor C Circuit Low	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	< 50.0 kPa	Diagnostic is Enabled 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 Ilium.
Barometric Pressure Sensor C Circuit High	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	> 110.0 kPa	Diagnostic is Enabled 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 Ilium.
Barometric Pressure Sensor C Circuit Intermittent/ Erratic	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 40 consecutive BARO C readings	Diagnostic is Enabled 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 Ilium.
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 orTFTKO) 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 Ilium.
					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 <= 128		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	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		
					Additional Enable Conditions: All must be true (High Pressure Pump is enabled and High Fuel pressure sensor ckt is Not (FA,FP orTFTKO) 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	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 Ilium.
					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 <= 128		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Q 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 Ilium.
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 Q 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 Ilium.
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 Q 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 Ilium.
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.	< 100 Q 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 Ilium.
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 Q 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 Ilium.
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 Q 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 Ilium.
Evaporative Emission System Leak Detection Pump Control Open Circuit (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P2400	Controller specific output driver circuit diagnoses the leak detection 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.	 > 200 K Q impedence between output and controller ground	Diagnostic is Enabled No Active DTC's	> 11 volts EVAP Device Communication FA	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 Ilium.
Evaporative Emission System Leak Detection Pump Control Circuit Low (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P2401	Controller specific output driver circuit diagnoses the leak detection 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.	< 0.5 Q impedence between output and controller ground	Diagnostic is Enabled No Active DTC's	> 11 volts EVAP Device Communication FA	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 Ilium.
Evaporative Emission System Leak Detection Pump Control Circuit High (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P2402	Controller specific output driver circuit diagnoses the leak detection 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. If the P2402 is active, an intrusive test is performed with the pump commanded on 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 Q impedence between output and controller power	Diagnostic is Enabled No Active DTC's	EVAP Device Communication FA	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 Ilium.
Evaporative Emission System Switching Valve Control Open Circuit (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P2418	Controller specific output driver circuit diagnoses the switching valve 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 Q impedence between output and controller ground	Diagnostic is Enabled No Active DTC's	 EVAP Device Communication FA volts	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 Ilium.
Evaporative Emission System Switching Valve Control Circuit Low (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P2419	Controller specific output driver circuit diagnoses the switching valve 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.	< 0.5 Q impedence between output and controller ground	Diagnostic is Enabled No Active DTC's	EVAP Device Communication FA	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 Ilium.
Evaporative Emission System Switching Valve Control Circuit High (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P2420	Controller specific output driver circuit diagnoses the switching valve 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. If the P2420 is active, an intrusive test is performed with the switching valve commanded on 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 Q impedence between output and controller power	Diagnostic is Enabled No Active DTC's	EVAP Device Communication FA	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 Ilium.
ELCP Switching Valve Control Performance (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P2450	This DTC detects a ELCP switching valve that is stuck. After the 1st reference vacuum measurement is complete, the ELCP switching valve transitions to the pump position. With a vented fuel system and a correctly functioning ELCP switching valve there will be a significant vacuum drop followed by a slow vacuum increase. The ELCP switching valve performance diagnostic compares the change (either a decrease or increase) from the 1st reference vacuum measurement to a threshold. If the change is less than the threshold then a fail is reported for P2450. If a failure is detected then the ELCP EVAP diagnostic test sequence is complete.	When the ELCP vacuum pump is commanded on and the ELCP switching valve transitions from vent to pump position, if the difference between the 1st 0.020" orifice reference vacuum measurement and the ELCP pressure sensor (gauge) vacuum reading is after then the ELCP switching value is stuck and the DTC fails.	< 400 Pa 5 seconds	Diagnostic is Enabled Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test Or Service bay test active	 4.3 < time < 5.8 hours or 6.0 < time <8.1 hours or 8.2 < time <11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3 MPH > 0 seconds > 0 seconds	Up to once per trip, for each required wake-up event 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Or Device control exceeds Or Vacuum Refueling Detected (See P0454 Fault Code for information on vacuum refueling algorithm) Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling)	 0.5 seconds		
					No Active DTC's	FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA ModuleOffTime_FA EVAP Sensor Communication FA EVAP Device Communication FA		
					No Active DTC's TFTKO	P043E P043F P145C P145D P1462 P24B9 P0458 P0496 P16FD P16FE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission System Leak Detection Pump Pressure Sensor Circuit Performance Diagnostic (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P24B9	ELCP Pressure Sensor Correlation Diagnostic The ambient check section The correlation of the ELCP pressure sensor to barometric pressure follows the ELCP vacuum pump stuck on diagnostic. For this diagnostic the ELCP vacuum pump is off and the ELCP switching valve is in the vent position. The ELCP pressure sensor correlation is a X out of Y diagnostic that runs for a period of time. During this time, the ELCP pressure sensor reading is compared to the barometric pressure sensor. Large deviations will increment the fail counter and a failure is reported for P24B9 when the fail count threshold is exceeded. The ELCP EVAP diagnostic test sequence is complete if a failure is detected. In a passing condition, P24B9 will not report a pass at this time since this diagnostic is run	Propulsion System Not Active If the difference between the ELCP pressure sensor (absolute) reading and the barometric pressure value from the MAP sensor is then increment the fail counter. This diagnostic runs for	 > 3,000 Pa 14 seconds.	Diagnostic is Disabled Propulsion System Not Active Propulsion system not active time Distance since assembly plant Drive distance Min baro Max baro Min fuel level Max fuel level ECT Min IAT Max IAT Time since last test when passing P0442/P0455 Time since last test when failing P0442/P0455 ****************************** ELCP hardware can be powered by battery or powertrain relay. For this application the ELCP hardware is powered by powertrain relay Voltage after time delay of ****************************** Vehicle speed Propulsion system not active time Previous propulsion system active time Abort Conditions: Key up during test	 4.3 < time < 5.8 hours or 6.0 < time < 8.1 hours or 8.2 < time < 11.0 hours > 9.9 miles > 0.1 miles > 70 kPa < 110 kPa > 10 % < 90 % < 40 °C > 4 °C < 45 °C > 0 hours > 0 hours ****************************** > 11 volts > 5 seconds ****************************** < 3 MPH > 0 seconds > 0 seconds	Once or twice per trip with Propulsion System Not Active, for each required wake-up event First time diagnostic runs, 50 failures out of 63 samples Second time diagnostic runs, 50 failures out of 63 samples 100 msec loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
		again during the final check section. The final check section The correlation of the ELCP pressure sensor to barometric pressure is the same as in the ambient check section.			Or Service bay test active Or Device control exceeds Or Fuel Level Refueling Detected (See P0464 Fault Code for information on fuel level refueling)	0.5 seconds		
		For this diagnostic the ELCP vacuum pump is off and the ELCP switching valve is in the vent position. The ELCP pressure sensor correlation is a X out of Y diagnostic that runs for a period of time. During this time, the ELCP pressure sensor reading is compared to the barometric pressure sensor. Large			No Active DTC's	FuelLevelDataFault IAT_SensorFA ECT_Sensor_FA VehicleSpeedSensor_FA AmbientAirDefault ELCPCircuit_FA FTP_SensorCircuit_FA ELCP_PumpCircuit_FA ELCP_SwitchCircuit_FA ModuleOffTime_FA EVAP Sensor Communication FA EVAP Device Communication FA		
		deviations will increment the fail counter and a failure is reported for P24B9 when the fail count threshold is exceeded. The ELCP EVAP diagnostic test sequence is complete if a failure is detected. When the sample counter exceeds the sample count threshold then a pass is reported for P24B9.			No Active DTC's TFTKO	P043E P043F P0451 P145C P145D P145F P1462 P1463 P2450 P0458 P0496 P16FD P16FE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Evaporative Emission System Leak Detection Pump Pressure Sensor Circuit Low Voltage (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P24BA	This DTC will detect an ELCP pressure sensor signal that is too low out of range. The ELCP pressure 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 P24BA DTC. A pass is reported for P24BA DTC if the low sample counter reaches its threshold.	ELCP pressure sensor signal	< 0.70 volts (14.0 % ofVrefor~47 kPa)	Diagnostic is Enabled No Active DTC's	 EVAP Sensor Communication FA	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 Ilium.
Evaporative Emission System Leak Detection Pump Pressure Sensor Circuit High Voltage (Conventional ELCP Vented Fuel System with Fuel Tank Zone Module (FTZM))	P24BB	This DTC will detect an ELCP pressure sensor signal that is too high out of range. The ELCP pressure 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 P24BB DTC. A pass is reported for P24BB DTC if the high sample counter reaches its threshold.	ELCP pressure sensor signal	>4.85 volts (97.0 % of Vrefor~120 kPa)	Diagnostic is Enabled No Active DTC's	 EVAP Sensor Communication FA	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 Ilium.
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 > 450 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 Ilium.
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	 43.4% to 45.7% 59.34% to 66.96%	The diagnostic is enabled Enabled when Run/Crank is active only, otherwise Run/Crank is not used as an enable	Enabled Use Run/Crank as Enable	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 Ilium.
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% < 28.54%	The diagnostic is enabled Enabled when Run/Crank is active only, otherwise Run/Crank is not used as an enable	Enabled Use Run/Crank as Enable	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 Ilium.
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	Enabled Use Run/Crank as Enable	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 Ilium.
Coolant Pump “A” Control Circuit Stuck On	P261F	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	>= 3,300.00 RPM	Diagnostic is Enabled 12V System Voltage PECR_AuxCoolPmpSpdActl_FoI PECR_AuxCoolPmpSpdActl_Av 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 = Not Active >= 3.00 s True 0.00 RPM to 299.00 RPM	16 seconds out of a 20 seconds window	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
0 2 Sensor Pumping Current Trim Circuit/Open Bank 1 Sensor 1 ((WRAF & E81 ECM) Or (WRAF & Gen4 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_2p1 > 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_2p1 < 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 Ilium.
			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 Ilium.
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: 8 failures out of 40 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 Ilium.
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 Q 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 < 10.00 % > 10.00 % 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 Ilium.
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 Q impedance between signal and controller voltage source OR > 200 K Q 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 > 92.00 % < 92.00 % 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 Ilium.
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 Ilium.
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 Ilium.
Cylinder 3 Injection Pulse Performance	P2B02	Diagnostic to determine if any of the commanded injection pulses for cylinders 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 Ilium.
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 Ilium.
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 Ilium.
Cold Start Cylinder 3 Injection Pulse Performance	P2B0A	Diagnostic to determine if any of the commanded injection pulses for cylinders 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 Ilium.
Coolant Pump "A" Overspeed	P2B86	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: Criterial: Filtered (Pump Command Speed - Pump Feedback Speed) 12V System Voltage Criteria 2: Filtered (Pump Command Speed - Pump Feedback Speed) 12V System Voltage	< **P2B86 Coolant Pump “A” Overspeed Fail Threshold** (RPM) >=12.00 V < **P2B86 Coolant Pump “A” Overspeed Fail Threshold Low Volatage** (RPM) <12.00 V (See supporting tables for the above threshold values)	Diagnostic is Enabled 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_EAP_SpeedOORL_FP PECR_EAP_SpeedOORH_FP Criteria 2: Calibration to use fault pending is FALSE All of the following criteria is met 2a) PECR_EAP_SpeedOORL_FA PECR_EAP_SpeedOORL_TFTKO 2b) PECR_EAP_SpeedOORH_FA PECR_EAP_SpeedOORH_TFTKO	<50.00 RPM for >= 3.00 s = 1.00(1 is TRUE) = Not Active = Not Active = 1.00 (0 is FALSE) = Not Active = Not Active = Not Active = Not Active	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 Ilium.
					All of the following criteria are met for Time Delay: (See "Time Delay" definition below)			
					12V System Voltage	> 11.00 V (with hysteresis disable < 10.00 V)		
					PECR_AuxCoolPmpSpdActl_FoI	= Not Active		
					PECR_AuxCoolPmpSpdActl_Av	= Not Active		
					Pump Enable	= True		
					Pump Command Speed in Range	300.00 RPM <= Command Speed <= 3,480.00 RPM		
					Any of the following criteria is met:			
					Criteria 1: Engine inlet coolant temperature check calibration is TRUE	= 0.00 (1 is TRUE)		
					Criteria 2: a) EECR_EngineInlet_FA	= Not Fault Active		
					b) Engine Inlet Coolant Temperature	>= -40.00 °C		
					Where: "Time Delay"	>=2.00 s		
					If all of the following criteria are met:			
					a) Engine inlet coolant temoerature check			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					calibration is FALSE b) Engine Inlet Coolant Temperature Else "Time Delay"	= 0.00 (0 is FALSE) <=-30.00 degC >= 1.00 s		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Coolant Pump "A" Underspeed	P2B87	Detects when the coolant pump speed is slower than the commanded speed.	Any of the following fail criteria is met: Criterial: Filtered (Pump Command Speed - Pump Feedback Speed) 12V System Voltage Criteria 2: Filtered (Pump Command Speed - Pump Feedback Speed) 12V System Voltage	< **P2B87 Coolant Pump "A" Underspeed Fail Threshold** (RPM) >=12.00 V < **P2B87 Coolant Pump "A" Underspeed Fail Threshold Low Voltage** (RPM) <12.00 V (See supporting tables for the above threshold values)	Diagnostic is Enabled 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_EAP_SpeedOORL_FP PECR_EAP_SpeedOORH_FP Criteria 2: Calibration to use fault pending is FALSE All of the following criteria is met 2a) PECR_EAP_SpeedOORL_FA PECR_EAP_SpeedOORL_TFTKO 2b) PECR_EAP_SpeedOORH_FA PECR_EAP_SpeedOORH_TFTKO	 <50.00 RPM for >= 3.00 s = 1.00(1 is TRUE) = Not Active = Not Active = 1.00 (0 is FALSE) = Not Active = Not Active = Not Active = Not Active	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 Ilium.
					All of the following criteria are met for Time Delay: (See "Time Delay" definition below)			
					12V System Voltage	> 11.00 V (with hysteresis disable < 10.00 V)		
					PECR_AuxCoolPmpSpdActl_Fol	= Not Active		
					PECR_AuxCoolPmpSpdActl_Av	= Not Active		
					Pump Enable	= True		
					Pump Command Speed in Range	300.00 RPM <= Command Speed <= 3,480.00 RPM		
					Any of the following criteria is met:			
					Criteria 1: Engine inlet coolant temperature check calibration is TRUE	= 0.00 (1 is TRUE)		
					Criteria 2: a) EECR_EngineInlet_FA	= Not Fault Active		
					b) Engine Inlet Coolant Temperature	>= -40.00 °C		
					Where: "Time Delay"	>=2.00 s		
					If all of the following criteria are met:			
					a) Engine inlet coolant temoerature check			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					calibration is FALSE b) Engine Inlet Coolant Temperature Else "Time Delay"	= 0.00 (0 is FALSE) <=-30.00 degC >= 1.00 s		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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)	Small Pulse General Diagnostic Enable (See Definition in Supporting Material below) Fuel Pulse Voltage Feedback Data Ready (See Definition in Supporting Material below) 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	= True = True = 0 < 550.00 degC > -12.00 degC <= 66.00 degC >= 70.00 KPa >= 250.00 RPM <= 3,000.00 RPM <= 100.00 Pct < 20 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 OR The first 500 engine cycles have been reached	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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	>= 20.00 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	< 70.00 KPa		
					Multi Pulse Strategy will exit per the following:			
					Engine Speed OR	> 3,500.00 RPM		
					Accel Position	> 99.00 Pct		
					Engine Run Time	>= 20 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Mulit Pulse Strategy will also exit if the any of the "Additional Dual Pulse Enabling Criteria" is not satisfied:			
					"Additional Multi 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		
					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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						FuelInjectorCircuit_FA MAF_SensorFA MAP_SensorFA AnyCamPhaser_TFTKO ClutchPstnSnsr FA IAC_SystemRPM_FA IgnitionOutputDriver_FA TPS_FA VehicleSpeedSensor_FA FuelInjectorCircuit_TFTK0 FHPR_b_FRP_SnsrCkt_FA FHPR_b_FRP_SnsrCkt_TFTKO FHPR_b_PumpCkt_FA FHPR b PumpCkt TFTK0 TransmissionEngagedState_FA EngineTorqueEstInaccurate FuelPumpRlyCktFA		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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** => **P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude 2 Misisng Pulse Fail Limit** =< **P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude 2 Delta 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) Above Engine Temperature	= True = True >--30.000	100.00 Frequency: 100ms Continuous	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	>= 134° <= 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 orTFTKO) 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 <= 128 = 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 Ilium.
					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 Ilium.
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 orTFTKO) 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 Ilium.
					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 <= 128		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 orTFTKO) 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 Ilium.
					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 <= 128		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	160 failed samples out of 200 samples in 12.50 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	320 failed samples out of 400 samples in 12.50 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	320 failed samples out of 400 samples in 12.50 ms loop	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	26 failed samples out of 30 samples in 12.50 ms loop	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Coolant Pump "A" Speed Out of Range Low	P3077	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 reporta FAIL and if not it will report a PASS. The diagnostic will continue to report as long as the enablement criteria are met.Detects when the coolant pump speed is out of range low	Pump Feedback Speed	<= -10.00 RPM	Diagnostic is Enabled All of the following criteria are met for 12V System Voltage PECR_AuxCoolPmpSpdActl_FoI PECR_AuxCoolPmpSpdActl_Av	 >= 1.00 s > 11.00 V (with hysteresis disable < 10.00 V) = Not Active = Not Active	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 Ilium.
Coolant Pump "A" Speed Out of Range High	P3078	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 reporta 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	>= 4,001.00 RPM	Diagnostic is Enabled All of the following criteria are met for 12V System Voltage PECR_AuxCoolPmpSpdActl_FoI PECR_AuxCoolPmpSpdActl_Av	 >= 1.00 s > 11.00 V (with hysteresis disable < 10.00 V) = Not Active = Not Active	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 Ilium.
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 Ilium.
			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 Ilium.
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 Ilium.
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 Ilium.
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 Ilium.
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 Ilium.
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 Ilium.
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 Ilium.
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 Ilium.
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 Ilium.
Cooling Fan 1 Out of Range Low [LIN Bus Electric PWM Fans Only- Internal or External controller]	P30EE	This diagnostic is to determine if the fan speed feedback is incorrect. This is determined by measuring if the reported actual fan speed (in RPM) exceeds a lower limit for the fan speed, indicating that there is a failure of the measurement of the fan speed. If the measured fan speed exceeds the lower limit for an extended period of time so that a standard X of Y Figure of Merit matures, then the DTC is set.	Measured LIN Fan1 Speed must exceed a lower limit value to ensure measured feed speed is within an acceptable range	< = -110.00 rpm	a] Diagnostic Enabled b] Diagnostic System Disabled(via service tool) c] Battery Voltage In Range d] LIN Bus based Fan Operation Enabled e] LIN Serial data Lost communication Fault Active [DTC: U063200] f] LIN Serial data Continuous Operation Fault Active [DTC P135C]	a] = 1 [True if 1; False if 0] b] = FALSE c] = TRUE d] = TRUE e] = FALSE f] = FALSE	16.00 failures out of 20.00 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 Ilium.
Cooling Fan 1 Out of Range High [LIN Bus Electric PWM Fans Only- Internal or External controller]	P30EF	This diagnostic is to determine if the fan speed feedback is incorrect. This is determined by measuring if the reported actual fan speed (in RPM) is below an upper limit for the fan speed, indicating that there is a failure of the measurement of the fan speed. If the measured fan speed exceeds the upper limit for an extended period of time so that a standard X of Y Figure of Merit matures, then the DTC is set.	Measured LIN Fan1 Speed must be below an upper limit value to ensure measured feed speed is within an acceptable range	> = 4,000.00 rpm	a] Diagnostic Enabled b] Diagnostic System Disabled(via service tool) c] Battery Voltage In Range d] LIN Bus based Fan Operation Enabled e] LIN Bus Lost Communication Fault Active [DTC U063200] f] LIN Bus serial data Continuous Operation Fault Active [DTC P135C]	a] = 1 [True if 1; False if 0] b] =FALSE c] =TRUE d] == TRUE e] =FALSE f] =FALSE	16.00 failures out of 20.00 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 Ilium.
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.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Braking System Vehicle Top Speed Limit Request Type ARC Braking System Vehicle Top Speed Limit Request Type PV	 >=3.00 counts out of >= 10.00 counts >=3.00 counts out of >= 10.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	 >= 3,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Braking System Vehicle Top Speed Limit Request Type ARC samples every 100.00 milliseconds. Braking System Vehicle Top Speed Limit Request Type PV samples every 100.00 milliseconds.	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Fuel Pump Performance - Under Pressure [FTZM Brushed Motor fuel pump applications only]	P3187	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 a calibrated fault threshold table for a fault decision. Under-performing condition is tracked separately as the physical remedy is unique compared to over-performing.	Sensed Filtered Fuel System [line] pressure error	> Threshold [Supporting Table] **P3187 Threshold**	a) Diagnostic is .. b) Timer - Engine Running Minimum c1) Fuel Flow Rate Valid c2) Ambient Air Pressure Value Defaulted c3) Fault bundle FDB_FuelPresSnsrCktFA c4) Reference Voltage Fault Status [DTC P0641] c5) Exhaust AfterTreatment Fuel Injector A Control Circuit Short Low Fault [DTC P20CD] c6) Fuel Pres Sensor Performance Fault Active [DTC P018B] c7) Use Calculated Flow Performance Fault Thresholds c8) Engine Speed Status Valid c9) Fault bundle FAB_FuelPmpCktFA c10) Fuel Control Enable Fault Active [DTC P12A6] c11) Fuel Pump Driver Module OverTemp Fault Active [DTC P1255] c12) Fuel Pump Speed Fault Active [DTC P129F] c13) CAN Sensor Bus message $0C3 Comm Fault [DTC P165C] c14) CAN Sensor Bus Fuel Pmp Spd Command ARC and Checksum Comm Fault Code [DTC	a) Enabled b) >= 30.00 seconds c1)== TRUE c2) == False c3) == False c4) == False c5) == False c6) == False c7) == False c8] == TRUE c9] == False c10) == False d 1) == False c12) == False c13) == False c14] == False c15) == CeFDBR_e_WiredTo_FTZM c16) == 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 Ilium.
					U18A7] c15) Sensor Configuration [is Wired To FTZM?] c16) Sensor Bus Relay On			
					d) Emissions Fuel Level Low [Message $3FB]	d) == False		
					e) Fuel Control Enable	e) == TRUE		
					f) Fuel Pump Control State	f) == NORMAL		
					g) Input circuit minimum voltage	g) >= 9.00 volts		
					h) High Pres Fuel Pump Mode Management Active	h) == False		
					j) High Pres Fuel Pump Control Mode	j) == Not Disabled Mode AND == Not ZeroFlow Mode		
					m1) Fuel Pmp Speed Command Alive Rolling Count and Checksum Error [CAN Bus C $0CE] [DTC P14CD] m2) CAN Sensor Bus message $0C3 Available m3) Fuel Pres Sensor Ref Voltage Status Message Counter Incorrect Alive Rolling Count and Checksum Error [CAN Bus C $0C3] [DTC U18A7]	m1) == False m2) == TRUE m3) == False		
					n) Timer - Diagnostic	n) >		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Enable	2.00 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Fuel Pump Performance - Over Pressure [FTZM Brushed Motor fuel pump applications only]	P3188	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 a calibrated fault threshold table for a fault decision. Over-performing condition is tracked separately as the physical remedy is unique compared to under-performing.	Sensed Filtered Fuel System [line] pressure error	> Threshold [Supporting Table] **P3188 Threshold**	a) Diagnostic is .. b1) CAN Sensor Bus Fuel Pmp Spd Command ARC and Checksum Comm Fault Code [Cmd1 DTC U131D] b2) Sensor Configuration b3) Fuel Pres Sensor Serial Comm Ready b4) Fuel Pres Sensor Serial Comm Fault Pending [DTC P14D5] b5) Sensed Fuel Control Enable Serial Comm Ready b6) Sensed Fuel Control Enable Serial Comm Fault Pending c1) Fuel Flow data Valid c2) Ambient Air Pressure Value Defaulted c3) Fuel Pres Sensor Type c4) Fault Bundle FDB_FuelPresSnsrCktFA c5) Reference Voltage Fault Status [DTC P0641] c6) Fuel Pres Sensor Performance Fault Active	a) Enabled b1) == False b2) == CeFDBR_e_WiredTo_FTZM b3) == TRUE b4) == False b5) == TRUE b6) == False c1)== TRUE c2) == False c3) == CeFDBR_e_AbsolutePressure c4) == False c5) == False c6) == False c7) == False c8] == TRUE c9] == False c10) == False d 1) == False c12) == False	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 Ilium.
					[DTC P018B] c7) Use Calculated Flow Performance Fault Thresholds c8) Engine Speed Status Valid c9) Fault bundle FAB_FuelPmpCktFA c10) Fuel Pump Driver Module OverTemp Fault Active [DTC P1255] c11) Fuel Pump Speed Fault Active [DTC P129F] c12) Fuel Pump Duty Cycle Fault Active [DTC P2BB3] c13) CAN Sensor Bus message $0C3 Comm Fault [DTC P165C] c14) Fuel Pres Sensor Serial Comm Fault Active [DTC P14D5] c15) Sensor Bus Relay On d1) Timer -- Minimum Engine Running d2) Diagnostic Data Integrity OK e) Fuel Control Enable	c13) == False c14) == False c15) == TRUE d1)>= 30.00 seconds d2) == TRUE e) == TRUE f) == Normal AND == NOT Over Response Active g) >= 0.05 gms/ sec h) == False j) == False k) == False l) == NOT Disabled Mode AND NOT Over Response Active Mode m) == TRUE n) > 2.00 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					f) Fuel Pump Control State g) Instantaneous Fuel Flow h) Fuel Control Enable Fault Active [DTC P12A6] j) Emissions Fuel Level Low [Message $3FB] k) High Pres Fuel Pump Mode Management Enabled l) High Pres Fuel Pump Control Mode m) Diagnostic Data OK n) Timer - Diagnostic Enable			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Control Module Communication Bus A Off	U0073	This DTC monitors for a BUS A off condition	Bus off failures equals or exceeds In a window of	>= 10.00 counts >=100.00 milliseconds	Transition from accessory to off is not pending Battery voltage is Conroller is an OBD controller Or Battery voltage There or no low voltage disable modes Or If 12 volt vehicle start mode: Starter motor engaged for Or Run/Crank ignition voltage If low voltage mode (run/ crank voltage <6.41 volts): That mode is active for The following are true for greater than: Communication channel state is full communication (Power mode is run Or Power mode is not run/ crank	 >11.00 Volts <= 18.00 volts > 15,000.00 milliseconds >8.41 volts 100.00 milliseconds 3,000.00 milliseconds	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 Ilium.
					And (Off key cycle diagnostics are enabled Or Controller is an OBD controller) Controller type: OBD Controller Or The CAN bus is the sensor bus)	Enabled		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Control Module Communication on Bus B Off	U0074	This DTC monitors for a BUS B off condition	Bus off failures equals or exceeds In a window of	>= 10.00 counts >=100.00 milliseconds	Transition from accessory to off is not pending Battery voltage is Conroller is an OBD controller Or Battery voltage There or no low voltage disable modes Or If 12 volt vehicle start mode: Starter motor engaged for Or Run/Crank ignition voltage If low voltage mode (run/ crank voltage <6.41 volts): That mode is active for The following are true for greater than: Communication channel state is full communication (Power mode is run Or Power mode is not run/ crank	 >11.00 Volts <= 18.00 volts > 15,000.00 milliseconds >8.41 volts 100.00 milliseconds 3,000.00 milliseconds	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 Ilium.
					And (Off key cycle diagnostics are enabled Or Controller is an OBD controller) Controller type: OBD Controller Or The CAN bus is the sensor bus)	Enabled		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Control Module Communication Powertrain Sensor CAN Bus Off	U0076	This DTC monitors for a Powertrain Sensor Bus S off condition	Bus off failures equals or exceeds In a window of	>= 10.00 counts >=100.00 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 OBDII: Run/Crank ignition voltage If Secure: Starter motor engaged for	 > 15,000.00 milliseconds > 8.41 Volts >= 3,000.00 milliseconds >11.00 Volts <=18.00 Volts >=11.00 Volts > 15,000.00 milliseconds > 8.41 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 Ilium.
					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	>=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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		General Enable Criteria:		Diagnostic runs in 12.5 ms loop	Type A, 1 Trips
			Message $0C7:	>500.00 milliseconds	All below criteria have been met for	>= 3,000.00 milliseconds		
			Message $0F9:	>500.00 milliseconds	If message is on Bus A: U0073 not active			
			Message $18A:	>10,000.00 milliseconds	If message is on Bus B: U0074 not active			
			Message $197:	>500.00 milliseconds	If message is on Bus S: U0076 not active			
			Message $19D:	>500.00 milliseconds	CAN channel is requesting full communications			
			Message $1A6:	>500.00 milliseconds	Normal CAN transmission on Bus is enabled			
			Message $1AF:	>500.00 milliseconds	If bus type is Sensor Bus, sensor bus relay is on			
			Message $1F5:	>500.00 milliseconds	Accessory mode to off mode not pending			
			Message $3F5:	> 175.00 milliseconds	Battery voltage	>11.00 Volts		
			Message $4AB:	>10,000.00 milliseconds	Conroller is an OBD controller Or Battery Voltage	<=18.00 Volts		
			Message $4C9:	>10,000.00 milliseconds	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 Ilium.
					If OBDII: Run/Crank ignition voltage	>=11.00 Volts		
					If EOBD: Run/Crank ignition voltage	> 15,000.00 milliseconds		
					If Secure:	> 8.41 Volts		
					Starter motor engaged for Or Run/Crank ignition voltage	>=6.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	Enabled		
					If power mode = Accessory:			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller			
					Controller shutdown is not impending	>=11.00 Volts		
					Power Mode is not run/ crank			
					Battery voltage			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	 >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 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, 1 Trip No MIL Emissions Neutral "Emissions Neutral Diagnostics - Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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		General Enable Criteria:		Diagnostic runs in 12.5 ms loop	Type A, 1 Trips
					All below criteria have been met for	>= 3,000.00 milliseconds		
			Message $0C1	>500.00 milliseconds				
			Message $0C5	>500.00 milliseconds	If message is on Bus A: U0073 not active			
			Message $0D1	>500.00 milliseconds	If message is on Bus B: U0074 not active			
			Message $17D	>10,000.00 milliseconds	If message is on Bus S: U0076 not active			
			Message $1C7	>500.00 milliseconds	CAN channel is requesting full communications			
			Message $1E9	>500.00 milliseconds	Normal CAN transmission on Bus is enabled			
			Message $1FC	>10,000.00 milliseconds	If bus type is Sensor Bus, sensor bus relay is on			
			Message $214	> 1,000.00 milliseconds	Accessory mode to off mode not pending			
			Message $22A	> 1,000.00 milliseconds	Battery voltage	>11.00 Volts		
			Message $2F9	>500.00 milliseconds	Conroller is an OBD controller Or Battery Voltage	<=18.00 Volts		
			Message $4F9	>10,000.00 milliseconds	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 Ilium.
					If OBDII: 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 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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, 1 Trip No MIL Emissions Neutral "Safety Emissions Neutral Diagnostic - Type C"

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					If OBDII: 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 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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		General Enable Criteria:		Diagnostic runs in 12.5 ms loop	Type C, 1 Trip No MIL Emissions Neutral "Emissions Neutral Diagnostics - Type C"
			Message $0F1	>500.00 milliseconds	All below criteria have been met for	>= 3,000.00 milliseconds		
			Message $1E1	>500.00 milliseconds	If message is on Bus A: U0073 not active			
			Message $1F1	>500.00 milliseconds	If message is on Bus B: U0074 not active			
			Message $451	>500.00 milliseconds	If message is on Bus S: U0076 not active			
			Message $120	>10,000.00 milliseconds	CAN channel is requesting full communications			
			Message $12A	> 1,000.00 milliseconds	Normal CAN transmission on Bus is enabled			
			Message $135	>10,000.00 milliseconds	If bus type is Sensor Bus, sensor bus relay is on			
			Message $139	> 1,000.00 milliseconds	Accessory mode to off mode not pending			
					Battery voltage	>11.00 Volts		
			Message $140	>10,000.00 milliseconds	Conroller is an OBD controller Or Battery Voltage	<=18.00 Volts		
			Message $142	>10,000.00 milliseconds	Controller type: OBD Controller			
			Message $160	> 1,000.00 milliseconds	If power mode = Run/ Crank:			
			Message $1F3	>10,000.00	Power Mode is run			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			Message $3C9 Message $3F1 Message $4C5 Message $4E1 Message $4E9 Message $4FD	milliseconds >10,000.00 milliseconds >10,000.00 milliseconds >10,000.00 milliseconds >10,000.00 milliseconds >10,000.00 milliseconds >10,000.00 milliseconds	If OBDII: 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 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Ilium.
					If OBDII: 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 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	Enabled		
			IBSAmpHourChg_18_C02	>=1,250.00 milliseconds	LIN channel is enabled	Enabled		
					LIN module is initialized			
			IBSAmpHourDisChrg_19_C02	>=1,250.00 milliseconds	Slave is calibrated as present			
			IBSCalcData_16_C02	>=1,250.00 milliseconds	All below criteria have been met for	>= 3,000.00 milliseconds		
			IBSCfgDataRtn_1E_C02	>=2,500.00 milliseconds	Accessory mode to off mode not pending			
			IBSCurrentFOMData_1A_C02	>=5,000.00 milliseconds	Battery voltage	>11.00 Volts		
					Conroller is an OBD controller			
			IBSFOMData_1C_C02	>=5,000.00 milliseconds	Or Battery Voltage	<=18.00 Volts		
			IBSMeasuredTemp_17_C02	>= 625.00 milliseconds	Controller type: OBD Controller			
			IBSMVIData_15_C02	>= 625.00 milliseconds	If power mode = Run/ Crank:			
					Power Mode is run			
			IBSVehStartData_1D_C02	>=1,250.00 milliseconds	If OBDII: Run/Crank ignition voltage	>=11.00 Volts		
			IBSVoltageFOMData_1B_C02	>=5,000.00 milliseconds	If Secure: Starter motor engaged for	> 15,000.00 milliseconds		
					Or Run/Crank ignition voltage	> 8.41 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
						>=6.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage			
					If power mode = Accessory:	Enabled		
					Off key cycle diagnostics are enabled Or Controller is an OBD controller			
					Controller shutdown is not impending			
					Power Mode is not run/ crank	>=11.00 Volts		
					Battery voltage			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 ACM1Rsp_31_C02	>=1,250.00 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: Power Mode is run If OBDII: Run/Crank ignition	 Enabled Enabled Disabled >= 3,000.00 milliseconds >11.00 Volts <=18.00 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 Ilium.
					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	 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Lost Communication with EVAP Purge Pump	U02BB	This DTC monitors for a loss of communication on the LIN bus with the EVAP Purge Pump	Message is not received from controller for		General Enable Criteria:		LIN bus communication executes in 500ms loop	Type B, 2 Trips
			EVAPP_Rsp_01_C05	>= 250.00 milliseconds	Diagnostic is enabled	Enabled		
					LIN channel is enabled	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	Disabled		
					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			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					If OBDII: 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 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Lost Communication with Throttle Position Sensor 1	U0606	Detects a continuous or intermittent short low or short high or open fault in the TPS SENT Communication Circuit 1 by monitoring the voltage and failing the diagnostic when the voltage for the wave pulse is below or above state threshold as defined by SAE J2716 SENT Protocol. 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.	Voltage for wave pulse is below state threshold as defined by SAE J2716 SENT Protocol OR Voltage for wave pulse is above state threshold as defined by SAE J2716 SENT Protocol OR Message Pulse < Message Pulse > OR Message Age Limit >= OR Signal CRC fails	0.5 V OR 4.1 V OR 0.125977 ms 0.209991 ms OR 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 Ilium.
Lost Communication with Throttle Position Sensor 2	U0607	Detects a continuous or intermittent short low or short high or open fault in the TPS SENT Communication Circuit 2 by monitoring the voltage and failing the diagnostic when the voltage for the wave pulse is below or above state threshold as defined by SAE J2716 SENT Protocol. 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.	Voltage for wave pulse is below state threshold as defined by SAE J2716 SENT Protocol OR Voltage for wave pulse is above state threshold as defined by SAE J2716 SENT Protocol OR Message Pulse < Message Pulse > OR Message Age Limit >= OR Signal CRC fails	0.5 V OR 4.1 V OR 0.125977 ms 0.209991 ms OR 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 Ilium.
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 A, 1 Trips
					Diagnostic is enabled	Enabled		
			MAF_Rsp_Press_2B_C03	>= 62.50 milliseconds	LIN channel is enabled	Enabled		
					LIN module is initialized			
			MAF_Rsp_TmpHum_2A_C03	>= 250.00 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 OBDII: Run/Crank ignition voltage	>=11.00 Volts		
					If Secure: Starter motor engaged for	> 15,000.00 milliseconds		
					Or Run/Crank ignition voltage	> 8.41 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					If Hybrid Secure: Run/Crank ignition voltage	>=6.41 Volts		
					If power mode = Accessory:	Enabled		
					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		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Loss of Communication with Auxiliary Electric Water Pump	U0623	This DTC monitors for a loss of communication on the LIN bus with the Auxiliary Electric Water Pump	Message is not received from controller for AWP_Rsp_36_C05	>=2,500.00 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: Power Mode is run If calibratable low voltage disable mode is not Never Disabled	 Enabled Enabled Disabled >= 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 Ilium.
					If OBDII: 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 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	<= 4 = 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 Ilium.
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	>=2,500.00 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 OBDII:	 Enabled 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 Ilium.
					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 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	<= 4 = 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 Ilium.
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	<= 4 = 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 Ilium.
Fuel Tank Zone Module Configuratio n Error	U101A	FTZM Pump Control Configuration Management provides a method for a Diagnostic and Emissions-Critical Electronic Control Unit (DEC ECU) to communicate configuration information to an OBD Smart Device (SD); in this case the FTZM. The FTZM contains pre-loaded sets of calibrations, each of which specifies proper tuning values for electronic commutation of corresponding fuel pump motor variants including a default value that denotes a non-operational [factory default] pump variant. This configuration management feature provides a method to reduce the number of FTZM end-item part numbers. The Configuration Error Diagnostic runs every 100ms to verify that a calibration index value is present that is not the factory default value. When the diagnostic identifies that the default index value is loaded, the	FTZM Fuel Pump Configuration Calibration Index Value	= Factory Default Index Value OR = Not Configured Index Value [device failed to accept calibration value on 1st wake-up]	a] Diagnostic is .. b] Device feedback Faulted; c] Diagnostic system disabled; d] CAN serial data message $3C8 received	a] Enabled b] <>True; c] <>True; d] =TRUE	6 failures of 8 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 Ilium.
		DTC is set.						

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Lost Communication With Fuel Rail Pressure Sensor Bankl 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	<= 4 = 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 Ilium.
Engine Control Module LIN Bus 1	U1345	This DTC monitors for a LIN bus off condition on LIN Bus 1.	Loss of Communication Method: The total number of diagnostic enabled slave nodes on LIN Bus 1 Or LIN channel Wakeup Method: LIN channel wakeup repetition counter	 = Total number of slave nodes on LIN Bus 1 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 OBDII: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition	 Enabled Enabled >= 3,000.00 milliseconds >11.00 Volts <=18.00 Volts >=11.00 Volts > 15,000.00 milliseconds > 8.41 Volts	Dependent on bus loading.	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					voltage	>=6.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage			
					If power mode = Accessory	Enabled		
					Off key cycle diagnostics are enabled Or Controller is an OBD controller			
					Controller shutdown not impending			
					Power Mode is not run/ crank	>=11.00 Volts		
					Battery voltage			
					LIN channel Wakeup Method:	Enabled		
					Diagnostic is enabled	Enabled		
					LIN channel is enabled			
					LIN channel is requesting full communications			
						>= 3,000.00 milliseconds		
					LIN module is initialized			
					The following criteria have been enabled for:			
					Accessory mode to off mode not pending	>11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Battery voltage 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 Ilium.
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 OBDII: Run/Crank ignition voltage If Secure: Starter motor engaged for Or Run/Crank ignition	Enabled Enabled >= 3,000.00 milliseconds >11.00 Volts <=18.00 Volts >=11.00 Volts > 15,000.00 milliseconds > 8.41 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 Ilium.
					voltage	>=6.41 Volts		
					If Hybrid Secure: Run/Crank ignition voltage			
					If power mode = Accessory	Enabled		
					Off key cycle diagnostics are enabled Or Controller is an OBD controller			
					Controller shutdown not impending			
					Power Mode is not run/ crank	>=11.00 Volts		
					Battery voltage			
					LIN channel Wakeup Method:	Enabled		
						Enabled		
					Diagnostic is enabled			
					LIN channel is enabled			
					LIN channel is requesting full communications			
						>= 3,000.00 milliseconds		
					LIN module is initialized			
					The following criteria have been enabled for:			
					Accessory mode to off mode not pending	>11.00 Volts		
					Battery voltage			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 Ilium.
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	Enabled		
					LIN channel is enabled	Enabled		
					LIN module is initialized			
			Or		The following criteria have been enabled for:	>= 3,000.00 milliseconds		
			LIN channel Wakeup Method:					
			LIN channel wakeup repetition counter	>= 10.00 counts	LIN channel is requesting full communications			
					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			
					If OBDII: Run/Crank ignition voltage	>=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 not impending Power Mode is not run/ crank Battery voltage LIN channel Wakeup Method: Diagnostic is enabled LIN channel is enabled LIN channel is requesting full communications LIN module is initialized The following criteria have	> 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts Enabled Enabled >= 3,000.00 milliseconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					been enabled for: Accessory mode to off mode not pending Battery voltage Conroller is an OBD controller Or Battery Voltage	 >11.00 Volts <=18.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Lost Communication With Fuel Pump Driver Control Module	U18A2	This DTC monitors for a loss of communication with the Fuel Pump Driver Control Module.	Message is not received from controller for Message $0C3 Message $0C4 Message $0CB Message $0CC Message $1E6 Message $2C1 Message $2D7 Message $2D9 Message $3EC Message $3EE Message $4C6	>10,000.00 milliseconds > 4,000.00 milliseconds >10,000.00 milliseconds >10,000.00 milliseconds >10,000.00 milliseconds > 1,125.00 milliseconds >10,000.00 milliseconds >10,000.00 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 B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					If OBDII: 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 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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:	 >10,000.00 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 Ilium.
					If OBDII: 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 > 15,000.00 milliseconds > 8.41 Volts >=6.41 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
CGM Lost Communication with ECM	U18D5	This DTC monitors for a CGM Lost Communication with ECM error as determined by the CGM	A corresponding index within the CGM Diagnostic Status Message Signal indicates that the CGM Lost Communication with ECM DTC has set in the CGM. See CGM summary pages for more information.		General Enable Criteria: The corresponding index within the CGM Diagnostic Status Message Signal 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 Ilium.
CGM Lost Communication with TCM	U18D7	This DTC monitors for a CGM Lost Communication with TCM error as determined by the CGM	A corresponding index within the CGM Diagnostic Status Message Signal indicates that the CGM Lost Communication with TCM DTC has set in the CGM. See CGM summary pages for more information.		General Enable Criteria: The corresponding index within the CGM Diagnostic Status Message Signal 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 Ilium.
CGM Lost Communication with BSCM1	U18DC	This DTC monitors for a CGM Lost Communication with BSCM1 error as determined by the CGM	A corresponding index within the CGM Diagnostic Status Message Signal indicates that the CGM Lost Communication with BSCM1 DTC has set in the CGM. See CGM summary pages for more information.		General Enable Criteria: The corresponding index within the CGM Diagnostic Status Message Signal 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 Ilium.
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	A corresponding index within the CGM Diagnostic Status Message Signal indicates that the Central Gateway Module High Speed CAN Bus Off DTC has set in the CGM. See CGM summary pages for more information.		General Enable Criteria: The corresponding index within the CGM Diagnostic Status Message Signal 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 Ilium.
Control Module Input Power Circuit A - Ignition Input On/Start Circuit Correlation	U3023	Detect a Power A vs RuncCrank correlation error	Power A - RunCrank - Voltage	> 3.00	PowerA- RunCrank Correlation monitoring enable = TRUE Battey Present RunCrank Active Starter Motor NOT Engaged	Diagnostc is 1.00 Battey Present = TRUE RunCrank Active = TRUE Starter Motor Engaged = FALSE	40.00 failures out of 50.00	Type B, 2 Trips

Initial Supporting table - CalculatedPerfMaxEd

Description: Maximum desired camshaft position for Exhaust CAM - BankI

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	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
2	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
3	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
4	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
5	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
6	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
7	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
8	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
9	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
10	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
11	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
12	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
13	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
14	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
15	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
16	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
17	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5

Initial Supporting table - CalculatedPerfMaxIcl

Description: Maximum desired camshaft position for Intake CAM - BankI

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	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
2	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
3	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
4	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
5	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
6	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
7	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
8	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
9	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
10	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
11	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
12	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
13	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
14	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
15	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
16	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
17	24.5	24.5	24.5	24.5	24.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5

nitial Supporting table - P0234: Overboost pressure limit below basic pressure as a function of engine speed and ambient pressure

Description: Overboost under basic pressure (open loop pressure control) diagnose failure limit.

Value Units: [kPa] Overboost under basic pressure fail limit.
X Unit: [kPa] KnBSTD_p_CntrlDevDiagAmbCorrBP - Ambient Air Pressure
Y Units: [rpm] KnBSTD_n_CntrlDevDiagAmbCorrBP - Engine Speed

y/x	60.00	70.00	80.00	90.00	100.00	110.00
1,000.00	80.000	65.000	55.000	50.000	45.000	45.000
2,000.00	45.000	40.000	30.000	25.000	25.000	25.000
3,000.00	30.000	20.000	10.000	10.000	10.000	10.000
4,000.00	20.000	10.000	10.000	10.000	10.000	10.000
5,000.00	20.000	10.000	10.000	10.000	10.000	10.000
6,000.00	20.000	10.000	10.000	10.000	10.000	10.000

Initial Supporting table - P0299: Underboost high rate limit as a function of engine speed

Description: Allowed positive rate limit on desired boost pressure. In allowed kPa per 100 ms.

Value Units: [kPa] Allowed positive rate limit
X Unit: [rpm] KnBSTD_n_CntrlDevDiagEngSpdBP - Engine Speed

y/x	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	6,000
1	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000	3.000

Initial Supporting table - P0299: Underboost low rate limit as a function of engine speed

Description: Allowed negative rate limit on desired boost pressure. In allowed kPa per 100 ms.

Value Units: [kPa] Allowed negative rate limit.
X Unit: [rpm] KnBSTD_n_CntrlDevDiagEngSpdBP - Engine Speed

y/x	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	6,000
1	-250.00	-250.00	-250.00	-250.00	-250.00	-250.00	-250.00	-250.00	-250.00	-250.00

Initial Supporting table - P0521_P06DD_P06DE_OP_HiStatePressure

Description: Two Stage Oil Pump Oil Pressure in High State

Value Units: Nominal high state oil pressure (kPa)
X Unit: Engine oil temperature, °C

y/x	40.0	50.0	60.0	70.0	80.0	90.0	100.0	110.0	120.0
1,000.0	351.1	351.5	351.2	343.4	297.0	238.6	210.7	197.6	188.0
1,500.0	351.0	352.2	354.6	355.9	356.0	355.9	342.6	286.0	244.2
2,000.0	350.0	351.3	356.2	357.7	358.6	359.3	358.5	350.6	333.9
2,500.0	347.0	349.4	356.8	358.8	359.6	360.8	359.8	353.1	349.2
3,000.0	346.0	349.1	356.6	358.9	360.3	361.4	361.2	355.2	351.2
3,500.0	344.5	351.8	357.3	359.4	361.0	362.5	362.1	356.1	351.9
4,000.0	343.9	354.5	356.3	359.6	361.5	362.7	362.3	356.0	352.2
4,500.0	341.5	351.3	352.3	358.7	360.7	362.2	361.8	355.5	349.4
5,000.0	338.3	346.2	351.9	357.0	360.2	361.9	361.5	354.4	347.7

Initial Supporting table - P0521 P06DD_P06DE_OP_LoStatePressure

Description: Two Stage Oil Pump Oil Pressure in Low State

Value Units: Nominal low state oil pressure (kPa)
X Unit: Engine oil temperature (deg C)

y/x	40	50	60	70	80	90	100	110	120
1,000	162	164	168	172	174	175	176	173	172
1,500	162	165	170	174	176	178	179	176	173
2,000	163	167	172	175	177	180	181	178	178
2,500	163	167	173	175	178	181	183	179	180
3,000	163	167	173	176	179	182	183	180	181
3,500	163	167	172	176	179	182	184	180	180
4,000	163	166	172	176	179	182	184	180	179
4,500	163	166	171	176	179	182	184	179	180
5,000	162	165	170	175	178	181	183	180	180

Initial Supporting table - P06DD_P06DE_MaxEnableTorque_OP

Description: Two Stage Oil Pump Rationality TestTorque Max Enable Threshold

Value Units: Maximum engine torque (Nm)
X Unit: Engine speed (RPM)

y/x	1,000.0	1,250.0	1,500.0	1,750.0	2,000.0	2,250.0	2,500.0	2,750.0	3,000.0
1.0	0.0	100.0	150.0	150.0	150.0	150.0	150.0	100.0	0.0

Initial Supporting table - P06DD_P06DE_MinEnableTorque_OP

Description: Two Stage Oil Pump Rationality Test Torque Min Enable Threshold

Value Units: Min engine torque (Nm)
X Unit: Engine speed (RPM)

y/x	1,000.0	1,250.0	1,500.0	1,750.0	2,000.0	2,250.0	2,500.0	2,750.0	3,000.0
1.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	0.0	0.0

Initial Supporting table - P06DD_P06DE_MinOilPressThresh

Description: Intrusive diagnostic minimum pressure limit that is a function of Engine Speed and Oil Temperature

Value Units: Minimum engine oil pressure threshold (kPa)
X Unit: Engine oil temperature (deg C)

y/x	40	50	60	70	80	90	100	110	120
1,000	145	145	145	145	145	148	150	153	155
1,500	145	145	145	145	145	148	150	153	155
2,000	145	145	145	145	145	148	150	153	155
2,500	145	145	145	145	145	148	150	153	155
3,000	145	145	145	145	145	148	150	153	155
3,500	145	145	145	145	145	148	150	153	155
4,000	145	145	145	145	145	148	150	153	155
4,500	145	145	145	145	145	148	150	153	155
5,000	145	145	145	145	145	148	150	153	155

Initial Supporting table - P06DD P06DE_OP_StateChangeMin

Description: Minimum allowed pressure change on a Two Stage Oil Pump state change

Value Units: Min pressure change (kPa)
X Unit: Engine oil temperature (deg C)

y/x	40.0	50.0	60.0	70.0	80.0	90.0	100.0	110.0	120.0
1,000.0	75.7	75.0	73.4	68.8	49.3	25.3	13.9	10.1	6.5
1,500.0	75.8	74.8	73.8	72.9	72.0	71.1	65.3	44.1	28.4
2,000.0	75.0	73.9	73.7	73.3	72.6	71.8	70.9	69.1	62.3
2,500.0	73.8	73.0	73.6	73.4	72.6	71.9	70.8	69.7	67.8
3,000.0	73.2	72.8	73.5	73.4	72.7	72.0	71.3	70.0	68.2
3,500.0	72.5	74.1	73.9	73.4	72.9	72.3	71.4	70.5	68.7
4,000.0	72.2	75.2	73.7	73.4	73.0	72.3	71.4	70.5	69.2
4,500.0	71.4	74.1	72.5	73.1	72.8	72.1	71.1	70.5	67.9
5,000.0	70.7	72.4	72.7	72.8	72.9	72.2	71.3	70.0	67.2

Initial Supporting table - P0128 Maximum Acculated Energy - Primary

Description: KtETHD_E_EOR_WrmUpEnrgyLimTestO

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

y/x	-20.0	-7.0	10.0	30.0	45.0	60.0	75.0
1.0	11,200.0	11,067.0	10,155.0	8,966.0	8,074.0	7,183.0	6,291.0

Initial Supporting table - P0128 Maximum Acculated Energy - Secondary

Description: KtETHD_E_E0R_WrmUpEnrgyLimTest1

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

y/x	-20.0	-7.0	10.0	30.0	45.0	60.0	75.0
1.0	10,693.0	10,238.0	9,642.0	8,943.0	8,418.0	7,893.0	7,368.0

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	-7.0	10.0	30.0	45.0	60.0	75.0
1.0	10,693.0	10,238.0	9,642.0	8,943.0	8,418.0	7,893.0	7,368.0

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	10.0	10.0	10.0	10.0	10.0
0.0	10.0	10.0	10.0	10.0	10.0
10.0	10.0	10.0	10.0	10.0	10.0
20.0	10.0	10.0	10.0	10.0	10.0
50.0	10.0	10.0	10.0	10.0	10.0

Initial Supporting table - P0234 P0299: Boostdeviation in open Loop or ratelimit diagnose enable limit

Description: Boostdeviation in open Loop or ratelimit diagnose enable limit

Value Units: [rpm] Engine speed threshold
X Unit: [kPa] KnBSTD_p_PresCntrDevAmbBP - Ambient Air Pressure

y/x	60	80	100
1	2,000.00	2,000.00	2,000.00

Supporting table - P0234 P0299: Engine speed low limit over Ambient pressure to enable the boost pressure control deviation diagnosis

Description: Engine speed low limit over Ambient pressure to enable the boost pressure control deviation diagnosis.

Value Units: [rpm] Engine speed threshold
X Unit: [kPa] KnBSTD_p_PresCntrDevAmbBP - Ambient Air Pressure

y/x	60	80	100
1	3,000.00	2,750.00	2,500.00

Initial Supporting table - P219A EWMA Coefficient

Description: The bank 1 EWMA coefficient used to filter the AFIM Variance Ratio.

Value Units: Unitless Scalar
X Unit: Unitless Scalar

y/x	-1.00	-0.50	0.00	0.50	1.00
1	0.30	0.30	0.30	0.30	0.30

Initial Supporting table - P219A EWMA Coefficient Opt Table

Description: The bank 1 EWMA coefficient used to filter the AFIM Variance Ratio while in Optional Mode, if used.

Value Units: Unitless Scalar
X Unit: Unitless Scalar

y/x	-1.00	-0.50	0.00	0.50	1.00
1.0	0.30	0.30	0.30	0.30	0.30

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	250	500	750	1,000	1,250	1,500	1,750	2,000	2,250	2,500	2,750	3,000	3,500	4,000	4,500	5,000	6,000
40	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
80	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	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
160	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
200	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
240	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	0.00	0.00	0.00	0.00
280	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	0.00	0.00	0.00	0.00
320	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	0.00	0.00	0.00	0.00
360	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	0.00	0.00	0.00	0.00
400	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
440	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
530	0.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
620	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
660	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
700	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
740	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
780	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 - P2B86 Coolant Pump “A” Overspeed Fail Threshold

Description: Pump Overspeed failure threshold as a function of pump requested speed

Value Units: Pump overspeed failure threshold (RPM)
X Unit: Commanded pump speed (RPM)

y/x	0	500	1,000	1,500	2,000	2,500	3,000	3,150	3,350	3,480
1	-200	-200	-200	-200	-200	-250	-300	-315	-335	-348

Initial Supporting table - P2B86 Coolant Pump “A” Overspeed Fail Threshold Low Volatage

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	500	1,000	1,500	2,000	2,500	3,000	3,150	3,350	3,480
1	-200	-200	-200	-200	-200	-250	-300	-315	-335	-348

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	14.4	16.2	18.0	20.1	21.7
6	14.4	16.2	18.0	20.1	21.7
12	14.4	16.2	18.0	20.1	21.7
18	14.4	16.2	18.0	20.1	21.7
24	14.4	16.2	18.0	20.1	21.7
30	14.4	16.2	18.0	20.1	21.7
36	14.4	16.2	18.0	20.1	21.6
42	14.3	16.1	17.9	20.0	21.6
48	14.2	16.0	17.8	19.8	21.4
54	14.1	15.9	17.6	19.6	21.2
60	13.9	15.7	17.4	19.4	20.9
66	13.7	15.4	17.2	19.1	20.6
72	13.5	15.2	16.9	18.8	20.2
78	13.3	14.9	16.6	18.4	19.9
84	13.0	14.6	16.2	18.0	19.5
90	12.7	14.2	15.8	17.6	19.2
100	12.2	13.7	15.2	16.9	18.6

Initial Supporting table - Purge pump pesrformance 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 - P04DB: Crankcase Pressure Noise Normalization for Engine Speed, high case

Description: Value to normalize the Crankcase Pressure signal noise based on engine speed, high case

Value Units: Scaling Factor for Noise (Unitless)
X Unit: Engine Speed (RPM)
Y Units: None

y/x	800	900	1,100	1,400	1,700	2,000	2,300	2,600	3,000
1	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00

Initial Supporting table - P04DB: Crankcase Pressure Noise Normalization for Engine Speed, low case

Description: Value to normalize the Crankcase Pressure signal noise based on engine speed, low case

Value Units: Scaling Factor for Noise (Unitless)
X Unit: Engine Speed (RPM)
Y Units: None

y/x	800	900	1,100	1,400	1,700	2,000	2,300	2,600	3,000
1	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00

Initial Supporting table - P04DB: Crankcase Pressure Signal Normalization for Air Flow, high case

Description: Value to normalize the Crankcase Pressure signal based on engine airflow, low case

Value Units: Scaling Factor for Signal (Unitless)
X Unit: Engine Air Flow (Grams/Second)
Y Units: None

y/x	40	41	42	43	44	45	46	50	55
1	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - P04DB: Crankcase Pressure Signal Normalization for Air Flow, low case

Description: Value to normalize the Crankcase Pressure signal based on engine airflow, low case

Value Units: Scaling Factor for Signal (Unitless)
X Unit: Engine Air Flow (Grams/Second)
Y Units: None

y/x	5	20	25	30	35	40	45	50	55
1	3.00	3.00	3.00	3.00	2.00	1.50	1.20	1.00	1.00

Initial Supporting table - P04DB: MAP Transient Delay Active Time

Description: MAP Transient Delay Active Time

Value Units: MAP Transient Delay (seconds*10)
X Unit: MAP Transient Delta (kPa)
Y Units: None

y/x	175.0	185.0	196.0	207.0	218.0	239.0	240.0
1	0	0	0	0	0	0	0

Initial Supporting table - P04DB: MAP Transient Delta Threshold

Description: MAP Transient Delta Threshold

Value Units: MAP Transient Delta (kPa)
X Unit: Engine Speed (RPM)
Y Units: None

y/x	500	800	1,100	1,400	1,700	2,000	2,300
1	999.0	999.0	999.0	999.0	999.0	999.0	999.0

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 -P3187 Threshold

Description: P3187 Filtered Fuel Pressure Error Threshold [under-performing pump]

Value Units: kPa
X Unit: kPa [desired fuel pressure]
Y Units: grams / sec [fuel flow]

y/x	200.0	250.0	300.0	350.0	400.0	450.0	500.0	550.0	600.0
0.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
1.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
3.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
4.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
6.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
7.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
9.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
10.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
12.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
13.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
15.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
16.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
18.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
19.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
21.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
22.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
24.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
25.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
27.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
28.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
30.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
31.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
33.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
34.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
36.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
37.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
39.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
40.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
42.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
43.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
45.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0

Initial Supporting table -P3187 Threshold

46.5	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0
48.0	30.0	37.5	45.0	52.5	60.0	67.5	75.0	82.5	90.0

Initial Supporting table -P3188 Threshold

Description: P3188 Filtered Fuel Pressure Error Threshold [over-performing pump]

Value Units: kPa
X Unit: kPa [desired fuel pressure]
Y Units: grams / sec [fuel flow]

y/x	200.0	250.0	300.0	350.0	400.0	450.0	500.0	550.0	600.0
0.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
1.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
3.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
4.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
6.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
7.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
9.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
10.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
12.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
13.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
15.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
16.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
18.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
19.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
21.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
22.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
24.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
25.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
27.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
28.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
30.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
31.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
33.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
34.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
36.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
37.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
39.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
40.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
42.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
43.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
45.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0

Initial Supporting table -P3188 Threshold

46.5	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0
48.0	-490.0	-440.0	-390.0	-340.0	-290.0	-240.0	-190.0	-140.0	-90.0

Initial Supporting table - DFCO Active Maximum Time (seconds)

Description: DFCO active maximum time versus engine airflow (gps)

Value Units: Time (seconds)
X Unit: Engine airflow (gps)

y/x	2	3	4	6	8	10	12	14	16	18	20	25	30	35	40	50	60
1	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

Initial Supporting table - DFCO Active Minimum Time (seconds)

Description: DFCO active minimum time versus engine airflow (gps)

Value Units: Time (seconds)
X Unit: Engine airflow (gps)

y/x	2	3	4	6	8	10	12	14	16	18	20	25	30	35	40	50	60
1	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5

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_CellOO_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_PurgOnAirModeO = 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_PurgOffAirModeO = 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 UseGreen 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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	20	20	15	8	5	4	3	2	2	1	1	1	1	1	1	2	3

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_HiEngSpdLoEnbllc

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_LoPresHiEnbllc

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	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140

Initial Supporting table - P0011_P0021_P05CC_P05CD_LoPresLoDsbllc

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	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110

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_LoRpmLoDsbllc

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	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350

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	8	6	5	3	2	1	1	1	1	1	1	1	1	1	1	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	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
800	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
1,200	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
1,600	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
2,000	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
2,400	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
2,800	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
3,200	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
3,600	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
4,000	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
4,400	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
4,800	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
5,200	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
5,600	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
6,000	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
6,400	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
6,800	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0

Initial Supporting table - P0014_CamPosErrorl_imEc1

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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	8.0	8.0	8.0	8.0	8.0	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	15	8	5	4	3	2	2	1	1	1	1	1	1	2	3

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	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140

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	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110	110

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	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350	350

Initial Supporting table - P0014_PO)5CE_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	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
800	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
1,200	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
1,600	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
2,000	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
2,400	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
2,800	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
3,200	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
3,600	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
4,000	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
4,400	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
4,800	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
5,200	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
5,600	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
6,000	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
6,400	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0
6,800	100.0	80.0	20.0	12.0	9.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	8.0

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	35.0	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	2.0	2.0

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	4.0	4.0

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	5.0	10.0	15.0	20.0	25.0	30.0	50.0	80.0
1.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	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	5.0	10.0	15.0	20.0	25.0	30.0	50.0	80.0
1.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
5.0	-5.0	-2.0	-1.0	0.0	1.0	2.0	3.0	4.0	5.0
10.0	-4.0	-1.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0
20.0	-2.0	-1.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0
30.0	-1.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0
40.0	0.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0
50.0	0.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0
60.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
70.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	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	12.85	27.15	41.45	55.75	70.05	84.36
1	1.365	2.077	2.654	3.158	3.342	3.527

nitial 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, P01OB, 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	MAPI 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

nitial 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

nitial 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

nitial 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

nitial 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

nitial 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

nitial 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: MAPI Residual Weight Factor based on RPM

Description: P0101_P0106_P0121_P012B_P0236_P1101 MAPI Residual Weight Factor based on RPM

Value Units: Weight Factor (Unitless)
X Unit: Engine Speed (RPM)

y/x	350	750	1,150	1,550	1,950	2,350	2,750	3,150	3,550	3,950	4,350	4,750	5,150	5,550	5,950	6,350	6,750
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, 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	350	750	1,150	1,550	1,950	2,350	2,750	3,150	3,550	3,950	4,350	4,750	5,150	5,550	5,950	6,350	6,750
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830

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	350	750	1,150	1,550	1,950	2,350	2,750	3,150	3,550	3,950	4,350	4,750	5,150	5,550	5,950	6,350	6,750
1	1.000	1.000	0.800	0.900	0.900	1.000	1.000	1.000	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850

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	350	750	1,150	1,550	1,950	2,350	2,750	3,150	3,550	3,950	4,350	4,750	5,150	5,550	5,950	6,350	6,750
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, 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	350	750	1,150	1,550	1,950	2,350	2,750	3,150	3,550	3,950	4,350	4,750	5,150	5,550	5,950	6,350	6,750
1	1.000	1.000	0.700	0.800	1.000	1.000	1.000	1.000	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900

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	7.0	7.0	7.8	9.3	10.5	11.6	12.8	13.8	14.8

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	99.0	86.0	66.0	60.0	54.0	49.0	43.5	38.0	33.0

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	1.0	2.0	3.0	6.5	9.5	12.0	14.0	15.3	16.0

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	8.5	19.0	47.5	91.2	98.8	107.3	113.0	119.7	126.3

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	100.0	100.0	137.8	218.5	223.3	208.1	184.3	184.3	184.3

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	1.3	1.8	2.5	3.3	4.5	5.5	6.3	6.5	6.5

ıtial Supporting table - P0234 P0299: Ambient pressure correction(Overboost) as a function of engine speed and ambient pressure

Description: Additative offset on boost pressure control Negative deviation fail limit.

Value Units: [kPa] Negative Control Deviation - Ambient correction.
X Unit: [kPa] KnBSTD_p_CntrlDevDiagAmbCorrBP - Ambient Air Pressure
Y Units: [rpm] KnBSTD_n_CntrlDevDiagAmbCorrBP - Engine Speed

y/x	60	70	80	90	100	110
1,000	-20.00	-15.00	-10.00	-5.00	0.00	0.00
2,000	-15.00	-10.00	-5.00	0.00	0.00	0.00
3,000	-10.00	-5.00	0.00	0.00	0.00	0.00
4,000	-10.00	-5.00	0.00	0.00	0.00	0.00
5,000	-15.00	-10.00	-5.00	0.00	0.00	0.00
6,000	-20.00	-15.00	-10.00	-5.00	0.00	0.00

Initial Supporting table - P0234 P0299: Ambient pressure correction(Underboost) as a function of engine speed and ambient pressure

Description: ~~Additative offset on boost pressure control Positive deviation fail limit.~~

Value Units: [kPa] Positive Control Deviation - Ambient correction.
X Unit: [kPa] KnBSTD_p_CntrlDevDiagAmbCorrBP - Ambient Air Pressure
Y Units: [rpm] KnBSTD_n_CntrlDevDiagAmbCorrBP - Engine Speed

y/x	60	70	80	90	100	110
1,000	20.00	15.00	10.00	5.00	0.00	0.00
2,000	15.00	10.00	5.00	0.00	0.00	0.00
3,000	10.00	5.00	0.00	0.00	0.00	0.00
4,000	10.00	5.00	0.00	0.00	0.00	0.00
5,000	15.00	10.00	5.00	0.00	0.00	0.00
6,000	20.00	15.00	10.00	5.00	0.00	0.00

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

Description: Timer to stabilize enable conditions for over and underboost diagnosis.

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

y/x	1,000	1,500	2,000	2,500	3,000	3,500	4,000	4,500	5,000	6,000
60	4.7500	4.3750	3.7500	3.3750	2.7500	2.3750	2.0000	1.7500	1.7500	1.3750
80	3.1250	2.8750	2.5000	2.2500	1.7500	1.6250	1.3750	1.1250	1.1250	0.8750
100	1.7500	1.6250	1.3750	1.2500	1.0000	0.8750	0.7500	0.6250	0.6250	0.5000

Initial Supporting table - P0234: Overboost pressure deviation limit as a function of engine speed and desired boost pressure

Description: Negative boost pressure control deviation fail limit.

Value Units: [kPa] Negative boost pressure deviation limit.
X Unit: [kPa] KnBSTD_p_CntrlDevDiagDsrdBP - Boost pressure
Y Units: [rpm] KnBSTD_n_CntrlDevDiagEngSpdBP - Engine speed

y/x	140.00	150.00	160.00	170.00	180.00	190.00	200.00	210.00	230.00	260.00
1,000	-25.00	-25.00	-25.00	-25.00	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00
1,500	-25.00	-25.00	-25.00	-25.00	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00
2,000	-25.00	-25.00	-25.00	-25.00	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00
2,500	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00	-30.00	-30.00
3,000	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00	-30.00	-30.00
3,500	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00	-20.00	-30.00	-30.00
4,000	-20.00	-20.00	-20.00	-20.00	-25.00	-25.00	-25.00	-25.00	-30.00	-30.00
4,500	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-35.00	-35.00	-35.00
5,000	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-35.00	-35.00	-35.00
6,000	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-30.00	-35.00	-35.00	-35.00

Initial Supporting table - P0299: Underboost pressure deviation limit as a function of engine speed and desired boost pressure

Description: Positive boost pressure control deviation fail limit.

Value Units: [kPa] Positive boost pressure deviation limit.
X Unit: [kPa] KnBSTD_p_CntrlDevDiagDsrdBP - Boost pressure
Y Units: [rpm] KnBSTD_n_CntrlDevDiagEngSpdBP - Engine speed

y/x	140.00	150.00	160.00	170.00	180.00	190.00	200.00	210.00	230.00	260.00
1,000	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
1,500	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
2,000	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00	30.00
2,500	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00
3,000	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00
3,500	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00
4,000	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00
4,500	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00
5,000	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00
6,000	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00

Initial Supporting table - P050D_P1400_Catalystl_ightOffExtendedEngineRunTimeExit

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	100	100	100	100	100
0.125	100	100	100	100	100
0.250	100	100	100	100	100
0.375	100	100	100	100	100
0.500	20	20	20	20	20
0.625	20	20	20	20	20
0.750	20	20	20	20	20
0.875	20	20	20	20	20
1.000	20	20	20	20	20

Initial Supporting table - 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	100	100	100	100	100
0.125	100	100	100	100	100
0.250	100	100	100	100	100
0.375	100	100	100	100	100
0.500	20	20	20	20	20
0.625	20	20	20	20	20
0.750	20	20	20	20	20
0.875	20	20	20	20	20
1.000	20	20	20	20	20

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. ExhEngyPerIlnitMass 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	-8	-6	-4	0	4	6	10	20
1	1.31	1.25	1.25	1.13	0.75	0.38	0.38	0.38	0.38

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	50	70	73	76	79	82	85	89	95	100	110	120	150	200	280	350
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	350	750	1,150	1,550	1,950	2,350	2,750	3,150	3,550	3,950	4,350	4,750	5,150	5,550	5,950	6,350	6,750
1	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830

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.

Value Units: sec
X Unit: g/s
Y Units: degC

y/x	1.60	1.90	2.20	2.50	2.80	3.10	3.40	3.70	4.00	4.30	4.60	4.90	5.20	5.50	5.80	6.10	6.40
550.00	1.94	1.77	1.12	1.03	0.96	0.87	0.78	0.75	0.72	0.61	0.59	0.57	0.56	0.53	0.49	0.48	0.45
600.00	2.09	1.89	1.26	1.16	1.08	0.95	0.86	0.82	0.78	0.67	0.66	0.64	0.62	0.59	0.55	0.51	0.47
650.00	2.19	1.97	1.40	1.29	1.21	1.06	0.96	0.90	0.87	0.75	0.73	0.69	0.68	0.65	0.61	0.54	0.49
700.00	2.26	2.04	1.52	1.43	1.32	1.16	1.03	0.99	0.94	0.82	0.80	0.76	0.74	0.71	0.66	0.59	0.50
750.00	2.31	2.10	1.62	1.55	1.38	1.24	1.11	1.06	1.02	0.89	0.86	0.82	0.80	0.76	0.71	0.63	0.53
800.00	2.35	2.14	1.73	1.63	1.44	1.30	1.19	1.13	1.08	0.97	0.92	0.88	0.86	0.81	0.77	0.66	0.57
850.00	2.41	2.17	1.79	1.70	1.49	1.36	1.25	1.18	1.14	1.03	0.97	0.92	0.90	0.84	0.79	0.69	0.59
900.00	2.44	2.20	1.85	1.76	1.52	1.39	1.30	1.19	1.16	1.07	0.99	0.95	0.92	0.86	0.81	0.70	0.62
950.00	2.46	2.22	1.87	1.76	1.57	1.40	1.33	1.20	1.18	1.09	1.00	0.98	0.93	0.86	0.82	0.71	0.65

Initial Supporting table - P0420_.WorstPassingOSCTableBI

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.

Value Units: sec
X Unit: g/s
Y Units: degC

y/x	1.60	1.90	2.20	2.50	2.80	3.10	3.40	3.70	4.00	4.30	4.60	4.90	5.20	5.50	5.80	6.10	6.40
550.00	3.34	3.03	2.20	1.98	1.51	1.41	1.33	1.16	1.07	1.03	0.96	0.88	0.84	0.72	0.72	0.70	0.68
600.00	3.34	3.05	2.26	2.02	1.55	1.43	1.35	1.19	1.11	1.06	1.00	0.92	0.88	0.77	0.76	0.72	0.70
650.00	3.34	3.06	2.31	2.06	1.64	1.45	1.38	1.22	1.14	1.10	1.04	0.96	0.92	0.82	0.81	0.75	0.72
700.00	3.34	3.07	2.38	2.12	1.73	1.47	1.41	1.28	1.19	1.14	1.08	0.99	0.96	0.87	0.86	0.78	0.74
750.00	3.34	3.07	2.44	2.21	1.83	1.49	1.45	1.35	1.24	1.16	1.11	1.02	1.00	0.92	0.91	0.82	0.76
800.00	3.34	3.07	2.51	2.30	1.93	1.54	1.48	1.42	1.29	1.19	1.13	1.05	1.03	0.95	0.93	0.85	0.78
850.00	3.34	3.09	2.58	2.36	2.03	1.60	1.51	1.46	1.34	1.23	1.15	1.07	1.05	0.96	0.94	0.86	0.80
900.00	3.34	3.11	2.62	2.39	2.09	1.66	1.54	1.49	1.37	1.26	1.17	1.09	1.06	0.97	0.95	0.87	0.80
950.00	3.34	3.15	2.65	2.40	2.11	1.70	1.56	1.50	1.38	1.29	1.18	1.11	1.07	0.98	0.95	0.88	0.81

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	740	2,100	2,640	2,641	2,642	2,643	2,644	2,645	2,646	2,647	2,648	2,649	2,650	2,651	2,652	2,653
1	0	344	1,704	1,704	1,704	1,704	1,704	1,704	1,704	1,704	1,704	1,704	1,704	1,704	1,704	1,704	1,704

Initial Supporting table - P0606 PFM Sequence Fail f(Loop Time)

Description: Fail threshold for PFM per operating loop.

Value Units: Fail threshold for PFM (count)
X Unit: Operating Loop (enum)

P0606 PFM Sequence Fail f(Loop Time) - Part 1

y/x	CePISR_e_2p5msFlow	CePISR_e_3p125msFlow	CePISR_e_5msFlow	CePISR_e_6p25msFlow
1	8	8	8	8

P0606 PFM Sequence Fail f(Loop Time) - Part 2

y/x	CePISR_e_10msFlow	CePISR_e_12p5msFlow	CePISR_e_20msFlow	CePISR_e_25msFlow
1	8	8	8	8

P0606 PFM Sequence Fail f(Loop Time) - Part 3

y/x	CePISR_e_40msFlow	CePISR_e_50msFlow	CePISR_e_80msFlow	CePISR_e_1OOmsFlow
1	4	4	2	2

P0606 PFM Sequence Fail f(Loop Time) - Part 4

y/x	CePISR_e_250msFlow			
1	2			

Initial Supporting table - P0606 PFM Sequence Sample f(Loop Time)

Description: Sample threshold for PFM per operating loop.

Value Units: Sample threshold for PFM (count)
X Unit: Operating Loop (enum)

P0606 PFM Sequence Sample f(Loop Time) - Part 1

y/x	CePISR_e_2p5msFlow	CePISR_e_3p125msFlow	CePISR_e_5msFlow	CePISR_e_6p25msFlow
1	10	10	10	10

P0606 PFM Sequence Sample f(Loop Time) - Part 2

y/x	CePISR_e_10msFlow	CePISR_e_12p5msFlow	CePISR_e_20msFlow	CePISR_e_25msFlow
1	10	10	10	10

P0606 PFM Sequence Sample f(Loop Time) - Part 3

y/x	CePISR_e_40msFlow	CePISR_e_50msFlow	CePISR_e_80msFlow	CePISR_e_1OOmsFlow
1	5	5	3	3

P0606 PFM Sequence Sample f(Loop Time) - Part 4

y/x	CePISR_e_250msFlow			
1	3			

Initial Supporting table - P0606 PFM Enable f(Loop Time)

Description: PFM Enable

Value Units: PFM enable flag (boolean)
X Unit: Operating Loop Time Sequence (enum)

P0606 PFM.Enable f(Loop Time) - Part 1

y/x	CePISR_e_2p5msFlow	CePISR_e_3p125msFlow	CePISR_e_5msFlow	CePISR_e_6p25msFlow
1	0	0	0	0

P0606 PFM.Enable f(Loop Time) - Part 2

y/x	CePISR_e_10msFlow	CePISR_e_12p5msFlow	CePISR_e_20msFlow	CePISR_e_25msFlow
1	0	0	0	0

P0606 PFM.Enable f(Loop Time) - Part 3

y/x	CePISR_e_40msFlow	CePISR_e_50msFlow	CePISR_e_80msFlow	CePISR_e_1OOmsFlow
1	0	0	0	0

P0606 PFM.Enable f(Loop Time) - Part 4

y/x	CePISR_e_250msFlow			
1	0			

Initial Supporting table - P060C_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	37.44	37.44	37.44	37.44	37.44	37.44

Initial Supporting table - P060C_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
350.00	77.73	72.73	67.23	71.73	71.73	30.73
500.00	77.73	72.73	67.23	71.73	71.73	30.73
680.00	77.73	72.73	67.23	71.73	71.73	30.73
730.00	77.73	72.73	67.23	71.73	71.73	29.53
780.00	77.73	72.73	67.23	71.73	71.73	27.53
830.00	77.73	72.73	67.23	71.73	71.73	25.53
880.00	77.73	72.73	67.23	71.73	71.73	23.53
950.00	75.73	70.73	66.89	69.73	71.24	20.73
1,000.00	73.73	68.73	64.89	67.73	69.24	18.23
1,100.00	69.73	64.73	60.89	63.73	65.24	12.23
1,500.00	50.73	45.73	40.23	44.73	44.73	3.73
2,000.00	-22.05	-27.05	-37.05	-37.05	-37.05	-42.05
2,500.00	-64.27	-64.27	-64.27	-64.27	-64.27	-64.27
3,000.00	-70.70	-70.70	-70.70	-70.70	-70.70	-70.70
3,500.00	-77.13	-77.13	-77.13	-77.13	-77.13	-77.13
5,000.00	-83.56	-83.56	-83.56	-83.56	-83.56	-83.56
6,400.00	-89.98	-89.98	-89.98	-89.98	-89.98	-89.98

Initial Supporting table - Shutter 1 AC OFF - Open / Close Commands

Description: Open / Close Commands for Shutter 1 - AC OFF

Value Units: Percent
X Unit: KPH
Y Units: Fan Command Percent

y/x	0	1	2	3	4	5	6	7	8	9
0	0	100	100	100	100	100	100	100	100	100
1	0	100	100	100	100	100	100	100	100	100
2	0	100	100	100	100	100	100	100	100	100
3	0	100	100	100	100	100	100	100	100	100
4	0	100	100	100	100	100	100	100	100	100
5	0	100	100	100	100	100	100	100	100	100
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0

Initial Supporting table - Shutter 1 AC OFF - Percent Fan Command Axis

Description: Percent Fan Command Axis for Shutter 1 - AC OFF Table

Value Units: Percent

y/x	1	2	3	4	5	6	7	8	9	10
1	0	4	7	10	14	17	20	25	50	100

Initial Supporting table - Shutter 1 AC OFF - Vehicle Speed Axis

Description: Vehicle Speed Axis for Shutter 1 - AC OFF Table

Value Units: KPH

y/x	1	2	3	4	5	6	7	8	9	10
1	0	50	70	95	110	120	140	150	180	200

Initial Supporting table - Shutter 1 AC ON - Open / Close Commands

Description: Open / Close Commands for Shutter 1 - AC ON

Value Units: Percent
X Unit: KPH
Y Units: Fan Command Percent

y/x	0	1	2	3	4	5	6	7	8	9
0	0	100	100	100	100	100	100	100	100	100
1	0	100	100	100	100	100	100	100	100	100
2	0	100	100	100	100	100	100	100	100	100
3	0	100	100	100	100	100	100	100	100	100
4	0	100	100	100	100	100	100	100	100	100
5	0	100	100	100	100	100	100	100	100	100
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0

Initial Supporting table - Shutter 1 AC ON - Percent Fan Command Axis

Description: Percent Fan Command Axis for Shutter 1 - AC ON Table

Value Units: Percent

y/x	1	2	3	4	5	6	7	8	9	10
1	0	4	7	10	14	17	20	25	50	100

Initial Supporting table - Shutter 1 AC ON - Vehicle Speed Axis

Description: Vehicle Speed Axis for Shutter 1 - AC ON Table

Value Units: KPH

y/x	1	2	3	4	5	6	7	8	9	10
1	0	50	70	95	110	120	140	150	180	200

Initial Supporting table - Shutter 2 AC OFF - Open / Close Commands

Description: Open / Close Commands for Shutter 2 - AC OFF

Value Units: Percent
X Unit: KPH
Y Units: Fan Command Percent

y/x	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0

Initial Supporting table - Shutter 2 AC OFF - Percent Fan Command Axis

Description: Percent Fan Command Axis for Shutter 2 - AC OFF Table

Value Units: Percent

y/x	1	2	3	4	5	6	7	8	9	10
1	0	4	7	9	10	13	15	25	50	100

Initial Supporting table - Shutter 2 AC OFF - Vehicle Speed Axis

Description: Vehicle Speed Axis for Shutter 2 - AC OFF Table

Value Units: KPH

y/x	1	2	3	4	5	6	7	8	9	10
1	0	55	70	95	110	120	140	150	180	200

Initial Supporting table - Shutter 2 AC ON - Open / Close Commands

Description: Open / Close Commands for Shutter 2 - AC ON

Value Units: Percent
X Unit: KPH
Y Units: Fan Command Percent

y/x	0	1	2	3	4	5	6	7	8	9
0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0

Initial Supporting table - Shutter 2 AC ON - Percent Fan Command Axis

Description: Percent Fan Command Axis for Shutter 2 - AC ON Table

Value Units: Percent

y/x	1	2	3	4	5	6	7	8	9	10
1	0	4	7	9	10	13	15	25	50	100

Initial Supporting table - Shutter 2 AC ON - Vehicle Speed Axis

Description: Vehicle Speed Axis for Shutter 2 - AC ON Table

Value Units: KPH

y/x	1	2	3	4	5	6	7	8	9	10
1	0	55	70	95	110	120	140	150	180	200

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
CiFCLPJdle	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 - KeEOSDURichThrsh

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 - KeFCLPTIntegrationCatalystMax

Description: Maximum allowed estimated catalytic converter temperature for post 0 2 integral terms to be updated.

Value Units: Celcius

y/x	1
1	950

Initial Supporting table - Closed Loop Enable Clarification - KeFCLPTIntegrationCatalystMin

Description: Minimum allowed estimated catalytic converter temperature to begin using post 0 2 integration correction terms. Converter temperature must remain above this threshold to ramp-in the post 0 2 integration adjustments. Once the ramp-in has started, a converter temperature below this threshold will freeze the ramp-in multiplier. Post 0 2 integration will not be allowed below this converter temperature

Value Units: Celcius

y/x	1
1	350

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	700

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 - KfFCLLTAdaptiveLoCoolant

Description: LTM learning is inhibited if the engine coolant temperature is below this calibration.

Value Units: Degrees Celcius

y/x	1
1	32

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	1,200

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	17.3	17.9	18.6	19.2	19.9	20.6	21.2	21.9	22.0

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	263.0	263.0	263.0	240.0	145.0	13.0	13.0	13.0	5.0	5.0	5.0	5.0	5.0	5.0	38.0	38.0	38.0

Initial Supporting table - Closed Loop Enable Clarification - KtFCLPtPostIntglRampInTime

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	60.0	60.0	60.0	45.0	30.0	20.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	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	320.0	320.0	280.0	200.0	90.0	28.0	28.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
25	320.0	320.0	280.0	200.0	90.0	28.0	28.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
50	320.0	320.0	280.0	200.0	90.0	28.0	28.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
75	320.0	320.0	280.0	200.0	90.0	28.0	28.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
100	320.0	320.0	280.0	200.0	90.0	28.0	28.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

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	320.0	320.0	280.0	200.0	80.0	28.0	28.0	8.0	8.0	7.0	2.0	2.0	2.0	38.0	38.0	38.0	38.0
25	320.0	320.0	280.0	200.0	80.0	28.0	28.0	8.0	8.0	7.0	2.0	2.0	2.0	38.0	38.0	38.0	38.0
50	320.0	320.0	280.0	200.0	80.0	28.0	28.0	8.0	8.0	7.0	2.0	2.0	2.0	38.0	38.0	38.0	38.0
75	320.0	320.0	280.0	200.0	80.0	28.0	28.0	8.0	8.0	7.0	2.0	2.0	2.0	38.0	38.0	38.0	38.0
100	320.0	320.0	280.0	200.0	80.0	28.0	28.0	8.0	8.0	7.0	2.0	2.0	2.0	38.0	38.0	38.0	38.0

Initial Supporting table - P043E First Reference Orifice Measurement

Description: First reference orifice measurement maximum value as a function of barometric pressure

Value Units: First reference orifice measurement maximum (kPa)
X Unit: Barometric pressure (kPa)

y/x	70	80	90	100	110
1	3.9	4.0	4.1	4.3	4.3

Initial Supporting table - P043E Second Reference Orifice Measurement

Description: Second reference orifice measurement maximum value as a function of barometric pressure

Value Units: Second reference orifice measurement maximum value (kPa)
X Unit: Barometric pressure (kPa)

y/x	70	80	90	100	110
1	4.2	4.3	4.4	4.6	4.6

Initial Supporting table - P043F First Reference Orifice Measurements

Description: First reference orifice measurement minimum value as a function of barometric pressure

Value Units: First reference orifice measurement minimum value (kPa)
X Unit: Barometric pressure (kPa)

y/x	70	80	90	100	110
1	1.0	1.1	1.2	1.3	1.3

Initial Supporting table - P043F Second Reference Orifice Measurements

Description: Second reference orifice measurement minimum value as a function of barometric pressure

Value Units: Second reference orifice measurement minimum value (kPa)
X Unit: Barometric pressure (kPa)

y/x	70	80	90	100	110
1	1.0	1.1	1.2	1.3	1.3

Initial Supporting table - P0496 Purge Valve Leak Test Engine Vacuum Test Time (Cold Start) as a Function of Fuel Level

Description: Purge valve leak test engine vacuum test time as a function of fuel level

Value Units: Purge Valve Leak Test Engine Vacuum Test Time (seconds)
X Unit: Fuel Level (percent)

y/x	0	6	12	19	25	31	37	44	50	56	62	69	75	81	87	94	100
1	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60

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	18.18	18.18	19.18	20.48	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	49.69	49.69	52.40	37.44	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	6.00	29.22	52.53	69.31	80.88	85.25	80.72	77.69	77.69

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	511.99	511.99	511.99	511.99	511.99	511.99	511.99	511.99	511.99

Initial Supporting table - P0326_P0331_AbnormalNoise_Thresh_AFM

Description: Fail threshold for the Knock Performance Abnormal Noise Diagnostic when engine IS in AFM mode

Value Units: Filtered background engine noise. Unit-less term from the Knock Detection Fast Fourier Transform (FFT) for a selected frequency range.
X Unit: Engine Speed (RPM)
Y Units: N/A

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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

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 - P16A7 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 - 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	1,400	1,600	1,800	2,200	2,800	3,000	4,000	4,500	5,000	5,500	6,500
2	0.00	0.25	0.25	0.25	0.25	0.50	0.50	0.50	0.75	0.75	0.50	0.50	0.50	0.25	0.00	0.00	-0.25
8	0.00	0.50	0.60	0.50	0.25	0.50	0.50	0.75	0.75	0.75	0.75	0.75	0.50	0.25	0.00	0.00	-0.25
10	0.00	0.50	1.00	0.50	0.25	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.25	0.00	0.00	0.00	-0.25
12	0.00	0.25	1.00	0.50	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.00	0.00	0.00	0.00	-0.25
16	0.00	0.25	1.00	0.50	0.25	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.00	-0.25
20	0.00	0.25	0.75	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.25
30	0.00	0.00	0.00	0.00	0.00	0.00	-0.25	-0.25	-0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-0.25
40	0.00	0.00	0.00	0.00	0.00	0.00	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25
98	0.00	0.00	0.00	0.00	0.00	0.00	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25	-0.25

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	1,400	1,600	1,800	2,200	2,800	3,000	4,000	4,500	5,000	5,500	6,500
2	-1.20	-1.20	-1.30	-1.50	-1.50	-1.20	-1.25	-1.20	-1.20	-1.10	-1.10	-1.10	-1.20	-1.20	-1.20	-1.20	-1.20
8	-1.20	-1.50	-2.00	-2.09	-1.53	-1.45	-1.25	-1.30	-1.30	-1.10	-1.10	-1.10	-1.10	-1.00	-1.20	-1.20	-1.20
10	-1.20	-1.50	-2.22	-2.29	-1.79	-1.68	-1.70	-1.80	-1.80	-1.80	-1.70	-1.50	-1.30	-1.00	-1.20	-1.20	-1.20
12	-1.20	-1.60	-2.38	-2.37	-1.99	-2.10	-1.94	-1.83	-1.80	-1.80	-1.80	-1.70	-1.30	-1.00	-1.00	-1.20	-1.20
16	-1.20	-1.80	-1.80	-2.52	-2.43	-2.26	-2.00	-1.70	-1.60	-1.80	-1.80	-1.70	-1.50	-1.50	-1.20	-1.20	-1.20
20	-1.20	-1.60	-1.60	-2.43	-2.52	-2.56	-2.13	-1.60	-1.66	-1.80	-1.80	-1.65	-1.65	-1.70	-1.50	-1.20	-1.20
30	-1.20	-1.20	-1.40	-2.00	-2.42	-2.32	-2.00	-2.00	-2.00	-1.50	-1.50	-1.50	-1.50	-1.50	-1.50	-1.20	-1.20
40	-1.20	-1.20	-1.20	-1.20	-1.20	-1.50	-2.00	-2.00	-2.00	-1.50	-1.50	-1.50	-1.50	-1.50	-1.50	-1.50	-1.20
98	-1.20	-1.20	-1.20	-1.50	-2.00	-2.00	-2.00	-2.00	-2.00	-1.50	-1.50	-1.50	-1.50	-1.50	-1.50	-1.50	-1.20

Initial Supporting table - IstFireAfterMisJerkAFM

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 - IstFireAftrMisAcelAFM

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	2	2	2	2	2	2	2	2	2

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	400	550	700	800	900	1,000	1,200	1,400	1,600
5	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
10	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
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
50	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
80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
100	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

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	400	550	700	800	900	1,000	1,200	1,400	1,600
5	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
10	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
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
50	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
80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
100	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	500	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	3,000	3,500	4,500	5,000	7,000
5	1.50	1.50	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
10	1.50	1.50	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
20	1.50	1.50	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
30	1.50	1.50	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
40	1.50	1.50	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
50	1.50	1.50	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
60	1.50	1.50	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
80	1.50	1.50	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
100	1.50	1.50	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00

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	500	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	3,000	3,500	4,500	5,000	7,000
5	1.30	1.30	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
10	1.30	1.30	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
20	1.30	1.30	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
30	1.30	1.30	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
40	1.30	1.30	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
50	1.30	1.30	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
60	1.30	1.30	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
80	1.30	1.30	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
100	1.30	1.30	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00

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	38.0	35.0	32.0	28.0	25.0	20.0	12.0	8.0
10	34.0	33.0	28.0	25.0	20.0	15.0	10.0	7.5
20	29.0	28.0	26.0	22.0	19.0	13.0	7.5	4.5
30	21.0	20.0	17.0	15.0	12.5	8.5	4.5	4.5
40	19.0	18.0	14.0	10.0	6.5	4.5	4.5	4.5
50	8.0	7.0	6.0	5.0	4.5	4.5	4.5	4.5
60	6.0	4.5	4.5	4.5	4.5	4.5	4.5	4.5
70	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
80	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
90	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
100	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5

Initial Supporting table - ClyAfterAFM_Decel

Description: Used for P0300 - P0308, Mulitplier to Lores decel to account for different patterni 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	1,600	2,000	2,400	2,600	3,000	3,500
5	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
10	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
20	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
30	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
40	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
50	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
60	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
80	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
100	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00

Initial Supporting table - ЄlyBeforeAFM_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	1,600	2,000	2,400	2,600	3,000	3,500
5	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
10	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
20	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
30	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
40	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
50	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
60	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
80	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
100	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00

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 different combustion modes (enumeration)
X Unit: Current Combustion Mode (enumeration)

CombustModeIdleTbl - 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

CombustModeIdleTbl - 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

CombustModeIdleTbl - 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 - 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	500	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	3,000	3,500	4,500	5,000	7,000
2	1.00	1.58	1.75	2.74	2.40	2.77	2.97	1.95	2.05	2.60	2.60	2.20	1.89	1.20	1.14	1.17	3.40
8	1.00	1.46	1.62	1.67	1.91	1.71	2.09	1.72	1.79	2.00	1.86	1.66	1.43	1.22	1.00	1.00	2.83
12	1.00	1.17	1.19	1.75	1.25	1.33	1.41	1.28	1.35	1.21	1.16	1.12	1.04	1.13	1.00	1.00	1.89
16	1.00	1.02	1.00	2.05	2.28	1.46	0.89	0.84	0.83	0.87	0.79	0.75	0.74	0.91	1.00	0.88	1.62
20	1.00	1.00	0.88	1.08	2.30	1.03	0.70	0.62	0.61	0.46	0.60	0.65	0.64	0.84	1.20	0.88	1.55
24	1.00	1.00	0.90	0.77	1.06	0.97	0.62	0.56	0.50	0.44	0.52	0.52	0.57	0.78	0.89	0.80	1.27
30	1.00	1.00	0.89	0.81	1.00	0.93	0.64	0.59	0.47	0.44	0.51	0.49	0.57	0.76	0.87	0.82	1.11
60	1.00	1.00	0.96	1.00	1.00	0.96	0.82	1.00	0.75	0.76	0.75	0.71	0.84	1.11	1.00	0.95	1.70
98	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	0.93	1.00	0.92	2.33

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	500	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	3,000	3,500	4,500	5,000	7,000
2	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0
8	0	0	0	0	0	-1	-3	-2	0	-1	0	-1	0	0	0	0	-1
12	0	-1	-1	-1	-1	-1	-2	-2	-1	-1	-1	-1	-1	-1	-1	-1	-1
16	0	-1	-1	-2	-1	-2	-2	-2	-1	-1	-1	-1	-1	-1	-1	-1	-1
20	0	-1	-1	-1	-2	-1	-2	-2	-1	-1	-1	-1	-1	-1	-1	-1	-1
24	0	-1	-1	-1	-2	-1	-2	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
30	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
60	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
98	0	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1

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	400	550	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
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	400	550	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
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 - 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	1,600	2,000	2,400	2,600	3,000	3,500
5	1	1	5	5	5	5	5	5	5
10	1	1	5	5	5	5	5	5	5
20	1	1	5	5	5	5	5	5	5
30	1	1	5	5	5	5	5	5	5
40	1	1	5	5	5	5	5	5	5
50	1	1	5	5	5	5	5	5	5
60	1	1	5	5	5	5	5	5	5
80	1	1	5	5	5	5	5	5	5
100	1	1	5	5	5	5	5	5	5

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	1,600	2,000	2,400	2,600	3,000	3,500
5	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
10	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
20	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
30	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
40	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
50	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
60	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
80	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
100	1.00	1.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00

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 (usee)
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	11,087	11,087	6,405	4,028	2,100	1,890	1,650	717	700	334	237	229	166
6	11,087	11,087	6,405	4,028	2,858	1,890	1,675	961	893	434	265	249	177
8	11,935	11,935	6,911	4,354	2,918	2,050	1,740	1,156	868	530	325	258	193
10	12,820	12,820	7,439	4,695	3,151	2,324	2,125	1,035	829	650	404	278	206
12	13,753	13,753	7,996	5,055	3,398	2,390	2,315	1,050	1,250	631	480	337	255
14	14,727	14,727	8,580	5,434	3,658	2,580	2,430	850	1,115	442	555	442	316
16	15,737	15,737	9,186	5,827	3,928	2,770	2,600	850	675	433	670	449	353
18	16,792	16,792	9,821	6,240	4,212	2,970	2,865	1,100	540	489	700	493	387
20	17,886	17,886	10,480	6,669	4,508	3,190	3,135	1,700	670	494	720	562	422
22	19,011	19,011	11,159	7,112	4,814	3,400	3,330	2,425	749	520	775	598	474
24	20,179	20,179	11,865	7,573	5,133	3,600	3,530	2,850	1,500	570	840	634	524
26	21,380	21,380	12,593	8,049	5,462	3,880	3,830	3,050	1,650	680	900	659	559
30	23,150	23,150	13,647	8,730	5,927	4,200	4,250	3,255	1,896	854	1,050	741	624
40	28,306	28,306	16,746	10,743	7,313	5,200	5,181	3,789	2,486	1,448	1,318	750	710
60	32,768	32,768	22,937	14,766	10,081	7,190	6,339	4,960	3,579	2,344	1,611	846	785
78	32,768	32,768	28,209	18,192	12,439	8,800	7,328	6,096	4,553	3,158	1,847	1,023	856
97	32,768	32,768	32,768	22,212	15,205	10,800	8,599	7,457	5,645	4,030	2,035	1,211	942

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	112	84	74	55	49	35	18	18	15	9	5	5	5
6	119	90	79	59	53	35	22	19	17	6	6	6	6
8	133	107	92	65	61	34	22	20	18	8	6	6	6
10	175	108	104	80	65	34	23	20	18	9	8	8	8
12	211	152	124	93	77	38	25	22	18	14	9	9	9
14	233	176	139	106	89	39	28	22	20	14	11	11	11
16	264	191	153	115	93	48	34	23	20	17	11	11	11
18	308	208	165	131	102	50	37	25	20	17	11	11	11
20	334	224	174	143	111	53	39	21	21	17	11	11	11
22	376	259	191	156	127	55	41	29	21	17	12	12	12
24	401	292	209	172	136	59	43	31	23	17	13	13	13

Initial Supporting table - CylModeDecel

26	430	329	232	189	147	64	45	32	25	18	16	16	16
30	507	391	293	225	176	69	50	34	28	20	19	19	19
40	641	566	408	304	237	79	69	49	34	25	24	24	24
60	705	615	516	395	299	90	91	72	51	40	29	29	29
78	779	685	596	445	360	135	107	105	65	45	31	31	31
97	879	746	620	495	412	178	120	132	84	51	33	33	33

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 (usee)
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	11,015	11,015	6,356	3,714	2,350	1,870	1,346	831	738	324	241	168	133
6	11,015	11,015	6,356	3,714	2,479	1,870	1,516	980	922	354	284	188	143
8	12,251	12,251	7,091	4,466	3,200	2,101	2,050	1,204	916	357	297	238	153
10	13,565	13,565	7,875	4,972	3,339	2,349	2,215	929	899	485	369	235	182
12	14,973	14,973	8,717	5,518	3,713	2,618	2,415	1,150	1,210	718	378	299	236
14	16,463	16,463	9,612	6,098	4,112	2,904	2,510	950	1,177	778	468	378	309
16	18,024	18,024	10,551	6,709	4,532	3,207	2,650	1,050	1,413	712	566	393	358
18	19,668	19,668	11,543	7,356	4,979	3,528	2,815	1,331	1,151	990	655	489	407
20	21,380	21,380	12,579	8,032	5,446	3,866	2,880	1,930	1,304	877	720	537	479
22	23,143	23,143	13,647	8,732	5,931	4,216	2,980	2,160	1,334	892	800	607	541
24	24,967	24,967	14,756	9,459	6,435	4,581	3,150	2,425	1,350	1,029	910	660	606
26	26,832	26,832	15,892	10,205	6,954	4,957	3,400	2,735	1,700	1,227	1,000	761	658
30	29,506	29,506	17,485	11,233	7,656	5,459	4,030	2,973	2,584	1,252	1,200	856	711
40	32,768	32,768	22,275	14,354	9,808	7,009	5,180	3,583	3,229	1,939	1,425	934	830
60	32,768	32,768	31,845	20,588	14,107	10,106	7,490	4,331	4,379	2,888	1,660	1,073	920
78	32,768	32,768	32,768	25,897	17,768	12,742	9,460	5,265	5,393	3,656	1,892	1,368	1,050
97	32,768	32,768	32,768	32,126	22,064	15,837	11,770	6,363	6,456	4,555	2,155	1,614	1,275

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	118	71	51	41	36	29	18	12	12	5	7	7	7
6	132	83	69	52	45	29	22	12	12	7	8	8	8
8	148	92	82	64	53	31	22	14	13	9	8	8	8
10	182	115	89	76	59	31	23	18	14	10	9	9	9
12	207	138	125	103	83	36	25	20	18	15	9	12	12
14	232	176	145	119	97	41	30	26	18	17	9	12	12
16	269	207	170	145	109	60	39	27	22	17	10	13	13
18	291	243	192	158	119	54	43	29	23	19	13	15	15
20	344	274	214	177	138	57	46	32	25	20	16	18	18
22	389	304	233	194	150	60	50	34	26	23	17	19	19
24	440	342	264	213	167	70	53	36	29	23	19	21	21

Initial Supporting table - CylModeJerk

26	492	376	280	232	187	76	59	45	37	25	22	22	22
30	583	433	327	267	221	91	66	42	38	27	25	25	25
40	703	574	436	352	278	120	100	66	45	34	28	28	28
60	756	735	520	485	370	160	140	108	88	57	34	34	34
78	843	790	580	537	435	210	165	149	112	78	39	39	39
97	942	845	640	594	514	280	193	187	128	100	43	43	43

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 (usee)
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
5	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0
20	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
50	0	0	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0	0
100	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 (usee)
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
5	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0
20	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
50	0	0	0	0	0	0	0	0	0
60	0	0	0	0	0	0	0	0	0
80	0	0	0	0	0	0	0	0	0
100	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	6,000	6,000	6,000	6,000	6,000	6,000	6,000

EngineOverSpeedLimit - Part 2

y/x	CeTGRR_e_TransGr10	CeTGRR_e_TransGrNeut	CeTGRR_e_TransGrRvrs	CeTGRR_e_TransGrPark	CeTGRR_e_TransGr7	CeTGRR_e_TransGr8	
1	6,000	4,000	4,000	4,000	6,000	6,000	

Initial Supporting table - Ethanol Estimation Refuel Threshold

Description: Delta Fuel Volume required to enable the Ethanol Estimation algorithm. The Delta Fuel Volume required is a function of the amount of fuel in the tank. A value of 65535 demonstrates a region that is disabled.

Value Units: Delta Fuel volume (Liters)
X Unit: Percent Fuel Volume (%)

y/x	0	10	20	30	40	50	60	70	80
1	65,535.0	65,535.0	65,535.0	65,535.0	65,535.0	65,535.0	65,535.0	65,535.0	65,535.0

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 different 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	-32	-24	-18	-12	0	8	16	20	24	32	40	48	64	80	96	112
1	11.0	11.0	10.0	9.0	8.0	5.0	5.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0

jorting table - P00C6 - maximum acceptable counts of fuel rail pressure below KtFHPD_p_HPS_PressFallLoThrsh after High Pressure

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	-32	-24	-18	-12	0	8	16	20	24	32	40	48	64	80	96	112
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	-32	-24	-18	-12	0	8	16	20	24	32	40	48	64	80	96	112
0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
13	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
25	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
38	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
63	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
75	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
88	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
100	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

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	-32	-24	-18	-12	0	8	16	20	24	32	40	48	64	80	96	112
0	18.0	17.0	16.0	12.0	9.0	9.0	9.0	9.0	7.7	7.7	7.7	4.0	4.0	4.0	4.0	4.0	4.0
13	18.0	17.0	16.0	12.0	9.0	9.0	9.0	9.0	7.7	7.7	7.7	4.0	4.0	4.0	4.0	4.0	4.0
25	18.0	17.0	16.0	12.0	9.0	9.0	9.0	9.0	7.7	7.7	7.7	4.0	4.0	4.0	4.0	4.0	4.0
38	18.0	17.0	16.0	12.0	9.0	9.0	9.0	9.0	7.7	7.7	7.7	4.0	4.0	4.0	4.0	4.0	4.0
50	18.0	17.0	16.0	12.0	9.0	9.0	9.0	9.0	7.7	7.7	7.7	4.0	4.0	4.0	4.0	4.0	4.0
63	18.0	17.0	16.0	12.0	9.0	9.0	9.0	9.0	7.7	7.7	7.7	4.0	4.0	4.0	4.0	4.0	4.0
75	18.0	17.0	16.0	12.0	9.0	9.0	9.0	9.0	7.7	7.7	7.7	4.0	4.0	4.0	4.0	4.0	4.0
88	18.0	17.0	16.0	12.0	9.0	9.0	9.0	9.0	7.7	7.7	7.7	4.0	4.0	4.0	4.0	4.0	4.0
100	18.0	17.0	16.0	12.0	9.0	9.0	9.0	9.0	7.7	7.7	7.7	4.0	4.0	4.0	4.0	4.0	4.0

Initial Supporting table - Pair_SCD_Decel

Description: Used for P0300 - P0308, Mulitplier to SCD_Decel to account for different patterri 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	400	550	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
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	400	550	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
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	500	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	3,000	3,500	4,500	5,000	7,000
2	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	1.00	1.00
8	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	1.00	1.00
12	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	1.00	1.00
16	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	1.00	1.00
20	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	1.00	1.00
24	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	1.00	1.00
30	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	1.00	1.00
60	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	1.00	1.00
98	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	1.00	1.00

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	500	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	3,000	3,500	4,500	5,000	7,000
2	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	1.00	1.00
8	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	1.00	1.00
12	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	1.00	1.00
16	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	1.00	1.00
20	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	1.00	1.00
24	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	1.00	1.00
30	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	1.00	1.00
60	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	1.00	1.00
98	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	1.00	1.00

Initial Supporting table - Random_SCD_Decel

Description: Used for P0300 - P0308, Mulitplier to SCDJDecel 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	400	550	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
10	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
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
98	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	400	550	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
10	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
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
98	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 CylinderJDecel 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	1,600	2,000	2,400	2,600	3,000	3,500
5	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
10	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
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
50	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
80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
100	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	1,600	2,000	2,400	2,600	3,000	3,500
5	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
10	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
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
50	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
80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
100	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	500	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	3,000	3,500	4,500	5,000	7,000
2	1.00	1.04	1.07	1.14	1.00	1.06	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.12	1.38	1.00
8	1.11	1.09	1.09	1.00	1.02	1.02	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.05	1.71	1.00
10	1.47	1.48	1.54	1.05	1.01	1.04	1.00	1.00	1.00	1.08	1.00	1.02	1.00	1.22	1.06	1.29	1.00
12	1.44	1.56	1.41	1.12	1.10	1.09	1.08	1.08	1.05	1.19	1.00	1.04	1.00	1.21	1.13	1.42	1.00
16	1.40	1.77	1.85	1.48	1.12	1.11	1.00	1.13	1.08	1.10	1.01	1.06	1.13	1.23	1.07	1.00	1.00
20	1.34	1.62	1.30	1.14	1.15	1.16	1.12	1.10	1.12	1.19	1.14	1.08	1.17	1.26	1.26	1.14	1.00
30	1.21	1.72	1.33	1.21	1.27	1.21	1.33	1.24	1.26	1.27	1.06	1.16	1.18	1.35	1.24	1.17	1.00
40	1.02	1.88	1.78	1.13	1.58	1.11	1.33	1.36	1.09	1.11	1.18	1.06	1.12	1.57	1.51	1.20	1.00
98	1.00	1.57	1.57	1.00	1.10	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.00	1.26	1.00	1.00	1.00

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	500	900	1,000	1,100	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	3,000	3,500	4,500	5,000	7,000
2	1.00	1.00	1.00	1.00	1.07	1.09	1.06	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
8	1.00	1.11	1.03	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.15	1.04	1.00	1.00
10	1.40	1.30	1.32	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.14	1.19	1.17	1.00
12	1.34	1.46	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.12	1.19	1.21	1.00
16	1.22	1.55	1.52	1.22	1.07	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.24	1.17	1.10	1.00
20	1.12	1.60	1.53	1.00	1.05	1.04	1.07	1.06	1.00	1.00	1.00	1.00	1.00	1.14	1.04	1.00	1.00
30	1.00	1.47	1.49	1.00	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.10	1.03	1.00
40	1.00	1.43	1.33	1.00	1.00	1.00	1.00	1.12	1.00	1.00	1.00	1.00	1.00	1.07	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Initial Supporting table - FandomRevModDecl

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
10	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
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
98	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	900	1,000	1,300	1,600	2,200	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 (usee)
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	3	3	3	3	3	3	3	3	3

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 (usee)
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	32,768	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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

Initial Supporting table - SCD_Jerk

Description: Used for P0300-P0308. Crankshaft jerk threshold. SCD mode uses smaller windows nearTDC. Thresholds are a function of rpm and % engine Load.

Value Units: Change in Delta time per cylinder from last cylinder (usee)
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	32,768	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
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
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
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
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
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
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
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
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
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
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
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
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
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
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
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

Initial Supporting table - SnapDecayAfterMisfire

Description: Used for P0300 - P0308, multiplier times the ddtjerk 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	900	1,000	1,300	1,600	2,200	6,000	7,000	8,000
0	10.00	10.00	10.00	5.00	4.50	2.00	1.00	1.00	1.00
1	10.00	10.00	10.00	5.00	4.50	2.00	1.00	1.00	1.00
1	10.00	10.00	10.00	5.00	4.50	2.00	1.00	1.00	1.00
1	10.00	10.00	10.00	5.00	4.50	2.00	1.00	1.00	1.00
1	10.00	10.00	10.00	5.00	4.50	2.00	1.00	1.00	1.00
2	10.00	10.00	10.00	5.00	4.50	2.00	1.00	1.00	1.00
3	10.00	10.00	10.00	5.00	4.50	2.00	1.00	1.00	1.00
5	10.00	10.00	10.00	5.00	4.50	2.00	1.00	1.00	1.00
5	10.00	10.00	10.00	5.00	4.50	2.00	1.00	1.00	1.00

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	2.00	-2.70	-2.95	-2.60	-2.60	-2.60	-2.60	-2.50	-2.40	-1.40	-0.81	-0.35	-0.10
75	2.00	-2.70	-2.95	-2.60	-2.60	-2.60	-2.60	-2.50	-2.40	-1.40	-0.81	-0.35	-0.10
85	2.00	-2.70	-2.95	-2.60	-2.60	-2.60	-2.60	-2.50	-2.40	-1.40	-0.81	-0.35	-0.10
95	2.00	-1.94	-2.35	-2.00	-1.85	-1.70	-1.55	-1.55	-1.55	-0.95	-0.30	0.05	0.46
105	2.00	-1.00	-1.80	-1.50	-1.35	-1.35	-1.35	-1.30	-1.30	-0.40	0.26	0.60	1.06

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	0.21	0.40	0.40	0.40	0.40	1.23	2.21	3.00	3.92	4.91	5.91	6.85	7.90
75	0.21	0.40	0.40	0.40	0.40	1.23	2.21	3.00	3.92	4.91	5.91	6.85	7.90
85	0.21	0.40	0.40	0.40	0.40	1.23	2.21	3.00	3.92	4.91	5.91	6.85	7.90
95	0.81	1.05	1.05	1.05	1.05	1.73	2.81	3.70	4.63	5.80	6.80	7.75	8.91
105	1.45	1.65	1.65	1.65	1.65	2.22	3.30	4.20	5.13	6.21	7.30	8.25	9.44

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_CellOO_PurgOnAirMode 5	CeFADR_e_Cell01_PurgOnAirMode 4	CeFADR_e_Cell02_PurgOnAirMode 3	CeFADR_e_Cell03_PurgOnAirMode 2
1	65,535	65,535	65,535	65,535

Minimum Non-Purge Samples for Purge Vapor Fuel - Part 2

y/x	CeFADR_e_Cell04_PurgOnAirMode 1	CeFADR_e_Cell05_PurgOnAirMode 0	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_PurgOffAirMode 5	CeFADR_e_Cell09_PurgOffAirMode 4	CeFADR_e_Cell10_PurgOffAirMode 3	CeFADR_e_Cell11_PurgOffAirMode 2
1	200	200	200	200

Minimum Non-Purge Samples for Purge Vapor Fuel - Part 4

y/x	CeFADR_e_Cell12_PurgOffAirMode 1	CeFADR_e_Cell13_PurgOffAirMode 0	CeFADR_e_Cell14_PurgOffIdle	CeFADR_e_Cell15_PurgOffDecel
1	200	200	200	200

Initial Supporting table - P0171_P0172_P0174_P0175 Long-Term Fuel Trim Cell Usage

Description: Identifies which Long Term Fuel Trim Cell LD.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_CellOO_PurgOnAirMode5	CeFADR_e_Cell01_PurgOnAirMode4	CeFADR_e_Cell02_PurgOnAirMode3	CeFADR_e_Cell03_PurgOnAirMode2
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_PurgOnAirMode1	CeFADR_e_Cell05_PurgOnAirMode0	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_PurgOffAirMode5	CeFADR_e_Cell09_PurgOffAirMode4	CeFADR_e_Cell10_PurgOffAirMode3	CeFADR_e_Cell11_PurgOffAirMode2
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_PurgOffAirMode1	CeFADR_e_Cell13_PurgOffAirMode0	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	200	200	150	110	0	0	0	0	0	0	0	0	0	0	0	0	0

Initial Supporting table - P057B KtBRKI K CmpItTestPointWeight

Description:

y/x	0.000	0.001	0.011	0.031	0.041	0.051	0.083	0.124	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	0.031	0.041	0.051	0.083	0.124	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	45.0	45.0	45.0

Initial Supporting table - DFCO_DriverRequestZeroPedalTrq_DsblOf

Description:

DFCO_DriverRequestZeroPedalTrq_DsblOf - Part 1

y/x	CeDTRR_e_TrqShapingRateA	CeDTRR_e_TrqShapingRateB	CeDTRR_e_TrqShapingRateC	CeDTRR_e_TrqShapingRateD	CeDTRR_e_TrqShapingRateE
CeTCOR_e_Exh_Normal	25	25	25	25	25
CeTCOR_e_Exh_Sport	25	25	25	25	25
CeTCOR_e_Exh_Track	25	25	25	25	25

DFCO_DriverRequestZeroPedalTrq_DsblOf - Part 2

y/x	CeDTRR_e_TrqShapingRateF	CeDTRR_e_TrqShapingRateG	CeDTRR_e_TrqShapingRateH	CeDTRR_e_TrqShapingRateI	CeDTRR_e_TrqShapingRateJ
CeTCOR_e_Exh_Normal	25	25	25	25	25
CeTCOR_e_Exh_Sport	25	25	25	25	25
CeTCOR_e_Exh_Track	25	25	25	25	25

Initial Supporting table - DFCO DriverRequestZeroPedalTrq EnblOf

Description:

DFCO_DriverRequestZeroPedalTrq_EnblOf - Part 1

y/x	CeDTRR_e_TrqShapingRateA	CeDTRR_e_TrqShapingRateB	CeDTRR_e_TrqShapingRateC	CeDTRR_e_TrqShapingRateD	CeDTRR_e_TrqShapingRateE
CeTCOR_e_Exh_Normal	10	10	10	30	30
CeTCOR_e_Exh_Sport	10	10	10	10	10
CeTCOR_e_Exh_Track	10	10	10	10	10

DFCO_DriverRequestZeroPedalTrq_EnblOf - Part 2

y/x	CeDTRR_e_TrqShapingRateF	CeDTRR_e_TrqShapingRateG	CeDTRR_e_TrqShapingRateH	CeDTRR_e_TrqShapingRateI	CeDTRR_e_TrqShapingRateJ
CeTCOR_e_Exh_Normal	30	30	10	10	10
CeTCOR_e_Exh_Sport	10	10	10	10	10
CeTCOR_e_Exh_Track	10	10	10	10	10

Initial Supporting table - DFCO_DsblLo_Vehicle_Speed

Description:

y/x	CeTCOR_e_NonEcoMode	CeTCOR_e_EcoMode
CeTGRR_e_TransGr1	0	0
CeTGRR_e_TransGr2	0	0
CeTGRR_e_TransGr3	0	0
CeTGRR_e_TransGr4	0	0
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	26.0	26.0
CeTGRR_e_TransGr2	26.0	26.0
CeTGRR_e_TransGr3	26.0	26.0
CeTGRR_e_TransGr4	26.0	26.0
CeTGRR_e_TransGr5	26.0	26.0
CeTGRR_e_TransGr6	26.0	26.0
CeTGRR_e_TransGr9	0.0	0.0
CeTGRR_e_TransGr10	0.0	0.0
CeTGRR_e_TransGrNeut	0.0	0.0
CeTGRR_e_TransGrRvrs	26.0	26.0
CeTGRR_e_TransGrPark	0.0	0.0
CeTGRR_e_TransGr7	26.0	26.0
CeTGRR_e_TransGr8	0.0	0.0

Initial Supporting table - DFCO EngSpdEnblOfst

Description:

y/x	-1,750	-1,500	-1,250	-1,000	-700	-500	-300	-100	0
1	0	0	0	0	0	0	0	0	0

Initial Supporting table - DFCO ZeroPedalTorqueDisableOfst

Description:

DFCO_ZeroPedalTorqueDisableOfst - Part 1

y/x	CeDTRR_e_TrqShapingRateA	CeDTRR_e_TrqShapingRateB	CeDTRR_e_TrqShapingRateC	CeDTRR_e_TrqShapingRateD	CeDTRR_e_TrqShapingRateE
CeTCOR_e_Exh_Normal	1	1	1	7	7
CeTCOR_e_Exh_Sport	1	1	1	1	1
CeTCOR_e_Exh_Track	1	1	1	1	1

DFCO_ZeroPedalTorqueDisableOfst - Part 2

y/x	CeDTRR_e_TrqShapingRateF	CeDTRR_e_TrqShapingRateG	CeDTRR_e_TrqShapingRateH	CeDTRR_e_TrqShapingRateI	CeDTRR_e_TrqShapingRateJ
CeTCOR_e_Exh_Normal	15	7	1	1	1
CeTCOR_e_Exh_Sport	1	1	1	1	1
CeTCOR_e_Exh_Track	1	1	1	1	1

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 (usee)
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	11,087	11,087	6,405	4,028	2,100	1,890	1,650	717	700	334	237	229	166
6	11,087	11,087	6,405	4,028	2,858	1,890	1,675	961	893	434	265	249	177
8	11,935	11,935	6,911	4,354	2,918	2,050	1,740	1,156	868	530	325	258	193
10	12,820	12,820	7,439	4,695	3,151	2,324	2,125	1,035	829	650	404	278	206
12	13,753	13,753	7,996	5,055	3,398	2,390	2,315	1,050	1,250	631	480	337	255
14	14,727	14,727	8,580	5,434	3,658	2,580	2,430	850	1,115	442	555	442	316
16	15,737	15,737	9,186	5,827	3,928	2,770	2,600	850	675	433	670	449	353
18	16,792	16,792	9,821	6,240	4,212	2,970	2,865	1,100	540	489	700	493	387
20	17,886	17,886	10,480	6,669	4,508	3,190	3,135	1,700	670	494	720	562	422
22	19,011	19,011	11,159	7,112	4,814	3,400	3,330	2,425	749	520	775	598	474
24	20,179	20,179	11,865	7,573	5,133	3,600	3,530	2,850	1,500	570	840	634	524
26	21,380	21,380	12,593	8,049	5,462	3,880	3,830	3,050	1,650	680	900	659	559
30	23,150	23,150	13,647	8,730	5,927	4,200	4,250	3,255	1,896	854	1,050	741	624
40	28,306	28,306	16,746	10,743	7,313	5,200	5,181	3,789	2,486	1,448	1,318	750	710
60	32,768	32,768	22,937	14,766	10,081	7,190	6,339	4,960	3,579	2,344	1,611	846	785
78	32,768	32,768	28,209	18,192	12,439	8,800	7,328	6,096	4,553	3,158	1,847	1,023	856
97	32,768	32,768	32,768	22,212	15,205	10,800	8,599	7,457	5,645	4,030	2,035	1,211	942

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	112	84	74	55	49	35	18	18	15	9	5	5	5
6	119	90	79	59	53	35	22	19	17	6	6	6	6
8	133	107	92	65	61	34	22	20	18	8	6	6	6
10	175	108	104	80	65	34	23	20	18	9	8	8	8
12	211	152	124	93	77	38	25	22	18	14	9	9	9
14	233	176	139	106	89	39	28	22	20	14	11	11	11
16	264	191	153	115	93	48	34	23	20	17	11	11	11
18	308	208	165	131	102	50	37	25	20	17	11	11	11
20	334	224	174	143	111	53	39	21	21	17	11	11	11
22	376	259	191	156	127	55	41	29	21	17	12	12	12
24	401	292	209	172	136	59	43	31	23	17	13	13	13

Initial Supporting table - RufCyl Decel

26	430	329	232	189	147	64	45	32	25	18	16	16	16
30	507	391	293	225	176	69	50	34	28	20	19	19	19
40	641	566	408	304	237	79	69	49	34	25	24	24	24
60	705	615	516	395	299	90	91	72	51	40	29	29	29
78	779	685	596	445	360	135	107	105	65	45	31	31	31
97	879	746	620	495	412	178	120	132	84	51	33	33	33

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 (usee)
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	11,015	11,015	6,356	3,714	2,350	1,870	1,346	831	738	324	241	168	133
6	11,015	11,015	6,356	3,714	2,479	1,870	1,516	980	922	354	284	188	143
8	12,251	12,251	7,091	4,466	3,200	2,101	2,050	1,204	916	357	297	238	153
10	13,565	13,565	7,875	4,972	3,339	2,349	2,215	929	899	485	369	235	182
12	14,973	14,973	8,717	5,518	3,713	2,618	2,415	1,150	1,210	718	378	299	236
14	16,463	16,463	9,612	6,098	4,112	2,904	2,510	950	1,177	778	468	378	309
16	18,024	18,024	10,551	6,709	4,532	3,207	2,650	1,050	1,413	712	566	393	358
18	19,668	19,668	11,543	7,356	4,979	3,528	2,815	1,331	1,151	990	655	489	407
20	21,380	21,380	12,579	8,032	5,446	3,866	2,880	1,930	1,304	877	720	537	479
22	23,143	23,143	13,647	8,732	5,931	4,216	2,980	2,160	1,334	892	800	607	541
24	24,967	24,967	14,756	9,459	6,435	4,581	3,150	2,425	1,350	1,029	910	660	606
26	26,832	26,832	15,892	10,205	6,954	4,957	3,400	2,735	1,700	1,227	1,000	761	658
30	29,506	29,506	17,485	11,233	7,656	5,459	4,030	2,973	2,584	1,252	1,200	856	711
40	32,768	32,768	22,275	14,354	9,808	7,009	5,180	3,583	3,229	1,939	1,425	934	830
60	32,768	32,768	31,845	20,588	14,107	10,106	7,490	4,331	4,379	2,888	1,660	1,073	920
78	32,768	32,768	32,768	25,897	17,768	12,742	9,460	5,265	5,393	3,656	1,892	1,368	1,050
97	32,768	32,768	32,768	32,126	22,064	15,837	11,770	6,363	6,456	4,555	2,155	1,614	1,275

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	118	71	51	41	36	29	18	12	12	5	7	7	7
6	132	83	69	52	45	29	22	12	12	7	8	8	8
8	148	92	82	64	53	31	22	14	13	9	8	8	8
10	182	115	89	76	59	31	23	18	14	10	9	9	9
12	207	138	125	103	83	36	25	20	18	15	9	12	12
14	232	176	145	119	97	41	30	26	18	17	9	12	12
16	269	207	170	145	109	60	39	27	22	17	10	13	13
18	291	243	192	158	119	54	43	29	23	19	13	15	15
20	344	274	214	177	138	57	46	32	25	20	16	18	18
22	389	304	233	194	150	60	50	34	26	23	17	19	19
24	440	342	264	213	167	70	53	36	29	23	19	21	21

Initial Supporting table - RufCyl Jerk

26	492	376	280	232	187	76	59	45	37	25	22	22	22
30	583	433	327	267	221	91	66	42	38	27	25	25	25
40	703	574	436	352	278	120	100	66	45	34	28	28	28
60	756	735	520	485	370	160	140	108	88	57	34	34	34
78	843	790	580	537	435	210	165	149	112	78	39	39	39
97	942	845	640	594	514	280	193	187	128	100	43	43	43

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 (usee)
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 nearTDC. Thresholds are a function of rpm and % engine Load.

Value Units: Delta time per cylinder (usee)
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 YAXIS 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	0	200	400	600	800	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,400	2,600	2,800	3,000	3,200

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
XUnit: 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	81	78	65	56	52	51	50	48	47	46	44	42	41	39	38	38	37

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	724	732	740	769	771	768	768	765	764	767	770	773	776	778	780	782	783

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	81	78	65	56	52	51	50	48	47	46	44	42	41	39	38	38	37

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	124	132	140	169	171	168	168	165	164	167	170	173	176	178	180	182	183

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 - 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	-0.20	-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	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.05	-0.05	-0.06	-0.06	-0.07
19.00	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
20.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
21.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
22.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04	-0.04
24.00	-0.02	-0.03	-0.03	-0.03	-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	-0.05
32.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.04	-0.05	-0.05	-0.05	-0.06
34.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.05	-0.05	-0.05	-0.06	-0.06
35.00	-0.02	-0.03	-0.03	-0.03	-0.04	-0.04	-0.05	-0.05	-0.05	-0.06	-0.06
36.00	-0.02	-0.03	-0.03	-0.04	-0.04	-0.04	-0.05	-0.05	-0.06	-0.06	-0.06

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	-0.20	-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	-0.07	-0.07	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.10	-0.13
19.00	-0.04	-0.04	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.10	-0.13
20.00	-0.04	-0.04	-0.08	-0.08	-0.08	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12
21.00	-0.04	-0.04	-0.08	-0.08	-0.08	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12
22.00	-0.04	-0.04	-0.08	-0.08	-0.08	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12
24.00	-0.04	-0.04	-0.04	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
26.00	-0.04	-0.04	-0.04	-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	-0.04	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
30.00	-0.05	-0.06	-0.06	-0.06	-0.08	-0.09	-0.09	-0.10	-0.10	-0.10	-0.12
32.00	-0.06	-0.07	-0.07	-0.07	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
34.00	-0.07	-0.07	-0.07	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
35.00	-0.07	-0.07	-0.07	-0.08	-0.08	-0.09	-0.09	-0.09	-0.10	-0.10	-0.12
36.00	-0.07	-0.07	-0.08	-0.08	-0.08	-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	-0.20	-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	-0.14	-0.14	-0.18	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
19.00	-0.14	-0.14	-0.18	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
20.00	-0.14	-0.14	-0.18	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
21.00	-0.14	-0.14	-0.18	-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	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
26.00	-0.14	-0.14	-0.19	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
28.00	-0.14	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
30.00	-0.16	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
32.00	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
34.00	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
35.00	-0.17	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20	-0.20
36.00	-0.17	-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 - 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	5	5	5	5	5

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	-4.00	-4.00	-4.00	-4.00	-3.00

P2B00 P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F - kaFULO_n_R

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	4	5
0	3,600	3,600	3,600	3,600	3,600	3,600
1	3,000	3,000	3,000	3,000	3,000	3,000

E>01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude 2 D

Description: Opening Magnitude 2 Delta threshold to detect missing injection pulse

Value Units: Opening Magnitude 2 Delta 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	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitude

Description: Opening Magnitude 2 threshold to detect missing injection pulse

Value Units: Opening Magnitude 2 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	400.00	400.00	400.00	400.00	400.00	400.00	400.00	400.00	400.00	400.00	400.00	400.00	400.00	400.00	400.00	400.00	400.00

) P2B01 P2B02 P2B03 P2B04 P2B05 P2B06 P2B07 P2B96 P2B08 P2B09 P2B0A P2B0B P2B0C P2B0D P2B0E P2B0F- Opening Magnitu it

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	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00	75.00

Initial Supporting table - KtPCVD_t_PCV_PresSnsrEquilib_table

Description:

y/x	-40	-30	-20	-10	0	30	40
1	10	10	10	10	10	10	10

Initial Supporting table - P0324_PerCyl_ExcessiveKnock_Threshold

Description: Fail threshold for the Knock Performance per-cylinder Excessive Knock Diagnostic

Value Units: Filtered Knock Intensity. Unit-less term scaled from 0.0 (no knock) to 5.0 (maximum/large knock)
X Unit: Engine Speed (RPM)
Y Units: N/A

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	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44	2.44

Initial Supporting table - P0325_P0330_OpenCktThrshMax (20 kHz)

Description: Knock Open Circuit Diagnostic Maximum Threshold when using the 20 kHz method (see "OpenMethod" description)

Value Units: Unit-less, filtered term from the Knock Detection Fast Fourier Transform (FFT) for the 20 kHz frequency range.
X Unit: Engine Speed (RPM).
Y Units: N/A

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	1.1699	1.1699	1.1641	1.1680	1.0684	1.0195	0.9941	0.9121	0.7598	0.7051	0.7324	0.6758	0.6191	0.6191	0.6191	0.6191	0.6191

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).

Value Units: Filtered background engine noise. Unit-less term from the Knock Detection Fast Fourier Transform (FFT) for a selected frequency range.
X Unit: Engine Speed (RPM)
Y Units: N/A

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Initial Supporting table - P0325_P0330_OpenCktThrshMin (20 kHz)

Description: Knock Open Circuit Diagnostic Minimum Threshold when using the 20 kHz method (see "OpenMethod" description)

Value Units: Unit-less, filtered term from the Knock Detection Fast Fourier Transform (FFT) for the 20 kHz frequency range.
X Unit: Engine (RPM)
Y Units: N/A

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	0.5781	0.5781	0.5742	0.5801	0.5195	0.5020	0.4863	0.4512	0.3770	0.3730	0.3730	0.3730	0.3730	0.3730	0.3730	0.3730	0.3730

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).

Value Units: Filtered background engine noise. Unit-less term from the Knock Detection Fast Fourier Transform (FFT) for a selected frequency range.
X Unit: Engine Speed (RPM)
Y Units: N/A

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Initial Supporting table - P0325_P0330_OpenMethod_2

Description: Defines which Knock Open Circuit Diagnostic method to use.

Value Units: Identifies one of two diagnostic methods (either 20 kHz or Normal Noise) used (as a function of engine speed) for Open Circuit detection
X Unit: Engine Speed Index, 500 to 8500 (RPM) by 500 rpm increments (Index 0, 1, 2.... 16 = 500, 1000, 1500.... 8500 RPM)
Y Units: N/A

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_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz

P0325_P0330_OpenMethod_2 - Part 3

y/x	10	11	12	13	14
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 4

y/x	15	16			
1	CeKNKD_e_Open_20KHz	CeKNKD_e_Open_20KHz			

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)

Value Units: Boolean that indicates which engine cylinders are being used for the per-sensor Knock Performance diagnostic (0 = not used, 1 = used)
X Unit: Cylinder number in firing order (i.e. Cyl 0 = first cylinder in firing order, Cyl 1 = second cylinder in firing order....)
Y Units: N/A

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

Value Units: Filtered background engine noise. Unit-less term from the Knock Detection Fast Fourier Transform (FFT) for a selected frequency range.
X Unit: Engine Speed (RPM)
Y Units: N/A

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	1.100	1.100	1.100	1.100	0.726	0.513	0.414	0.585	0.479	0.263	0.298	0.341	0.341	0.341	0.341	0.341	0.341

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.

Value Units: Unit-less, filtered term from the Knock Detection Fast Fourier Transform (FFT) for the 20 kHz frequency range.
X Unit: Engine Speed (RPM)
Y Units: N/A

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	0.070	0.070	0.070	0.072	0.072	0.072	0.072	0.080	0.080	0.098	0.125	0.158	0.191	0.191	0.191	0.191	0.191

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.

Value Units: Unit-less, filtered term from the Knock Detection Fast Fourier Transform (FFT) for the 20 kHz frequency range.
X Unit: Engine Speed (RPM).
Y Units: N/A

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	0.035	0.035	0.035	0.035	0.035	0.037	0.037	0.043	0.043	0.053	0.068	0.088	0.088	0.088	0.088	0.088	0.088

DIAGNOSTIC SUMMARY TABLES -- EPS (Initial DTCs)

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	C11D2	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	C11D2	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	C11D2	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

DIAGNOSTIC SUMMARY TABLES -- EPS (Initial DTCs)

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	2ms	Safety Emissions Neutral Diagnostic - Type C
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	C1437	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

DIAGNOSTIC SUMMARY TABLES -- EPS (Initial DTCs)

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 RAMI	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 RAM2	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 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.	HETTU 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

DIAGNOSTIC SUMMARY TABLES -- EPS (Initial DTCs)

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

DIAGNOSTIC SUMMARY TABLES -- EPS (Initial DTCs)

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Vehicle Power Mode	= Enabled = 6V < voltage < 16V = RUN	8ms	Safety Emissions Neutral Diagnostic - Type C
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
		States and modes calculated via two separate algorithm			Diagnostic	= Enabled		Safety Emissions

DIAGNOSTIC SUMMARY TABLES -- EPS (Initial DTCs)

Component/System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
ECU Hardware Failure	C144A	and compared . Emissions neutral default action: disable steering angle based auto-stop inhibit and perform auto-stops.	States and Modes Systematic Coverage	MISMATCH	Voltage	= 6V < voltage < 16V	2ms	oaieiy emissions Neutral Diagnostic - TypeC
					Vehicle Power Mode	= RUN		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within B101D.	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 $AAthe algorithm will write $55, then read the value back, if the value is not $55 the DTC will set.	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 Calibration is Enabled B101D_34_ENABLE	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active = TRUE	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.	Type D, SDA1 Trip Safety END
			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 Calibration is Enabled B101D_35_ENABLE	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active = TRUE	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 EEPROM will occur before setting the DTC. OR Secondary micro	Three failed Checksums	Vehicle Power Mode Secondary Parameters Virtual Network condition Calibration is enabled B101D_36_ENABLE	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active = TRUE	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 Ilium.
			indicates EEPROM memory failure check.					
			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 Calibration is enabled B101D_39_ENABLE	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active = TRUE	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 Calibration is enabled B101D_39_ENABLE	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active = TRUE	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 Calibration is enabled B101D_39_ENABLE	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active = TRUE	Memory Diagnostics are run on Powerup.	
			No SPI communication (or faulty communication)	Loss of Communication on SPI	Vehicle Power Mode	= Any	SPI Communication	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			between the Microcontroller and Vision Processing Engine	network	Secondary Parameters Virtual Network condition Calibration is enabled B101D_39_ENABLE	= 9 - 16 V = Any Virtual Network that the ECU participates in is active = TRUE	is tested in Powerup.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Electronic Control Unit Software	B101E	This diagnostic monitors for multiple software errors within the FCM. This can include communications, calibrations, or VIN programming. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within B101E.	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.	Fault Detected	Vehicle Power Mode Secondary Parameters Virtual Network condition Calibration is enabled B101E_3C_ENABLE	= RUN = 9 - 16 V = Any Virtual Network that the ECU participates in is active = TRUE	50 seconds	Type D, SDA1 Trip Safety END
			Default calibrations are still stored and have not been written	Memory space for calibrations are empty or all OxFF	Vehicle Power Mode Secondary Parameters Virtual Network condition Calibration is enabled B101E_42_ENABLE	= RUN = 9 - 16 V = Any Virtual Network that the ECU participates in is active = TRUE	Once on Power Up.	
			VIN stored in EEPROM contains all bytes with OxFF.	Memory space for VINs are ALL OxFF	Vehicle Power Mode Secondary Parameters Virtual Network condition Manufacturing requirement: MIC Calibration is enabled	= RUN = 9 - 16 V = Any Virtual Network that the ECU participates in is active >= Manufacturing Enable Counter	Once on Power Up.	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					B101E_47_ENABLE	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Control Module Power Circuit	B1325	Voltage Out of Range. Upon fault detection, the emissions neutral default action of disabling adaptive cruise control will be enabled. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within this fault.	Supply Voltage to FCM	< 9.0V (+/- 0.5 V)	Vehicle Power Mode Virtual Network condition Calibration is enabled B1325_03_ENABLE	= RUN = Any Virtual Network that the ECU participates in is active = TRUE	1 second	Type D, SDA1 Trip Safety END
			Supply Voltage to FCM	> 16.0V (+/-0.5V)	Vehicle Power Mode Virtual Network condition Calibration is enabled B1325_07_ENABLE	= RUN = Any Virtual Network that the ECU participates in is active = TRUE	0.5 second	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Front Camera Module - Long Range Radar Objects Detected Not Plausible	B1A01	Monitors the message 'freshness' for vehicle yaw and vehicle speed provided by the chassis sub-systems. These messages are send to the Front Camera Module via CAN. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur.	If last valid message associated with yaw or vehicle speed is older than the defined maximum 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	Fault Detected.	Vehicle Power Mode Secondary Parameters Virtual Network condition Manufacturing requirement: MIC Calibration is enabled B1A01_00_ENABLE	= Any = 9 - 16 V = Any Virtual Network that the ECU participates in is active >= Manufacturing Enable Counter = TRUE	Inputs are checked for plausibility at startup and continuously after 0.05 seconds.	Type D, SDA1 Trip Safety END

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Steering Wheel Controls ACC Gap Up/Down Signal Circuit	B3623	Monitors the 'Lane Keep Assist' Buttons on the steering wheel for Short to Ground and Short to Battery/Open Circuit failures. Stuck buttons are also monitored. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within B3623.	The CAN message for the Cruise Control Switches (as reported by the Body Control Module, over GM High Speed CAN) has not been received for more than 10 seconds OR if those switches are sensed to have an indeterminate value. 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 Calibration is enabled B3623_08_ENABLE Five second delay after communication enable	= Run = 9 - 16 V = Any Virtual Network that the ECU participates in is active = TRUE	10 seconds	Type D, SDA1 Trip Safety END

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur.	Camera Alignment is not successful either at EOL / Service Station OR Video Processing Engine reported camera is out of severe alignment	Fault Detected by Video Processing Engine	Vehicle Power Mode Secondary Parameters Virtual Network condition Manufacturing requirement Calibration is enabled B395D_08_ENABLE	= RUN = 9 - 16 V = Any Virtual Network that the ECU participates in is active >= Manufacturing Enable Counter = TRUE	At Power-up and every 0.05 seconds	Type D, SDA1 Trip Safety END

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Loss of Communications or Invalid Data with Transmission Controller	DID $05-enm_VBACC_Manual Jnhibit_Reason	This diagnostic monitors critical CAN message frames from the tranmission controller to ensure it is communicating. This diagnostic also monitors Invalid data from the tranmission controller. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within DID $18.	CAN message ($1F5) from the brake control module not received	No activity of Transmission controller signals for 5 or more seconds.	Vehicle Power Mode Virtual Network condition ECU Operational condition Calibration is enabled for diagnostic	= RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state = TRUE	< 3.5 s	Type D, SDA1 Trip Safety END
			This diagnostic 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 Calibration is enabled for diagnostic	= RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state = TRUE	< 3.5 s	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Loss of Communications or Invalid Data with Brake Control Module	DID $18-enm_VBACC_AutomaticInhibit_Reason	This diagnostic monitors critical CAN message frames from the brake controller to ensure it is communicating. This diagnostic also monitors Invalid data from the brake controller. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within DID $18	CAN message ($0C5, $214, $1E9) from the brake control module not received	No activity of brake controller signals for 3 or more seconds.	Vehicle Power Mode Virtual Network condition ECU Operational condition Calibration is enabled for diagnostic	= RUN = Any Virtual Network that the ECU participates in is active = Comms enabled = TRUE	< 3 s	Type D, SDA1 Trip Safety END
			This diagnostic monitors brake controller CAN frames ($0C5, $1E9, $214) 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 Calibration is enabled for diagnostic	= RUN = Any Virtual Network that the ECU participates in is active = Comms enabled = TRUE	< 0.5 s	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Loss of Communications or Invalid Data with Engine Control Module	DID $18-enm_VBACC_Autom aticjn hibit_Reason	This diagnostic monitors critical CAN message frames from the engine controller to ensure it is communicating. This diagnostic also monitors Invalid data from the brake controller. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within DID $18.	CAN message ($1C4) from the engine controller not received	No activity of engine controller signals for 3 or more seconds.	Vehicle Power Mode Virtual Network condition ECU Operational condition Calibration is enabled for diagnostic	= RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state = TRUE	< 3 s	Type D, SDA1 Trip Safety END
			This diagnostic 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 Calibration is enabled for diagnostic	= RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state = TRUE	< 0.5 s	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Loss of Communications or Invalid Data with Inertial MeasurementUnit	DID $18-enm_VBACC_AutomaticjnhibitReason	This diagnostic monitors critical CAN message frames from inertial measurement unit to ensure it is communicating. This diagnostic also monitors Invalid data from the inertial measurement unit. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within DID $18	CAN message $34C from the inertial measurement unit located within the airbag module is not received	No activity of IMU signals for 3 or more seconds.	Vehicle Power Mode Virtual Network condition ECU Operational condition Calibration is enabled for diagnostic	= RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state = TRUE	< 3 s	Type D, SDA1 Trip Safety END
			This diagnostic 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 Calibration is enabled for diagnostic	= RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state = TRUE	< 0.5 s	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Loss of Communications or Invalid Data with Steering Angle Sensor	DID $18-enm_VBACC_AutomaticInhibit_Reason	This diagnostic 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. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within DID $18	CAN message $1E5 from the steering angle sensor located within the electronic steering sensor is not received	No activity of EPS signals for 3 or more seconds.	Vehicle Power Mode Virtual Network condition ECU Operational condition Calibration is enabled for diagnostic	= RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state = TRUE	< 3 s	Type D, SDA1 Trip Safety END
			This diagnostic 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 Calibration is enabled for diagnostic	= RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state = TRUE	0.5 s	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Low Speed CAN Bus Off	DID $18-enm_VBACC_Automaticjnhibit_Reason	Monitors the GM Low Speed CAN bus for a 'Bus-Off Condition. Upon fault detection, the emissions neutral default action of disabling adaptive cruise control will be enabled.	CAN Bus Failure Detected	= TRUE	Vehicle Power Mode Virtual Network condition ECU Operational condition Calibration is enabled U0078_00_ENABLE	= OFF, ACCESSORY, RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state = TRUE	Diagnostic Runs Every 1 second	Type D, SDA1 Trip Safety END

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
High Speed CAN Bus Off	U0073	Monitors the GM High Speed CAN bus for a Bus-Off Condition. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur.	CAN Bus Failure Detected Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur.	= TRUE	Vehicle Power Mode Virtual Network condition ECU Operational condition Calibration is enabled U0073_00_ENABLE	= OFF, ACCESSORY, RUN = Any Virtual Network that the ECU participates in is active = While in the ECU_COMM_Active state = TRUE	Diagnostic Runs Every 1 second	Type D, SDA1 Trip Safety END

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Lost Communication with Body Control Module	U0140	This diagnostic monitors critical CAN message frames from Body Control Module to ensure it is communicating. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur.	Key CAN messages from the Body Control Module are not received	No activity of BCM signals for 3 seconds	Vehicle Power Mode Virtual Network condition ECU Operational condition Calibration is enabled U0140_00_ENABLE	= RUN = Any Virtual Network that the ECU participates in is active = TRUE	3 seconds	Type D, SDA1 Trip Safety END

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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. Upon fault detection the emissions neutral default action of disabling adaptive cruise control will occur. This applies to all malfunctions listed within U0422.	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	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	Type D, SDA1 Trip Safety END
			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) Calibration is enabled U0422_72_ENABLE	= RUN = TRUE	0.15 second out of 0.5 second window	
			A sliding window monitors for Data Protection Calculations that are incorrect or not updated. The following messages are monitored:	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)	= 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 Ilium.
			-Brake Pedal Switch -Cruise Control Switches		Calibration is enabled U0422_74_ENABLE	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Primary (Sensor 1) IMU Sensor - Lateral Acceleration Circuit	C0186	This monitor cover various aspects of the lateral acceleration 1 sensor circuit Upon fault detection, the emissions neutral default action of disabling adaptive cruise control will be enabled	Self contious test fails on IMU Chip	Fault Detected	Comm_Enable Operating Voltage DTC Enabled SDM Configuration	= Available = 9.0 - 19.Ov = True = True	0.05 s	Safety Non-MIL Emissions Neutral Diagnostic
Primary (Sensor 1) IMU Sensor - Yaw Rate Circuit	C0196	This monitor cover various aspects of the yaw acceleration 1 sensor circuit Upon fault detection, the emissions neutral default action of disabling adaptive cruise control will be enabled	Self contious test fails on IMU Chip	Fault Detected	Comm_Enable Operating Voltage DTC Enabled	= Available = 9.0 - 19.Ov = True	0.05 s	Safety Non-MIL Emissions Neutral Diagnostic
		General Failure Upon fault detection, the emissions neutral default action of disabling adaptive cruise control will be enabled (this applies to all failure modes within B101D)	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 Power supply Failure	Fault Detected	Power Mode DTC	= RUN, CRANK or PROLONGATION TIME power mode. = Enabled	0.2 s	Safety Non-MIL Emissions Neutral Diagnostic
		IMU_IC_RUNCTC-START	IMU Power up self test failure	Fault Detected	SDM Power	= ON	2 occurances	Safety Non-MIL Emissions Neutral Diagnostic
		IMU_IC_RUNCTC_ASSERT	IMU Power up self test failure	Fault Detected	SDM Power	= ON	2 occurances	Safety Non-MIL Emissions Neutral Diagnostic
		IMU_IC_RUNCTC_DEASSERT	IMU Power up self test failure	Fault Detected	SDM Power	= ON	2 occurances	Safety Non-MIL Emissions Neutral Diagnostic

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	secondary Parameters	triable conditions	Time Required	MIL Ilium.
ECU Hardware Performance	B101D	IMU_IC_RUNCAP_START	IMU Power up self test failure	Fault Detected	SDM Power	= ON	2 occurances	Safety Non-MIL Emissions Neutral Diagnostic
		IMU_IC_RUNCAP	IMU Power up self test failure	Fault Detected	SDM Power	= ON	2 occurances	Safety Non-MIL Emissions Neutral Diagnostic
		IMU_IC_RUNBIST_START	IMU Power up self test failure	Fault Detected	SDM Power	= ON	2 occurances	Safety Non-MIL Emissions Neutral Diagnostic
		IMU_IC_RUNBIST	IMU Power up self test failure	Fault Detected	SDM Power	= ON	2 occurances	Safety Non-MIL Emissions Neutral Diagnostic
		IMU_IC_WRONG_SENSOR	IMU IC reports an incorrect configuration	Fault Detected	SDM Power	= ON	1 occurance	Safety Non-MIL Emissions Neutral Diagnostic
		IMUJCJNITSTAT	IMU IC reports internal error on power up	Fault Detected	SDM Power	= ON	2 occurances	Safety Non-MIL Emissions Neutral Diagnostic
		IMU_IC_CONFIG	IMU does not accept configuration commands for Filter setting, etc	Fault Detected	SDM Power	= ON	2 occurances	Safety Non-MIL Emissions Neutral Diagnostic
		IMUJC-TEMPERATURE	IMU temperature reading out of range	Fault Detected	SDM Power	= ON	0.1 s	Safety Non-MIL Emissions Neutral Diagnostic
		INCORRECT_HSCAN_IC_VDD	VDD outside range	= 5 +/- 0.5V	SDM Power Battery Voltage	= ON = Within normal rage	0.02 s	Safety Non-MIL Emissions Neutral Diagnostic
		IMU_VECTOR_DATA_MISMATCH	HSCAN Data to transmit does not match data requested to transmit	Fault Detected	SDM Power	= ON	0.04 s	Safety Non-MIL Emissions Neutral Diagnostic
ECU Software Performance	B101E	IMU Offset Data failure. IMUs have an offselt calculated. This diagnostic will be set if the data for the offset is compromised	Checksum of offset data not correct.	Fault Detected	SDM Power IMU Configuration IMU Rezero	= ON = True = Passed	0.05 s	Safety Non-MIL Emissions Neutral Diagnostic

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	secondary Parameters	tnaoie conditions	Time Required	MIL Ilium.
Device Power Circuit	B1325	Voltage Below Threshold The fault will set at the 8V threshold, however the emissions neutral default action of disabling adaptive cruise control will occur until < 5V threshold. This is due to the safety case design .	V Battery	Vbatt < 8 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 Upon fault detection, the emissions neutral default action of disabling adaptive cruise control will be enabled	CAN Shorted to Ground OR A fault CAN controller	Fault Detected	Power Mode DTC Calibration Comm Enabled Operating Voltage	= OFF, ACC or RUN = Enabled = Active = 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 Ilium.
Left Front Wheel Speed Sensor Correlation	C0505	The diagnostic monitor compares the difference between the raw measured wheel speed signal and the raw transmission output speed sensor signal. If the difference is beyond a threshold, a fail time updates, and when the fail time reaches a threshold, a fail count updates. When the fail count reaches a threshold, the DTC is set as a confirmed DTC. Emission neutral default sets wheel speed signal to 0.0 RPM/KPH.	vehicle speed difference update fail time	> 3.5 KPH	diagnostic monitor enabled	= 1 Boolean	fail time > 1.00 seconds increment fail count fail count > 2 counts 25 millisecond update rate	Emission Neutral Diagnostic - Type C
					convert raw measured TOSS RPM to calculated TOSS vehicle speed KPH			
					convert raw measured LF wheel speed RPM to calculated LF vehicle speed KPH			
					calculate vehicle speed difference = ABS (calculated TOSS vehicle speed KPH - calculated LF vehicle speed KPH)			
					wheel speed rationality diagnostic enabled	= 1 Boolean		
					U0121 loss comm ABS/ EBCM fault active	= FALSE		
					battery voltage for battery voltage time	> 9.00 volts > 0.100 seconds		
					run/crank voltage for run/crank voltage time	> 9.00 volts > 0.100 seconds		
					P0722, P0723, P077C, P077D fault active	= FALSE		
					vehicle speed source (vehicle speed calculated from sensor)	= TOSS		
					front wheel drive calibration enable	= 1 Boolean		
					variator steady state	= TRUE		

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Right Front Wheel Speed Sensor Correlation	C050B	The diagnostic monitor compares the difference between the raw measured wheel speed signal and the raw transmission output speed sensor signal. If the difference is beyond a threshold, a fail time updates, and when the fail time reaches a threshold, a fail count updates. When the fail count reaches a threshold, the DTC is set as a confirmed DTC. Emission neutral default sets wheel speed signal to 0.0 RPM/KPH.	vehicle speed difference update fail time	> 3.5 KPH	diagnostic monitor enabled	= 1 Boolean	fail time > 1.00 seconds increment fail count fail count > 2 counts 25 millisecond update rate	Emission Neutral Diagnostic - Type C
					convert raw measured TOSS RPM to calculated TOSS vehicle speed KPH			
					convert raw measured RF wheel speed RPM to calculated RF vehicle speed KPH			
					calculate vehicle speed difference = ABS (calculated TOSS vehicle speed KPH - calculated RF vehicle speed KPH)			
					wheel speed rationality diagnostic enabled	= 1 Boolean		
					U0121 loss comm ABS/ EBCM fault active	= FALSE		
					battery voltage for battery voltage time	> 9.00 volts > 0.100 seconds		
					run/crank voltage for run/crank voltage time	> 9.00 volts > 0.100 seconds		
					P0722, P0723, P077C, P077D fault active	= FALSE		
					vehicle speed source (vehicle speed calculated from sensor)	= TOSS		
					front wheel drive calibration enable	= 1 Boolean		
					variator steady state	= TRUE		

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Left Rear Wheel Speed Sensor Correlation	C0511	The diagnostic monitor compares the difference between the raw measured wheel speed signal and the raw transmission output speed sensor signal. If the difference is beyond a threshold, a fail time updates, and when the fail time reaches a threshold, a fail count updates. When the fail count reaches a threshold, the DTC is set as a confirmed DTC. Emission neutral default sets wheel speed signal to 0.0 RPM/KPH.	vehicle speed difference update fail time	> 6.0 KPH	diagnostic monitor enabled convert raw measured TOSS RPM to calculated TOSS vehicle speed KPH convert raw measured LR wheel speed RPM to calculated LR vehicle speed KPH calculate vehicle speed difference = ABS (calculated TOSS vehicle speed KPH - calculated LR vehicle speed KPH) wheel speed rationality diagnostic enabled U0121 loss comm ABS/ EBCM fault active battery voltage for battery voltage time run/crank voltage for run/crank voltage time P0722, P0723, P077C, P077D fault active vehicle speed source (vehicle speed calculated from sensor) front wheel drive calibration enable variator steady state	= 1 Boolean = 1 Boolean = FALSE > 9.00 volts > 0.100 seconds > 9.00 volts > 0.100 seconds = FALSE = TOSS = 1 Boolean = TRUE	fail time > 1.00 seconds increment fail count fail count > 2 counts 25 millisecond update rate	Emission Neutral Diagnostic - Type C

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Right Rear Wheel Speed Sensor Correlation	C0517	The diagnostic monitor compares the difference between the raw measured wheel speed signal and the raw transmission output speed sensor signal. If the difference is beyond a threshold, a fail time updates, and when the fail time reaches a threshold, a fail count updates. When the fail count reaches a threshold, the DTC is set as a confirmed DTC. Emission neutral default sets wheel speed signal to 0.0 RPM/KPH.	vehicle speed difference update fail time	> 6.0 KPH	diagnostic monitor enabled convert raw measured TOSS RPM to calculated TOSS vehicle speed KPH convert raw measured RR wheel speed RPM to calculated RR vehicle speed KPH calculate vehicle speed difference = ABS (calculated TOSS vehicle speed KPH - calculated RR vehicle speed KPH) wheel speed rationality diagnostic enabled U0121 loss comm ABS/ EBCM fault active battery voltage for battery voltage time run/crank voltage for run/crank voltage time P0722, P0723, P077C, P077D fault active vehicle speed source (vehicle speed calculated from sensor) front wheel drive calibration enable variator steady state	= 1 Boolean = 1 Boolean = FALSE > 9.00 volts > 0.100 seconds > 9.00 volts > 0.100 seconds = FALSE = TOSS = 1 Boolean = TRUE	fail time > 1.00 seconds increment fail count fail count > 2 counts 25 millisecond update rate	Emission Neutral Diagnostic - Type C

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

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Steering Wheel Angle Sensor Signal Message Counter Incorrect (Emissions Neutral Diagnostic)	C1211	This DTC monitors for an error in the Steering Wheel Angle Sensor Signal Message Counter. Emissions neutral default action is to disable auto-stop inhibits and perform auto-stops as originally intended.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Steering Wheel Angle ARC Steering Angle Sensor CSUM	>= 15.00 counts out of >= 18.00 counts >=2.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	>= 5,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Steering Wheel Angle ARC samples every 15.00 milliseconds. Steering Angle Sensor CSUM samples every 15.00 milliseconds.	Emissions Neutral Diagnostic

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 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 Q impedance between signal and controller ground)	battery voltage run crank voltage diagnostic monitor enabled sensor type is either directly proportional or inversely proportional U0073 fault active U0073 test fail this key on	> 11.00 volts > 11.00 volts Enabled = 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 Diagnostics - Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 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 Q impedance between signal and controller power)	battery voltage run crank voltage diagnostic monitor enabled sensor type is either directly proportional or inversely proportional U0073 fault active U0073 test fail this key on	> 11.00 volts > 11.00 volts Enabled = 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 Diagnostics - Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 longitudinal acceleration signal = 0.0 g.	ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal fail time, 50 millisecond update rate update raw longitudinal acceleration signal region 1 fail time, 50 millisecond update rate	> 0.0800 g	battery voltage run crank voltage diagnostic monitor enabled 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 Enabled Enabled > 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 % > 50.0 Nm > 0.0800 g > 2.0 KPH < 120.0 KPH	raw longitudinal acceleration signal stability time > 30.0 seconds raw longitudinal acceleration signal fail time > 75.0 seconds out of sample time> 120.0 seconds, 50 millisecond update rate region 1 fail time > 4.0 seconds out of region 1 sample time > 5.0 seconds, 50 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 Ilium.
					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 fail time, 50 millisecond update rate update raw longitudinal acceleration signal region 2 fail time, 50 millisecond update rate	> 0.0000 g	battery voltage run crank voltage diagnostic monitor enabled 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	> 11.00 volts > 11.00 volts Enabled Disabled > 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 > 30.0 seconds raw longitudinal acceleration signal fail time > 75.0 seconds out of sample time> 120.0 seconds, 50 millisecond update rate region 2 fail time > 75.0 seconds out of region 2 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 Ilium.
					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		
			ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal fail time, 50 millisecond update rate update raw longitudinal acceleration signal region 3 fail time, 50 millisecond update rate	> 0.0000 g	battery voltage run crank voltage diagnostic monitor enabled 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 Enabled Disabled > 15.0 KPH < 0.5300 g = TRUE = TRUE = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE	raw lateral longitudinal acceleration signal stability time > 30.0 seconds raw longitudinal acceleration signal fail time > 75.0 seconds out of sample time> 120.0 seconds, 50 millisecond update rate region 3 fail time > 75.0 seconds out of region 3 sample time > 120.0 seconds, 50 millisecond	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 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 > 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	update rate	
			ABS(TOSS vehicle speed acceleration - raw longitudinal acceleration signal) update raw longitudinal acceleration signal fail time, 50 millisecond update rate update raw longitudinal acceleration signal region 4 fail time, 50 millisecond update rate	> 0.1700 g	battery voltage run crank voltage diagnostic monitor enabled region 4 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 Enabled Enabled > 15.0 KPH < 0.5300 g = TRUE	raw lateral longitudinal acceleration signal stability time > 30.0 seconds raw longitudinal acceleration signal fail time > 75.0 seconds out of sample time> 120.0 seconds,	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					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 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 > 0.5300 g < 3.8500 g < 0.70 % < 50.0 Nm < -0.1700 g > 2.0 KPH < 120.0 KPH < 0.5300 g = FALSE = FALSE VehicleSpeedSensor_FA VehicleSpeedSensorError	50 millisecond update rate region 4 fail time > 2.0 seconds out of region 4 sample time > 2.5 seconds, 50 millisecond update rate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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.	
				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 Ilium.
ECU 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 Ilium.
ECU RAM Failure	P0604	Indicates that the TCM 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 Ilium.
			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 Ilium.
Internal ECU Processor Integrity Fault	P0606	Indicates that the TCM 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	409.594 seconds	Type A, 1 Trips
			MAIN processor receives seed in wrong order			always running	18 / 17 counts intermittent. 50 ms/count in the TCM main processor	
			2 fails in a row in the MAIN processor's ALU check			Test enabel calibration: CPU 1 enabled = 0 CPU 2 enabled = 1 CPU 3 enabled = 0 CPU 4 enabled = 0 CPU 5 enabled = 0 CPU 6 enabled = 0 CPU 7 enabled = 0 CPU 8 enabled = 0 (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 >=	5.00		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 0.450 seconds continuous; 50 ms/count in the TCM main processor	
			Checks for ECC (error	3 (results in MIL),		Test is Enabled:	variable,	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			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 >=	5 (results in MIL and remedial action)		1 (If 0, this test is disabled)	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	
			MAIN processor DMA transfer from Flash to RAM has 1 failure			Test is Enabled: 1 (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 (LoopTime)See supporting tables:	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
							P0606_PSW Sequence Sample f(Loop Time) counts 50 ms/count in the TCM 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.		Test is Enabled: 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 Ilium.
Internal ECU Processor Integrity Performance	P0607	Indicates that the TCM has detected an internal processor integrity performance.	Performs the failure diagnostic for the offline and online BIST results.			Test is enabled: 1 . (If 0, this test is disabled)	5 counts background task/ count in the TCM 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 Ilium.
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 Ilium.
Sensor Reference Voltage A Circuit/Open	P0641	The diagnostic monitor detects failures of the reference voltage circuit outside the normal voltage window of operation, or, the reference voltage raw circuit voltage differs loop to loop by an excessive amount.	reference voltage raw % our of range high OR reference voltage raw % our of range low OR ABS(reference voltage raw % - reference voltage raw % 12.5 millisecnnd filtered) 12.5 millisecond loop rate	> 92.25 % < 87.75 % > 0.8987 % When any of the above conditions are met, increment: out of range fail count out of range sample count and continuous fail time otherwise increment only: out of range sample count	diagnostic monitor enable calibration P0641 mapped to sensor reference voltage circuit 1 (CiVLTI i SnsrRefVoltICkt)	= 1 Boolean = CiVLTI_i_SnsrRefVolt1Ckt	out of range fail count > 40 counts in sample window of 80 counts OR continous out of range fail time > 0.250 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 or an open circuit.	< 0.5 0 impedance between signal and controller ground OR > 200 K Q impedance between signal and controller ground When malfunction criteria threshold is met, increment fail count and increment sample count, otherwise increment only sample count	(ground short diagnostic monitor enable calibration OR open circuit diagnostic monitor enable calibration) high side drive ON service mode $04 active	= 1 Boolean = 1 Boolean = TRUE = FALSE	ground short fail count > 6 counts within sample count of 2,400 counts OR open circuit fail count > 6 counts within sample count of 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 Ilium.
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 Q 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 Ilium.
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 Q 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 ECM Message Available Communication Check Enable for ECM message Vehicle is in a mode that enables accessory power	= 1 Boolean > 9.00 volts = CeTRGD_e_VoltDirctProP = TRUE = 1.00 Boolean = TRUE	fail time > 0.900 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 Ilium.
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	> -273.0 °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 Ilium.
						EngineTorqueEstInaccurate AcceleratorPedalFailure CrankSensor_FA ECT_Sensor_FA VehicleSpeedSensor_FA		
					TFT Warmup Pass P0711 test fail this key on	= FALSE = FALSE		
			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	= 1 Boolean		
					battery voltage	> 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	= 1 Boolean		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					propulsion system active	= TRUE		
			raw transmission fluid temperature - previous raw transmission fluid temperature, update rate 100 milliseconds, update fail time	< 0.0000 °C	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 > -273.0 °C < 150.0 °C	fail time > 300.0 seconds 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 Ilium.
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 Q			fail time > 5.00 seconds out of sample time > 6.00 seconds 1 seconds update rate	Type B, 2 Trips
					diagnostic monitor enable	= 1 Boolean	battery voltage in range time > 0.100 seconds	
					battery voltage	> 9.00 volts	run crank voltage in range time > 0.100 seconds	
					run crank voltage	> 9.00 volts		
					run crank voltage in range time			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	>284,177.0 Q	 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 Ilium.
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	> 650.0 RPM	service mode $04 active diagnostic monitor enable P0717 test fail this key on P07BF test fail this key on P07C0 test fail this key on	= FALSE = 1 Boolean = FALSE = FALSE = FALSE	fail time > 1.500 seconds updated fail event count, fail event count > 3 counts, 25 millisecond update rate	Type A, 1 Trips
					last valid raw transmission input speed OR valid raw transmission input speed (before drop event)	> 300.0 RPM > 300.0 RPM	raw transmission input speed time > 2.000 seconds	
					last valid raw transmission input speed updates very 25 milliseconds when stablity time complete as long as (delta delta raw transmission input speed AND raw transmission input speed)	 < 50.0 RPM > 170.0 RPM	stability time > 0.500 seconds	
					raw transmission output speed	> 214.0 RPM		
					accelerator pedal position	> 5.0 %		
					engine torque	< 8,191.9 Nm		
					engine torque	> 30.0 Nm		
					transmission hydraulic pressure available: engine speed	 > 450.0 RPM	engine speed time >	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					DTCs not fault active	AcceleratorPedalFailure EngineTorqueEstInaccurate	**engine speed time for transmission hydraulic pressure available**	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	< 200.0 RPM < 300.0 RPM	service mode $04 active diagnostic monitor enable run crank voltage service fast learn active run crank voltage P0722 fault active P0723 fault active P077C fault active P077D fault active brake pedal position sesnor must be OBDII to use brake pedal conditional brake pedal position sesnor type 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 (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) P0717 fault active P0717 test fail this key on	= FALSE = 1 Boolean > 5.00 volts = FALSE > 9.00 volts = FALSE = FALSE = FALSE = FALSE = CeBRKR_e_OBD < 70.0 % = FALSE = FALSE = FALSE > 5.0 % >30.0 Nm < 8,191.9 Nm < CeCGSR_e_CR_Sixth > CeCGSR_e_CR_First > 68.0 RPM < CeCGSR_e_CR_Tenth > CeCGSR_e_CR_Sixth > 214.0 RPM = FALSE = FALSE	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 Ilium.
					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) TISS/TOSS has single power supply calibration TISS/TOSS single power supply test enabled transmission hydraulic pressure available: engine speed DTCs not fault active	 = 0 Boolean = 1 Boolean > 450.0 RPM EngineTorqueEstInaccurate	 engine speed time > **engine speed time for transmission hydraulic pressure available**	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 6.26 millisecond update rate	# FORWARD # REVERSE > 225.0 RPM	service mode $04 active diagnostic monitor enable TOSS count sample period P0721 fault active P0721 test fail this key on TOSS transitional period detected = FALSE when: on period on period when direction unknown OR on period on period when direction is reverse OR on period on period when direction is forward TOSS transitional period detected = TRUE when: on period on period when direction unknown senor type is directional senor type calibration	= FALSE = 1 Boolean # 0 counts = FALSE = FALSE > 0.4434 seconds < 0.2773 seconds < 0.2363 seconds > 0.1240 seconds < 0.0811 seconds > 0.0088 seconds < 0.4434 seconds > 0.2773 seconds = CeTOSR_e_Directional	fail time > 3.500 seconds out of sample time > 5.000 seconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 when: attained gear attained gear AND attained gear use high gear fail time threshold ELSE use low gear fail time threshold	< 60.0 RPM > CeCGSR_e_CR_First < CeCGSR_e_CR_Tenth > CeCGSR_e_CR_Fourth	service mode $04 active diagnostic monitor enable when neutral range occurs: (garage shift OR PRNDL OR PRNDL OR range inhibit state) {}{when not neutral range occurs: attained gear attained gear (attained gear engine torque hysteresis high engine torque hysteresis low accelerator pedal position hysteresis high accelerator pedal position hysteresis low) when not neutral range occurs: (attained gear engine torque hysteresis high engine torque hysteresis low accelerator pedal position hysteresis high accelerator pedal position hysteresis low)}	= FALSE = 1 Boolean # COMPLETE = PARK = NEUTRAL # no inhibit active > CeCGSR_e_CR_First < CeCGSR_e_CR_Tenth > CeCGSR_e_CR_Fourth > 50.0 Nm > 20.0 Nm > 5.0 % > 3.0 % < CeCGSR_e_CR_Fourth > 50.0 Nm > 20.0 Nm > 8.0 % > 5.0 %	fail time >5.00 seconds high gear OR fail time > 3.50 seconds low gear Engine Torque criteria met > 0.10 seconds	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					OR			
					{}{Wheel Speed Rationality Enable	= 0.00 Boolean		
					AND			
					Transfer Case Range Valid	=TRUE		
					AND		Wheel Speed Rationality met = 0 s	
					Vehicle Speed Fault	= FALSE		
					AND			
					Tease state	!= Neutral		
					AND		counts down from 0.25 s	
					Wheel Speed Sensor Present	= TRUE		
					AND			
					Output Speed calculate from wheel speed}	>= 100.00 rpm		
					TISS/TOSS has single power supply calibration	= 0 Boolean		
					AND			
					TISS	< 8,191.9 RPM		
					AND			
					TISS)	> 300.0 RPM		
					OR			
					TISS/TOSS has single power supply calibration	= 0 Boolean		
					AND			
					TISS	< 8,191.9 RPM		
					AND			
					TISS)	> 2,800.0 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		
					OR			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					(PTO enable calibration is TRUE AND PTO active) run crank voltage 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 P0722 test fail this key on transmission hydraulic pressure available: engine speed DTCs not fault active	= 1 Boolean = TRUE > 5.00 volts = FALSE > 9.00 volts > -40.00 °C = FALSE = FALSE = FALSE = FALSE = FALSE > 450.0 RPM AcceleratorPedalFailure EngineTorqueEstInaccurate	 run crank voltage time > 25 milliseconds engine speed time > **engine speed time for transmission hydraulic pressure available**	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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.	delta raw transmission output speed = raw transmission output speed previous loop - raw transmission output speed, 25 millisecond update rate Failing criteria depends on below decision tree for failure threshold If 4WD low engaged and wheel speed usage is not enabled Else If Wheel speed usage enabled for failing TOS drop diagnostic Else (Not 4WD and not Wheel Speed usage) If 4WD low is engaged and Wheel speed usage enabled	> 600.0 RPM **P0723 Wheel Speed Calc** function of output speed > 600.0 RPM > Above threshold * 1.00	service mode $04 active diagnostic monitor enable transmission engaged state 4WD low state PTO check: PTO enable calibration is FALSE OR (PTO enable calibration is TRUE AND PTO active) run crank voltage service fast learn active run crank voltage P077C test fail this key on P077D test fail this key on when PRNDL is moved to	= FALSE = 1 Boolean # not engaged = 4WD low state previous loop, 25 millisecond update rate # 1 Boolean = 1 Boolean = TRUE > 5.00 volts = FALSE > 9.00 volts = FALSE = FALSE	fail time > 1.500 seconds updated fail event count, fail event count > 5 counts, 25 millisecond update rate transmission engaged state time > **P0723 (MY21) transmission engaged state time threshold** 4WD low change time > 3.0 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 Ilium.
					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_Transitional8 N-D transitional		
					PRNDL OR	= CeTRGR_e_PRNDL_TransitionalU 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:			
					((raw transmission input speed - raw transmission input speed previous, 25 millisecond update AND	< 4,095.9 RPM	raw transmission input speed stability time > 2.00 seconds	
					raw transmission input speed) OR	> 400.0 RPM		
					Wheel speed usage enabled for failing TOS drop diagnostic) OR	= TRUE		
					(TISS/TOSS has single power supply calibration	= 0 Boolean	no time required	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					AND raw transmission input speed)	= 0.0 RPM		
					select delta RPM fail theshold: (4WD low state AND4WD 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)	> 500.0 RPM > 500.0 RPM	raw transmission output speed time > 2.00 seconds	
					Wheel speed usage enabled for failing TOS drop diagnostic AND TOS - Calculated TOS from Wheel Speed	= TRUE > 50.00 rpm		
					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)	 < 50.0 RPM > 53.0 RPM	stability time > 0.100 seconds	
					transmission hydraulic pressure available: engine speed	> 450.0 RPM	engine speed time >	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					DTCs not fault active	AcceleratorPedalFailure EngineTorqueEstInaccurate	**engine speed time for transmission hydraulic pressure available**	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Incorrect Gear Ratio - CVT specific	P0730	Measured primary to secondary speed ratio does not attain command ratio, indicating a failure in either the primary or secondary pulley pressure control solenoid actuator. The ratio control algorithm must reach the integral control limit and pressure control limit, the variator ratio must reach an error limit, indicating a slip error is occurring between the primary pulley and the secondary pulley. The resulting conditions of ratio error and slip are continually summed and accumulated during enable windows of the diagnostic monitor operation. When the accumulated value reaches a threshold, the DTC is set.	SET current variator accumulated error value = current loop gross slip error + total variator accumulated error value IF (total variator accumulated error value AND variator ratio error value) THEN SET total variator accumulated error value = current loop gross slip error ELSE SET total variator accumulated error value = current variator accumulated error value	 < 0.0 error > 0.0 error	diagnostic monitor enable calibration primary pully speed secondary pully speed DTCs not Fault Active Engine Speed Failed = Engine Speed High Side Driver 1 On High Side Driver 2 On vehicle is steady state: brake pedal apply up shift in progress down shift in progress accelerator effective pedal position delta engine torque delta accelerator effective pedal position delta engine speed for steady state time closed loop ratio control ended (integral and pressure have reached control limit) measured variator ratio difference	= 1 (1 to enable, Oto disable) > 280 RPM > 280 RPM P077C, P077D, P0721, P0722, P0723, P172A, P172B, P176B, P0965, P0961 FALSE > **Diagnostic Engine Speed Minimum** = TRUE = TRUE = FALSE = FALSE = FALSE > 5.0 % < 300.0 Nm/second < 100.0 %/second < 300 RPM/second > 0.100 seconds = TRUE = s/w loop delayed variator command ratio - measured variator ratio	total variator accumulated error value > 2,000 error 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 Ilium.
					variator ratio error value	**P0730 variator ratio = error value**		
					minimum variator speed ratio under full load, is the maximum clamping torque or, maximum force on the secondary pulley	= 0.354 (ratio, uniless)		
					maximum allowed variator speed ratio	= 2.504 (ratio, uniless)		
					number of ratio bins, used to address gross slip, where each bin will accumulate additional clamp offset	= 20 (bin #, unitless)		
					gross slip clamp offset array element (Nm)	= function (s/w loop delayed variator command ratio - minimum variator speed ratio under full load) / ((maximum allowed variator speed ratio - minimum variator speed ratio under full load) /number of ratio bins)) NM		
					IF gross slip clamp offset array element (Nm) THEN SET clamp saturation = TRUE OTHERWISE SET clamp saturation = FALSE	< 3.0 Nm		
					IF variator ratio error value Do *** $_{A}$ *** ELSE Do *** $_{B}$ ***	> 0.0 error		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					*** begin A*** current ratio bin	= (s/w loop delayed variator command ratio - minimum variator speed ratio under full load) / ((maximum allowed variator speed ratio - minimum variator speed ratio under full load) / number of ratio bins))		
					bin torque offset	= function (current ratio bin) Nm		
					error gain	**= P0730 error gain**		
					gross slip error	= error gain * variator ratio error value		
					slip control trigger (set slip control measures in effect previous loop to slip control measures in effect)	= slip control measures in effect AND slip control measures in effect previous loop		
					cumulative ratio error count (current ratio bin)	= cumulative ratio error count (current ratio bin) + 1		
					IF slip control measures in effect THEN ((update gross slip error time	= TRUE		
					IF slip control trigger THEN IF (gross slip error time AND	= TRUE **P0730 gross slip error** **> time threshold**		
					closed loop ratio control ended) THEN SET dross slio error time	= TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					gross slip active error = gross slip error) ELSE gross slip active error = gross slip error *** end A*** *** begin B*** SET current loop gross slip error = variator ratio error value IF slip control measures in effect THEN SET gross slip error time = 0.0 seconds *** end B***	= FALSE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Pressure Control (PC) Solenoid A Stuck Off - CVT specific	P0746	The diagnostic monitor detects a secondary pulley pressure control solenoid actuator fault. The diagnostic monitor detects a low measured secondary pulley pressure sensor value, when the functional command for the secondary pulley pressure control actuator solenoid, is high.	WHEN diagnostic monitor enable IF secondary pulley pressure raw UPDATE fail time	= TRUE < 200.0 kPa	WHEN all of the criteria are met UPDATE diagnostic monitor delay time:		fail time > 3.000 seconds 6.25 millisecond update rate	Type A, 1 Trips
					diagnostic monitor enable calibration	= 1 (1 to enable, Oto disable)		
					battery voltage for battery voltage time	> 9.00 volts > 0.100 seconds		
					primary pulley speed sensor electrical or performance DTCs fault pending NOT TRUE	P176B, P176C, P176D		
					primary pulley speed sensor electrical or performance DTCs fault active NOT TRUE	P176B, P176C, P176D		
					TOSS electrical or performance DTCs fault pending NOT TRUE	P077C, P077D, P0722, P0723		
					TOSS electrical or performance DTCs fault active NOT TRUE	P077C, P077D, P0722, P0723		
					service pressure control solenoid fast learn active	= FALSE		
					service pressure control solenoid cleaning function active	= FALSE		
					P2535 Fault Active	= FALSE		
					line pressure adapt enable	= FALSE		
					transmission hydraulic			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					pressure available when: engine speed active clutch control (not in shift control) engine speed sensor DTCs NOT Fault Active engine speed secondary pulley final command pressure line pressure secondary pulley pressure sensor electrical DTCs Fault Pending NOT TRUE secondary pulley pressure sensor electrical DTCs Fault Active NOT TRUE THEN WHEN diagnostic monitor delay time SET diagnostic monitor enable = TRUE	> 450 RPM = NOT ACTIVE = CrankSensor_FA > 1,200 RPM > 500.0 kPa > 1,000.0 kPa P0847, P0848 P0847, P0848 > 0.800 seconds	**> transmission hydraulic pressure engine speed time**	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Pressure Control (PC) Solenoid B Stuck Off - CVT specific	P0776	The diagnostic monitor detects a primary pulley pressure control solenoid actuator fault. The diagnostic monitor detects a low measured primary pulley pressure sensor value, when the functional command for the primary pulley pressure control actuator solenoid, is high.	WHEN diagnostic monitor enable IF primary pulley pressure raw UPDATE fail time	= TRUE < 200.0 kPa	WHEN all of the criteria are met UPDATE diagnostic monitor delay time:		fail time > 3.000 seconds 6.25 millisecond update rate	Type A, 1 Trips
					diagnostic monitor enable calibration	= 1 (1 to enable, Oto disable)		
					battery voltage for battery voltage time	> 9.00 volts > 0.100 seconds		
					primary pulley speed sensor electrical or performance DTCs fault pending NOT TRUE	P176B, P176C, P176D		
					primary pulley speed sensor electrical or performance DTCs fault active NOT TRUE	P176B, P176C, P176D		
					TOSS electrical or performance DTCs fault pending NOT TRUE	P077C, P077D, P0722, P0723		
					TOSS electrical or performance DTCs Fault Active NOT TRUE	P077C, P077D, P0722, P0723		
					service pressure control solenoid fast learn active	= FALSE		
					service pressure control solenoid cleaning function active	= FALSE		
					P2535 Fault Active	= FALSE		
					line pressure adapt enable	= FALSE		
					transmission hydraulic			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					pressure available when: engine speed for engine speed time active clutch control (not in shift control) engine speed sensor DTCs NOT Fault Active engine speed primary pulley final command pressure line pressure primary pulley pressure sensor electrical DTCs Fault Pending NOT TRUE prmary pulley pressure sesnor electrical DTCs Fault Active NOT TRUE THEN WHEN diagnostic monitor delay time SET diagnostic monitor enable = TRUE	> 450 RPM = NOT ACTIVE = CrankSensor_FA > 1,200 RPM > 500.0 kPa > 1,000.0 kPa P0842, P0843 P0842, P0843 > 0.800 seconds	**> transmission hydraulic pressure engine speed time**	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Q 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 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 Ilium.
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 Q 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 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 Ilium.
Pressure Control (PC) Solenoid C Stuck Off - CVT specific	P0796	The diagnostic monitor detects a line pressure control solenoid actuator fault. The diagnostic monitor detects a significant difference in the command line pressure (binary pump command pressure) to the primary and secondary pulley pressures as measured by the primary and secondary pulley pressure sensors.	WHEN diagnostic monitor enable: command to measured primary pulley pressure command to measured secondary pulley pressure IF command to measured primary pulley pressure) AND command to measured secondarypulley pressure AND (P0796 Fault Active OR P0796 Test Fail This Key On) UPDATE short term fail time IF command to measured primary pulley pressure AND command to measured primary pulley pressure AND command to measured secondary pulley pressure AND command to measured secondary pulley pressure	= TRUE = binary pump final command primary pulley pressure - primary pulley pressure sensor measured raw = binary pump final command secondary pulley pressure - secondary pulley pressure sensor measured raw > 1,000.0 kPa > 1,000.0 kPa = FALSE = FALSE > 500.0 kPa < 2,000.0 kPa > 500.0 kPa < 2,000.0 kPa	WHEN all of the criteria are met UPDATE diagnostic monitor delay time: diagnostic monitor enable calibration primary pulley secondary pulley and line pressure control solenoid DTCs NOT Fault Active primary pullery and secondary pulley pressure sensor DTCs NOT Fault Active line pressure adapt enable engine speed sensor DTCs NOT Fault Active engine speed Calculated Line Pressure High Side Driver 1 On High Side Driver 2 On transmission hydraulic pressure available when: engine speed for engine speed time	= 1 Boolean P0966 P0962 P0970 P0842, P0843 P0847, P0848 = FALSE = CrankSensor_FA > **Diagnostic Engine Speed Minimum** > 600 kPa = TRUE = TRUE > 450 RPM > **transmission hydraulic pressure engine speed time**	short term fail time > 0.200 seconds UPDATE short term fail count short term fail count > 3 counts 6.25 millisecond update rate OR long term fail time > 6.00 seconds 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 Ilium.
			UPDATE long term fail time		binary pump diagnostic in progress run crank voltage for 25 milliseconds THEN WHEN diagnostic monitor delay time SET diagnostic monitor enable = TRUE	= FALSE > 5.00 volts > 0.50 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Input/Turbine Speed SensorA 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 Q 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 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 Ilium.
Input/Turbine Speed SensorA 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 Q 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 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 Ilium.
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 D10OR 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 Ilium.
					P0826 fault active	= FALSE		
					P0826 test fail this key on	= FALSE		
					P0826 fault pending	= FALSE		
					(P0815 fault active OR	= FALSE		
					P0815 fault active test fail this key on)	= FALSE		
					PRNDL range change time	> 1.00 seconds		
					PRNDL in range:			
					D1 OR	= 1 Boolean		
					D2 OR	= 1 Boolean		
					D3 OR	= 1 Boolean		
					D4 OR	= 1 Boolean		
					D5 OR	= 1 Boolean		
					D6 OR	= 1 Boolean		
					D7 OR	= 1 Boolean		
					D8 OR	= 1 Boolean		
					D9 OR	= 1 Boolean		
					D10OR	= 1 Boolean		
					NEUTRAL OR	= 0 Boolean		
					PARK OR	= 0 Boolean		
					REVERSE	= 0 Boolean		
					DTCs not fault pending	Transmission Shift Lever Position Validity		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 D10OR 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 Ilium.
					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 D10OR 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 Ilium.
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 Ilium.
Transmission Fluid Pressure (TFP) SensorA Performance	P0841	This monitor that diagnoses the CVT secondary pulley pressure sensor for electrical performance faults. The monitor compares the secondary pulley, command pressure to the measured pressure, in steady-state variator ratio control, and, then, when steady-state pressure error occurs, the monitor measures the variator ratio error, command ratio to measured ratio, to verify the pressure sensor for an electrical performance fault.	measured average speed ratio error AND (non-steady state secondary pulley pressure error OR steady-state secondary pulley pressure error)	> 0.2000 > 1,500 kPa > 500.00 kPa	diagnostic monitor enable calibration DiagBatVoltInRange voltage for time panic stop, driver brake pedal apply rate excessive pump limited secondary pully boost engine speed failed engine speed Calculated Line Pressure Vehicle Speed High Side Driver 1 On High Side Driver 2 On DTCs not fault pending DTCs not fault active	= 1 Boolean (steady state) = 1 Boolean (non-steady state) > 9.00 volts > 0.10 seconds = FALSE < 10.00 = FALSE > **Diagnostic Engine Speed Minimum** > 600 kPa > 35kph = TRUE = TRUE P0722, P0723, P077C, P077D P0716, P0717, P07BF, P07C0 P176B, P176C, P176D P0842, P0843, P0847, P0848 P0722, P0723, P077C, P077D P0716, P0717, P07BF,	Steady-state: measured average speed ratio error time > **average speed ratio error time steady state** OR non-steady state: measured average speed ratio error time > **average speed ratio error time not steady state** >5.00 sec fault pending delay time PLUS >1.00 sec delay time 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 Ilium.
					DTCs not test failed this key on	P07C0 P176B, P176C, P176D P0842, P0843, P0847, P0848 P0962, P0966 P0841, P0846, P0961, P0965		
					******************************	******************************		
					Non steady-state enable conditions:			
					Primary pulley commanded vs measured pressure error	> 1,500.00 kPa		
					Secondary pulley commanded vs measured pressure error	> 1,500.00 kPa		
					variator operation type	# Step Shift		
					pulley pressure boost limit	< 10.0 kPa		
					******************************	******************************		
					Else check for Steady-State enable conditions:			
					Selected Range	= Drive		
					Brake Apply	= FALSE		
					Downshift in progress	= FALSE		
					Upshift in progress	= FALSE		
					Accelerator pedal	> 5.00 %		
						< 100.00 %/sec		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Accelerator pedal change			
					Engine Tq Change	< 300.0 Nm/sec		
					Engine Accel	< 300.00 RPM/sec		
					All steady-state conditions met for time	> 0.10sec		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Transmission Fluid Pressure (TFP) SensorA Circuit Low Voltage	P0842	Controller specific circuit diagnoses the CVT primary pulley pressure sensor for a ground short circuit failure, or where controller H/W cannot differentiate, diagnoses the primary pulley pressure sensor for a ground short circuit failure based on the raw sensor % duty cycle signal.	Primary pulley pressure sensor raw % duty cycle	< 3.000 % duty cycle (< 0.5 Q impedance between signal and controller ground OR > 200 K Q impedance between signal and controller ground) When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage run crank voltage diagnostic monitor enable calibration	> 9.00 volts > 9.00 volts = 1 Boolean	fail time > 0.300 seconds in sample window of 0.500 seconds 6.25 millisecond update rate > 0.100 seconds > 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 Ilium.
Transmission Fluid Pressure (TFP) SensorA Circuit High Voltage	P0843	Controller specific circuit diagnoses the CVT primary pulley pressure sensor for a short to voltage failure or open circuit failure, based on the raw sensor % duty cycle signal.	Primary pulley pressure sensor raw % duty cycle	> 95.00 % duty cycle (< 0.5 Q impedance between signal and controller voltage source) When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time			fail time > 0.300 seconds in sample window of 0.500 seconds 6.25 millisecond update rate	Type A, 1 Trips
					battery voltage	> 9.00 volts	> 0.100 seconds	
					run crank voltage	> 9.00 volts	> 0.100 seconds	
					diagnostic monitor enable calibration	= 1 Boolean		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Transmission Fluid Pressure (TFP) Sensor B Performance	P0846	This monitor that diagnoses the CVT primary pulley pressure sensor for electrical performance faults. The monitor compares the primary pulley, command pressure to the measured pressure, in steady-state variator ratio control, and, then, when steady-state pressure error occurs, the monitor measures the variator ratio error, command ratio to measured ratio, to verify the pressure sensor for an electrical performance fault.	measured average speed ratio error AND (non-steady state primary pulley pressure error OR steady-state primary pulley pressure error)	> 0.2000 > 1,500 kPa > 500 kPa	diagnostic monitor enable calibration DiagBatVoltInRange voltage for time panic stop, driver brake pedal apply rate excessive pump limited secondary pully boost engine speed failed engine speed Calculated Line Pressure Vehicle Speed High Side Driver 1 On High Side Driver 2 On DTCs not fault pending DTCs not fault active	= 1 Boolean (steady state) = 1 Boolean (non-steady state) > 9.00 volts > 0.10 seconds = FALSE < 10.00 = FALSE **Diagnostic Engine > Speed Minimum** > 600 kPa > 35kph = TRUE = TRUE P0722, P0723, P077C, P077D P0716, P0717, P07BF, P07C0 P176B, P176C, P176D P0842, P0843, P0847, P0848 P0722, P0723, P077C, P077D P0716, P0717, P07BF, P07C0	Steady-state: measured average speed ratio error time > **average speed ratio error time steady state** OR non-steady state: measured average speed ratio error time > **average speed ratio error time not steady state** >5.00 sec fault pending delay time PLUS >1.00 sec delay time 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 Ilium.
						P176B, P176C, P176D P0842, P0843, P0847, P0848 P0962, P0966 P0841, P0846, P0961, P0965 ******************************		
					DTCs not test failed this key on ******************************			
					Non steady-state enable conditions:			
					Primary pulley commanded vs measured pressure error	> 1,500.00 kPa		
					Secondary pulley commanded vs measured pressure error	> 1,500.00 kPa # Step Shift		
					variator operation type	< 10.0 kPa ******************************		
					pulley pressure boost limit ******************************			
					Else check for Steady-State enable conditions:	= Drive		
					Selected Range	= FALSE		
					Brake Apply	= FALSE		
					Downshift in progress	= FALSE		
					Upshift in progress	> 5.00 %		
					Accelerator pedal	< 100.00 %/sec		
					Accelerator pedal change	< 300.0 Nm/sec		
					Engine Tq Change	< 300.00 RPM/sec		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					Engine Accel All steady-state conditions met for time	> O.IOsec		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Transmission Fluid Pressure (TFP) Sensor B Circuit Low Voltage	P0847	Controller specific circuit diagnoses the CVT secondary pulley pressure sensor for a ground short circuit failure, or where controller H/W cannot differentiate, diagnoses the secondary pulley pressure sensor for a ground short circuit failure based on the raw sensor % duty cycle signal.	Secondary pulley pressure sensor raw % duty cycle	< 3.000 % duty cycle (< 0.5 Q impedance between signal and controller ground OR > 200 K Q impedance between signal and controller ground) When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time			fail time > 0.300 seconds in sample window of 0.500 seconds 6.25 millisecond update rate	Type A, 1 Trips
					battery voltage	> 9.00 volts	> 0.100 seconds	
					run crank voltage	> 9.00 volts	> 0.100 seconds	
					diagnostic monitor enable calibration	= 1 Boolean		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Transmission Fluid Pressure (TFP) Sensor B Circuit High Voltage	P0848	Controller specific circuit diagnoses the CVT secondary pulley pressure sensor for a short to voltage failure or open circuit failure, based on the raw sensor % duty cycle signal.	Secondary pulley pressure sensor raw % duty cycle	> 95.00 % duty cycle (< 0.5 Q impedance between signal and controller voltage source) When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage run crank voltage diagnostic monitor enable calibration	> 9.00 volts > 9.00 volts = 1 Boolean	fail time > 0.300 seconds in sample window of 0.500 seconds 6.25 millisecond update rate > 0.100 seconds > 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 Ilium.
Pressure Control (PC) Solenoid A Control Circuit Open	P0960	Controller specific circuit diagnoses 9 speed CB123456, 10 speed CB123456R, 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 Q 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 OR Power Mode)	> 5.00 volts = TRUE = ACCESSORY	>25 milliseconds	
					diagnostic monitor enable calibration	= 1 (1 is enable, 0 is disable)	>12.5 milliseconds	
					(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 Ilium.
Pressure Control (PC) Solenoid A System Performance	P0961	This monitor diagnoses the CVT secondary pulley solenoid for performance faults by comparing the measured pulley pressure to the commanded pressure. When sufficient pressure error occurs, the monitor measures variator ratio control error to verify the solenoid is the cause of the pressure error.	measured average speed ratio error AND (non-steady state secondary pulley pressure error OR steady-state secondary pulley pressure error)	> 0.2000 > 1,500 kPa > 500.00 kPa	diagnostic monitor enable calibration engine speed failed engine speed	= 1 Boolean (steady state) = 1 Boolean (non-steady state) = FALSE >	Steady-state: measured average speed ratio error time > **average speed ratio error time steady state** OR non-steady state: measured average speed ratio error time > **average speed ratio error time not steady state** >5.00 sec fault pending delay time PLUS >1.00 sec delay time 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 Ilium.
						Diagnostic Engine Speed Minimum		
					Calculated Line Pressure	> 600 kPa		
					Vehicle Speed	> 35kph		
					High Side Driver 1 On	= TRUE		
					High Side Driver 2 On	= TRUE		
					DTCs not fault pending	P0722, P0723, P077C, P077D P0716, P0717, P07BF, P07C0 P176B, P176C, P176D P0842, P0843, P0847, P0848		
					DTCs not fault active	P0722, P0723, P077C, P077D P0716, P0717, P07BF, P07C0 P176B, P176C, P176D P0842, P0843, P0847, P0848 P0962, P0966		
					******************************	******************************		
					Non steady-state enable conditions:			
					Secondary pulley commanded vs measured pressure error	> 1,500 kPa		
					panic stop, driver brake pedal apply rate excessive	= FALSE		
					variator operation type	# Step Shift		
					pulley pressure boost limit	< 10.0 kPa		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					******************************	******************************		
					Else check for Steady-State enable conditions:			
					Selected Range	= Drive		
					Brake Apply	= FALSE		
					Downshift in progress	= FALSE		
					Upshift in progress	= FALSE		
					Accelerator pedal	> 5.00 %		
					Accelerator pedal change	< 100.00 %/sec		
					Engine Tq Change	< 300.0 Nm/sec		
					Engine Accel	< 300.00 RPM/sec		
					All steady-state conditions met		> 0.10 sec	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Pressure Control (PC) Solenoid A Control Circuit Low	P0962	Controller specific circuit diagnoses 9 speed CB123456, 10 speed CB123456R, 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	< 0.5 0 impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time			fail time > 0.30 seconds out of sample time > 0.50 seconds 6.25 millisecond update rate	Type A, 1 Trips
					battery voltage	> 9.00 volts and < 32.00 volts	> 1.00 seconds	
					(run crank voltage OR accessory voltage active OR Power Mode))	> 5.00 volts = TRUE = ACCESSORY	>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 Ilium.
Pressure Control (PC) Solenoid A Control Circuit High	P0963	Controller specific circuit diagnoses 9 speed CB123456, 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	< 0.5 0 impedance between signal and controller voltage source When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time			fail time > 0.06 seconds out of sample time > 0.13 seconds	Type A, 1 Trips
					battery voltage	> 9.00 volts and < 32.00 volts	> 1.00 seconds	
					(run crank voltage OR accessory voltage active OR Power Mode)	> 5.00 volts = TRUE = ACCESSORY	>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 Ilium.
Pressure Control (PC) Solenoid B Control Circuit Open	P0964	Controller specific circuit diagnoses 9 speed CB29, 10 speed CB12891OR, 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	> 200 K Q impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 6.25 millisecond update rate > 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 Ilium.
Pressure Control (PC) Solenoid B System Performance	P0965	This monitor diagnoses the CVT primary pulley solenoid for performance faults by comparing the measured pulley pressure to the commanded pressure. When sufficient pressure error occurs, the monitor measures variator ratio control error to verify the solenoid is the cause of the pressure error.	measured average speed ratio error AND (non-steady state primary pulley pressure error OR steady-state primary pulley pressure error)	> 0.2000 > 1,500 kPa > 500 kPa	diagnostic monitor enable calibration engine speed failed	= 1 Boolean (steady state) = 1 Boolean (non-steady state) = FALSE >	Steady-state: measured average speed ratio error time > **average speed ratio error time steady state** OR non-steady state: measured average speed ratio error time > **average speed ratio error time not steady state** >5.00 sec fault pending delay time PLUS >1.00 sec delay time 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 Ilium.
					engine speed	**Diagnostic Engine Speed Minimum**		
					Calculated Line Pressure	> 600 kPa		
					Vehicle Speed	> 35kph		
					High Side Driver 1 On	= TRUE		
					High Side Driver 2 On	= TRUE		
					DTCs not fault pending	P0722, P0723, P077C, P077D P0716, P0717, P07BF, P07C0 P176B, P176C, P176D P0842, P0843, P0847, P0848		
					DTCs not fault active	P0722, P0723, P077C, P077D P0716, P0717, P07BF, P07C0 P176B, P176C, P176D P0842, P0843, P0847, P0848 P0962, P0966		
					******************************	******************************		
					Non steady-state enable conditions:			
					Secondary pulley commanded vs measured pressure error	> 1,500 kPa		
					panic stop, driver brake pedal apply rate excessive	= FALSE		
					variator operation type	# Step Shift		
					pulley pressure boost limit	< 10.0 kPa		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					******************************	******************************		
					Else check for Steady-State enable conditions:			
					Selected Range	= Drive		
					Brake Apply	= FALSE		
					Downshift in progress	= FALSE		
					Upshift in progress	= FALSE		
					Accelerator pedal	> 5.00 %		
					Accelerator pedal change	< 100.00 %/sec		
					Engine Tq Change	< 300.0 Nm/sec		
					Engine Accel	< 300.00 RPM/sec	> 0.10 sec	
					All steady-state conditions met			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Pressure Control (PC) Solenoid B Control Circuit Low	P0966	Controller specific circuit diagnoses 9 speed CB29, 10 speed CB12891OR, 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	< 0.5 0 impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 6.25 millisecond update rate > 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 Ilium.
Pressure Control (PC) Solenoid B Control Circuit High	P0967	Controller specific circuit diagnoses 9 speed CB29, 10 speed CB12891OR, 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	< 0.5 0 impedance between signal and controller voltage source When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time			fail time > 0.06 seconds out of sample time > 0.13 seconds	Type A, 1 Trips
					battery voltage	> 9.00 volts and < 32.00 volts	> 1.00 seconds	
					(run crank voltage OR accessory voltage active OR Power Mode)	> 5.00 volts = TRUE = ACCESSORY	>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 Ilium.
Pressure Control (PC) Solenoid C Control Circuit Open	P0968	Controller specific circuit diagnoses 9 speed CB38, 10 speed C23457910, 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	> 200 K Q impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode 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 = ACCESSORY = 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 6.25 millisecond update rate > 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 Ilium.
Pressure Control (PC) Solenoid C Control Circuit Low	P0970	Controller specific circuit diagnoses 9 speed CB38,10 speed C23457910, 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	< 0.5 0 impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 6.25 millisecond update rate > 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 Ilium.
Pressure Control (PC) Solenoid C Control Circuit High	P0971	Controller specific circuit diagnoses 9 speed CB38, 10 speed C23457910, 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	< 0.5 0 impedance between signal and controller voltage source When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 > 0.06 seconds out of sample time > 0.13 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 Ilium.
Wheel Speed Sensor Sequence Number Incorrect - CVT specific	P15FD	The diagnostic monitor detects a failure of the wheel speed sensor signals serial data values to have been update in a sequential manner. The diagnostic monitor determines that valid serial data frames are being received by the controller, and, the actual sequencing, the sequence counter, is not incrementing normally. If the sequence counter has stopped cycling when normal communication is occurring, a sequence error has occurred. Emission neutral state defaults wheel speed sensor signals serial data values to 0.0 RPM.	IF sequence number raw THEN update fail time AND SET sequence number previous is to current frame sequence number	 = sequence number previous	diagnostic monitor enable calibration run crank voltage for 25 milleseconds run crank voltage [(wheel speed serial data type front wheel angular AND rear wheel velocity available, which occurs when loss communcation withABS U0121 NOT fault pending) OR (wheel speed serial data type loss communcation with ABS U0121 fault pending non-driven wheel rotational speed fails soft, which occurs when controller is receiving frame data in normal receive time)] sequence number raw is updated when controller is receiving frame data in normal receive time, otherwise sequence number is frozen at the last valid frame value normal frame receive time	= 1 Boolean > 5.00 volts > 11.00 volts = revolutions per second = available = pulse count and time stamp = FALSE = FALSE > 10.0 seconds	fail time > 2.000 seconds update rate 25 millseconds	Emissions Neutral Diagnostic - Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Transmission Control System - Shift Limiting Active - CVT specific	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 and transmission range sensors. 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 counts the run/crank ignition cycles before the latent fault DTC is set fault active.	diagnostic scheduled gear calibration is enabled when intermediate shaft speed sensor faults occur, (the reference value is CeTRDR_e_DSG_DfltGrOptNone, "none" implies 0) AND non-volatile range sensor fault trip count AND ignition run/crank voltage active 25 millisecond loop rate	< CeTRDR_e_DSG_DfltGrOpt5_Action > 200 trip counts = TRUE	IF trip count criteria met AND vehicle speed THEN UPDATE trip time IF trip time THEN SET trip count criteria met The non-volatile range sesnor fault trip count increment will occur when the trip count criteria met is TRUE and fault time occurs on an igntion voltage transition from ignition run/crank high to ignition run/crank low: IF range sensor fault AND ignition run/crank voltage active previous loop (25 millisecond loop rate) AND ignition run/crank voltage active AND trip count criteria met AND ECM range sensor data received by TCM AND ignition run/crank voltage active AND ((diagnostic gear active OR diagnostic gear active) AND non-volatile range sensor fault trip count) UPDATE fault time IF fault time SET range sensor fault = TRUE	= FALSE > 11.18 MPH > 120.0 seconds = TRUE = FALSE = TRUE = FALSE = TRUE = FALSE = TRUE = FALSE = TRUE = 200 counts > 120.0 seconds	immediate	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					IF range sensor fault INCREMENT non-volatile range sensor fault trip count	= TRUE		
			diagnostic scheduled gear calibration is enabled when intermediate shaft speed sensor faults occur, (the reference value is CeTRDR_e_DSG_DfltGrOptNone, "none" implies 0) AND non-volatile range sensor fault trip count AND ignition run/crank voltage active 25 millisecond loop rate	< CeTRDR_e_DSG_DfltGrOpt5_Action > 200 trip counts = TRUE	IF trip count criteria met AND vehicle speed THEN UPDATE trip time IF trip time THEN SET trip count criteria met The non-volatile range sesnor fault trip count increment will occur when the trip count criteria met is TRUE and fault time occurs on an igntion voltage transition from ignition run/crank high to ignition run/crank low: IF range sensor fault AND ignition run/crank voltage active previous loop (25 millisecond loop rate) AND ignition run/crank voltage active AND trip count criteria met AND (P0707 OR P0708) fault active AND ignition run/crank voltage active AND ((diagnostic gear active OR diagnostic gear active) AND	= FALSE > 11.18 MPH > 120.0 seconds = TRUE = FALSE = TRUE = FALSE = TRUE = TRUE = TRUE = FALSE = TRUE	immediate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					non-volatile range sensor fault trip count) UPDATE fault time IF fault time SET range sensor fault = TRUE IF range sensor fault INCREMENT non-volatile range sensor fault trip count	= 200 counts > 120.0 seconds = TRUE		
			diagnostic scheduled gear calibration is enabled when intermediate shaft speed sensor faults occur, (the reference value is CeTRDR_e_DSG_DfltGrOptNone, "none" implies 0) AND non-volatile output speed sensor fault trip count AND ignition run/crank voltage active 25 millisecond loop rate	< CeTRDR_e_DSG_DfltGrOpt5_Action > 200 trip counts = TRUE	IF trip count criteria met AND vehicle speed THEN UPDATE trip time IF trip time THEN SET trip count criteria met The non-volatile output speed sesnor fault trip count increment will occur when the trip count criteria met is TRUE and fault time occurs on an igntion voltage transition from ignition run/crank high to ignition run/crank low: IF output speed sensor fault AND ignition run/crank voltage active previous loop (25 millisecond loop rate) AND ignition run/crank voltage active AND trip count criteria met AND (P0722 OR P0723 OR P077C OR P077D) fault	= FALSE > 11.18 MPH > 120.0 seconds = TRUE = FALSE = TRUE = FALSE = TRUE = TRUE	immediate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					active AND ignition run/crank voltage active AND ((diagnostic gear active OR diagnostic gear active) AND non-volatile output speed sensor fault trip count) UPDATE fault time IF fault time SET output speed sensor fault = TRUE IF output speed sensor fault INCREMENT non-volatile output speed sensor fault trip count	= TRUE = FALSE = TRUE = 200 counts > 120.0 seconds = TRUE		

			diagnostic scheduled gear calibration is enabled when intermediate shaft speed sensor faults occur, (the reference value is CeTRDR_e_DSG_DfltGrOptNone, "none" implies 0)
			AND
			non-volatile input speed sensor fault trip count
			AND
			ignition run/crank voltage active
			
			25 millisecond loop rate
				< CeTRDR_e_DSG_DfltGrOpt5_Action
				
				> 200 trip counts
				
				= TRUE
					IF trip count criteria met AND vehicle speed THEN
					UPDATE trip time
					
					IF trip time THEN
					SET trip count criteria met
					
					The non-volatile input speed sesnor fault trip count increment will occur when the
					trip count criteria met is TRUE and fault time occurs on an igntion voltage transition from ignition run/crank high to ignition run/crank low:
					IF
					input speed sensor fault
					AND
					ignition run/crank voltage
						= FALSE
						> 11.18 MPH
						
						> 120.0 seconds
						= TRUE
						
						= FALSE
						
						= TRUE
							immediate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					active previous loop (25 millisecond loop rate) AND ignition run/crank voltage active AND trip count criteria met AND (P0716OR P0717OR P07BF OR P07C0) fault active AND ignition run/crank voltage active AND ((diagnostic gear active OR diagnostic gear active) AND non-volatile input speed sensor fault trip count) UPDATE fault time IF fault time SET input speed sensor fault = TRUE IF input speed sensor fault INCREMENT non-volatile input speed sensor fault trip count	 = FALSE = TRUE = TRUE = TRUE = FALSE = TRUE = 200 counts > 120.0 seconds = TRUE		

			diagnostic scheduled gear calibration is enabled when intermediate shaft speed sensor faults occur, (the reference value is CeTRDR_e_DSG_DfltGrOptNone, "none" implies 0)
			AND
			non-volatile intermediate speed sensor fault trip count
				< CeTRDR_e_DSG_DfltGrOpt5_Action
				
				> 200 trip counts
					IF trip count criteria met AND vehicle speed THEN
					UPDATE trip time
					
					IF trip time THEN
					SET trip count criteria met
					
					The non-volatile intermediate speed sesnor fault trip count increment will occur when the
						= FALSE
						> 11.18 MPH
						
						> 120.0 seconds
						= TRUE
							immediate	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			AND ignition run/crank voltage active 25 millisecond loop rate	= TRUE	trip count criteria met is TRUE and fault time occurs on an igntion voltage transition from ignition run/crank high to ignition run/crank low: IF intermediate speed sensor fault AND ignition run/crank voltage active previous loop (25 millisecond loop rate) AND ignition run/crank voltage active AND trip count criteria met AND (P176C OR P176D) fault active AND ignition run/crank voltage active AND ((diagnostic gear active OR diagnostic gear active) AND non-volatile intermediate speed sensor fault trip count) UPDATE fault time IF fault time SET intermediate speed sensor fault = TRUE IF intermediate speed sensor fault INCREMENT non-volatile intermediate speed sensor fault trip count	 = FALSE = TRUE = FALSE = TRUE = TRUE = TRUE = FALSE = TRUE = 200 counts > 120.0 seconds = TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 longitudinal acceleration signal = 0.0 g.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for: Acceleration Sensor Value ARC Acceleration Sensor CSUM	>= 15.00 counts out of >= 18.00 counts >= 15.00 counts out of >= 18.00 counts	Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus. All the following conditions are met for: Battery voltage Accessory mode to off mode transition not pending If controller is a non-OBD controller then battery voltage Controller type: OBD Controller	>= 5,000.00 milliseconds >= 11.00 volts <= 18.00 volts	Acceleration Sensor Value ARC samples every 60.00 milliseconds. Acceleration Sensor Value CSUM samples every 60.00 milliseconds.	Emissions Neutral Diagnostic - Type C

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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 Ilium.
Transmission Planetary Gearset Ring Gear Speed Sensor Circuit Range/ Performance - CVT specific	P176B	The diagnostic monitor rationalizes the transmission primary pulley speed sensor by measuring unrealistic deltas in the pulley speed sensor signal, or, no activity in the primary pulley speed sensor signal when the vehicle is moving and the engine and transmission are under load.	when: delta = ABS(primary pulley speed - last valid primary pulley speed) OR (transmission output speed AND primary pulley speed) UPDATE fail time SET last valid primary pulley speed = primary pulley speed	> 1,800 RPM > 200 RPM < 75 RPM	speed sensor configuration calibration is single OR dual diagnostic monitor enable (battery voltage for barttery voltage time run crank voltage for run crank voltage time) transmission hydraulic pressure available: engine speed for engine speed time DTCs not fault active P176B Test Failed this Key On range shift state engine torque inaccurate IF ((engine torque OR engine torque minimum) AND engine torque AND	= CeTNSR_e_NSPD_SinglеSpdSnsr = 1 (1 to enable, Oto disable) > 9.00 volts > 0.100 seconds > 9.00 volts > 0.100 seconds > 450 RPM > **engine speed time for transmission hydraulic pressure available** P0716, P0717, P07BF, P07C0, P0722, P0723, P077C, P077D, P176C, P176D = FALSE = range shift complete (not in process of up shift AND not in procees of down shift) = FALSE EngineTorqueEstInaccurate > 20.0 Nm = TRUE < 8,191.9 Nm	fail time > 1.000 seconds 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 Ilium.
					TISS) SET engine torque minimum IF ((engine speed OR TISS) AND attained gear AND attained gear) UPDATE delay time delay time	> 100 RPM = TRUE > 1,100 RPM > 1,100 RPM > REVERSE < max gear range	> 1.000 seconds	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	< 0.25 volts (< 0.5 Q 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 = 1.00 Boolean = FALSE = FALSE > 10.00 volts > 10.00 volts = FALSE = FALSE	fail time > 0.25 seconds, update fail count, fail count > 40.00 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 Ilium.
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	> 4.75 volts (< 0.5 Q 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 = 1.00 Boolean = FALSE = FALSE > 10.00 volts > 10.00 volts = FALSE = FALSE	fail time > 0.25 seconds, update fail count, fail count > 40.00 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 Ilium.
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 TCM 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	99 failures out of 240 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 Ilium.
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 TCM 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 Ilium.
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 or an open circuit.	< 0.5 0 impedance between signal and controller ground OR > 200 K Q impedance between signal and controller ground When malfunction criteria threshold is met, increment fail count and increment sample count, otherwise increment only sample count	(ground short diagnostic monitor enable calibration OR open circuit diagnostic monitor enable calibration) high side drive 2 ON service mode $04 active	= 1 Boolean = 1 Boolean = TRUE = FALSE	ground short fail count > 6 counts within sample count of 2,400 counts OR open circuit fail count > 6 counts within sample count of 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 Ilium.
Pressure Control (PC) Solenoid D Stuck Off - CVT input clutch specific	P2714	This diagnostic monitor detects the forward clutch pressure control solenoid actuator failed hydraulically off, during a garage shift, or once steady state forward gear has been attained. The diagnostic monitor can fail due to a garage shift to a forward gear, if the attained gear slip is excessive during the shift. The diagnostic monitor can also fail due to engine torque instability due to the loss of power flow after steady state forward gear has been attained.	IF clutch stuck off garage shift enable (IF clutch stuck off garage shift fault indicated AND attained gear slip AND steady state adapt active UPDATE garage fail time) ELSE IF clutch stuck off steady state enable calibration AND vehicel speed AND range shift state (IF clutch stuck off clutch AND torque request active in sync phase AND single event count occurred UPDATE steady state fail time SET single event count occurred = TRUE ELSE SET steady state fail time = 0.0 seconds SET single event count occurred = FALSE IF attained gear slip with negative engine torque attained gear slip with positive engine torque steady state adapt active (clutch stuck off pull up time OR active shift controller steady state pull up slip detetcted) update torque based fail time)	= TRUE > 500 RPM = FALSE = 1 (1 to enable, 0 to disable) < 40.39 MPH = range shift complete = forward clutch = TRUE = FALSE < -250.0 Nm > 450.0 Nm = FALSE = 0.0 seconds = FALSE	begin enable set diagnostic monitor enable to TRUE when: diagnostic monitor enable calibration (P2714Test Fail This Key On calibration enable OR P2714Test Fail This Key On) ((use battery voltage enable calibration OR (use battery voltage enable calibration AND battery voltage AND battery voltage time)) ((use ignition voltage enable calibration is FALSE OR (use ignition voltage enable calibration is TRUE AND ignition voltage AND ignition voltage time AND service fast learn active)) high side driver 1 ON (use high side driver 2 enable calibration OR high side driver 2 ON) disable in REVERSE OR	 = 1 (1 to enable, Oto disable) = 0 (0 to enable, 1 to disable) = FALSE = 1 (0 to enable, 1 to disable) = 1 (1 to enable, Oto disable) > 9.00 volts > 0.100 seconds = 1 Boolean = 1 Boolean > 9.00 volts > 0.100 seconds = FALSE = TRUE = 0 (0 to enable, 1 to disable) = TRUE = 0 (0 to enable, 1 to disable)	garage shift fail time > 2.000 seconds, update garage shift fail count garage shift fail count > 4 counts 6.25 millisecond update rate OR steady state fail time > 0.300 seconds, update steady state fail count steady state fail count > 20 counts 6.25 millisecond update rate OR torque based fail time > 2.000 seconds, update torque based fail count torque based fail count > 6	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					PRNDL state transmission hydraulic pressure available when: engine speed for engine speed time service fast learn active service solenoid cleaning procedure active P2534 Fault Active engine speed failed accelerator pedal failed accelerator pedal failed fail soft PRNDL state defaulted clutch solenoid DTCs Not Fault Active: input speed sensor DTCs Not Fault Active OR Fault Pending primary pulley speed sensor DTCs Not Fault Active OR Fault Pending TOSS error DTCs Not Fault Active OR Fault Pending powertrain axle torque fault DTCs *****************************	# REVERSE > 450 RPM > **transmission hydraulic pressure engine speed time** = FALSE = FALSE = FALSE CrankSensor_FA AcceleratorPedalFailure U0100 fault pending Transmission Shift Lever Position Validity P2718, P2720, P2721 P0716, P0717, P07BF, P07C0 P176B, P176C, P176D P0722, P0723, P077C, P077D = FALSE ****************************		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					garage shift test enable WHEN:			
					(neutral range override enable calibration AND	= 1 (1 to enable, Oto disable)		
					PRNDL state AND	# PARK		
					PRNDL state AND	# NEUTRAL		
					PRNDL state)	< REVERSE		
					SET neutral range override range = TRUE			
					UPDATE neutral delay time			
					WHEN:			
					(neutral delay time AND	> 0.2500 seconds		
					clutch volume fill factor)	< 0.1000 unitless gain		
					SET neutral range override range = FALSE			
					WHEN:			
					diagnostic monitor enable	= TRUE		
					attained gear	# PARK		
					attained gear	# NEUTRAL		
					((accelerator pedal	> 0.0 %		
					position OR engine speed) AND	> 1,500 RPM		
					accelerator pedal)) OR	> 100.0 %		
					primary pully speed	> 160 RPM		
					neutral range override	= FALSE		
					(IF high slip shift entry complete THEN SET clutch stuck off garage shift fault indicated = TRUE)	= FALSE		
					(IF clutch stuck off garage shift enable calibration	= 1 (1 to enable, Oto disable)		
					AND active clutch controller	= garage shift		
					UPDATE garage shift time			
					IF garage shift time	< 1.300 seconds		
					SET clutch stuck off garage shift enable = TRUE)			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	> 200 K Q impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 6.25 millisecond update rate > 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 Ilium.
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	< 0.5 0 impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 6.25 millisecond update rate > 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 Ilium.
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	< 0.5 0 impedance between signal and controller voltage source When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 > 0.06 seconds out of sample time > 0.13 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 Ilium.
Pressure Control (PC) Solenoid E Stuck Off - CVT TCC specific	P2723	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.	(TCC mode OR ship error enable calibration, THEN TCC slip error) OR TCC mode TCC slip	= ON controlled slip = 0 Bolean **P2723 CVT specific TCC stuck off slip** **> error fail** see supporting table = LOCK >130.0 RPM	diagnostic monitor enable calibration ((TCC stuck off enable calibration OR TCC stuck on enable calibration) accelerator pedal position DTCs not fault active engine speed DTCs not fault active battery voltage for battery voltage time run crank voltage for run crank voltage time TCC solenoid DTCs not fault active TOSS DTCs not fault active and not fault pending loss comm with ECM DTCs not fault active TISS DTCs not fault active range sesnor DTCs not fault active engine torque DTCs not fault active) (PTO active OR (PTO active enable calibration dsibale is FALSE) hydraulic pressure available = engine speed and engine speed time: engine speed engine speed time	= 1 Boolean = 1 Boolean = 1 Boolean AcceleratorPedalFailure CrankSensor_FA > 9.00 volts > 0.100 seconds > 9.00 volts > 0.100 seconds P2727, P2729, P2730 P0722, P0723, P077C, P077D U0100 P0716, P0717, P07BF, P07C0 P0707, P0708, P2805 EngineTorqueEstInaccurate = FALSE = 1 Boolean > 450.0 RPM >	fail time > 2.50 seconds, when fail time required occurs, increment fail count, fail count > 3 counts 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 Ilium.
					   effective accelerator pedal position effective accelerator pedal position range shift state transmission fluid temperature transmission fluid temperature engine torque engine torque P2723 test fail this key on (TCC mode OR TCC mode) attained gear slip TCC pressure check = TCC prssure and TCC pressure time: TCC command pressure TCC pressure time TCC capacity check = TCC capacity and TCC capacity time: TCC % capacity TCC capacity time	**engine speed time for transmission hydraulic pressure available** see supporting table > 8.0 % < 100.0 % = shift complete (steady state gear) > -6.656 °C < 130.0 °C > 50.0 Nm < 8,191.8 Nm = FALSE = ON controlled slip = LOCK < 25.0 RPM > 800.0 kPa > 2.00 seconds > 0.0 % > 0.00 seconds		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Pressure Control (PC) Solenoid E Stuck On - CVT TCC specific	P2724	The diagnostic monitor detects the transmission torque converter control valve solenoid actuator failed hydraulically on. If the torque converter control valve solenoid actiator has failed hydraulically, 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.	TCC_stuck_on_ delay_time to assit during engine stall protection, which is necessary if TCC is stuck on, engine stall can occur if TCC is stuck on, a TCC neutral override and binary pump default valve override will occur, and once engine speed recovers the overrides are disabled TCC neutral override request AND TCC binary pump default valve override Active clutch controller ABS_TCC_stuck_on_slip = ABS(FILT(current value of TCC_diag_slip_filt, (engine_speed - filt_trubine_speed)) Vehicle speed Vehicle speed PRNDL state Intrusive TCC off mode enable calibration OR Intrusive TCC off mode (allows TCC stuck on test to run each TCC cycle) Engine torque Derivative filtered engine speed	> 0.500 seconds = FALSE = FALSE # garage shift (GS) < 18 RPM < 27.96 MPH > 2.49 MPH # REVERSE = 0 Boolean = TRUE > 50 Nm < 350 RPM/second	diagnostic monitor enable calibration BEGIN common enable ((TCC stuck off enable calibration OR TCC stuck on enable calibration) AND Accelerator pedal position DTCs not fault active) Engine speed DTCs not fault active Battery voltage for battery voltage time Run crank voltage for run crank voltage time TCC solenoid DTCs not fault active TOSS DTCs not fault active and not fault pending Loss comm with ECM DTCs not fault active TISS DTCs not fault active Range sesnor DTCs not fault active Engine torque DTCs not fault active) IF all of the above conditions are met SET TCC_common_enable = TRUE ELSE SET TCC_common_enable = FALSE	= 1 Boolean = 1 Boolean = 1 Boolean AcceleratorPedalFailure CrankSensor_FA > 9.00 volts > 0.100 seconds > 9.00 volts > 0.100 seconds P2727, P2729, P2730 P0722, P0723, P077C, P077D U0100 P0716, P0717, P07BF, P07C0 P0707, P0708, P2805 EngineTorqueEstInaccurate	TCC stuck on fail time > **P2724 fail time base** + **P2724 fail time offset** when fail time required occurs, increment fail count, fail count > 6 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 Ilium.
			when all of the above condtions are met update TCC stuck on fail time		END common enable BEGIN TCC stuck on enable TCC_common_enable P2724 test fail this key on (PTO active OR (PTO active enable calibration dsibale is FALSE) Transmission fluid temperature Transmission fluid temperature Vehicle speed Engine speed Engine speed Accelerator pedal position (Manual up manual down calibration = FALSE OR Manual up manual down gear control mode = FALSE) (Tap up tap down calibration = FALSE OR Tap up tap down gear control mode = FALSE) TCC mode (TCC misfire calibration = FALSE OR Misfire disengage TCC request) Diagnostic intrusive shift active	= TRUE = FALSE = FALSE = 1 Boolean > -40.000 °C < 130.0 °C < 27.96 MPH > 50 RPM < 5,500 RPM < 95.0 % = 0 Boolean = FALSE (off) = 0 Boolean = FALSE (off) = OFF = 0 Boolean = FALSE = FALSE (no diganostic gear state is active)		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					IFall of the above criteria are met SET TCC_stuck_on_base = TRUE ELSE SET TCC_stuck_on_base = FALSE IF ((PRNDL state OR (reverse diasble calibration is FALSE AND PRNDL state)) SET drive_or_reverse = TRUE park_or_neutral = FALSE ELSE IF PRNDL state OR PRNDL state SET drive_or_reverse = FALSE park_or_neutral = TRUE IF TCC_stuck_on_base AND park_or_neutral SET TCC_stuck_on_PN = TRUE ELSE SET TCC_stuck_on_PN = FALSE IF TCC_stuck_on_base AND TCC_stuck_on_PN SET TCC_stuck_on_PN_enable = TRUE ELSE SET TCC_stuck_on_PN_enable = FALSE	< PRNDL max range = 0 Boolean = REVERSE = PARK = NEUTRAL = TRUE = TRUE = TRUE = TRUE = TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					IF (TCC_stuck_on_base AND drive_or_reverse AND engine torque AND engine torque) SET (TCC_stuck_on_enable = TRUE Update TCC_stuck_on_ delay_time) ELSE SET (TCC_stuck_on_enable = FALSE TCC_stuck_on_ delay_time = 0.0) END TCC stuck on enable	= TRUE > -8,192.0 Nm < 800.0 Nm		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Pressure Control (PC) Solenoid E Control Circuit Open	P2727	Controller specific circuit diagnoses 9 speed C57R, 10 speed C1356789, 8 speed C45678R clutch solenoid, or CVTTCC Control 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	> 200 K Q impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 6.25 millisecond update rate > 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 Ilium.
Pressure Control (PC) Solenoid E Control Circuit Low	P2729	Controller specific circuit diagnoses 9 speed C57R, 10 speed C1356789, 8 speed C45678R clutch, or CVT TCC Control 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	< 0.5 0 impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 6.25 millisecond update rate > 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 Ilium.
Pressure Control (PC) Solenoid E Control Circuit High	P2730	Controller specific circuit diagnoses 9 speed C57R, 10 speed C1356789, 8 speed C45678R, or CVT TCC Control 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	< 0.5 0 impedance between signal and controller voltage source When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 > 0.06 seconds out of sample time > 0.13 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 Ilium.
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	> 200 K Q impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 6.25 millisecond update rate > 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 Ilium.
Pressure Control (PC) Solenoid F System Performance - CVT specific	P2737	The diagnostic monitor detects the transmission binary pump pressure control solenoid valve failing to control to command values. The failure determination is based on large average pressure differences, as measured by the primary and secondary pulley pressure sensors, when in half capacity and full capacity binary pump modes.	6.25 millisecond update See below.	 See below	service fast learn active WHEN monitor enable calibration binary pump primed vehicle speed accelerator pedal position engine speed engine speed initial transmission fluid temperature than maintain transmission fluid temperature garage shift is complete transmission selector range failed pump diagnostic garage shift active pump diagnostic wait pump diagnostic abort PRNDL change P2737 test pass this key on P2737 test fail this key on ((ETRS ststem type is not internal ETRS (CeTRGR_e_InternalETRS)AND selector range)) OR (selector range AND brake pedal position AND Auxilury transmsion pressure command arbitraion (auto start perssure commanded))) P0847 P0848 Fault Active P0847 P0848 Fault Pending P0961 P0965 P0841 P0846 Fault Pending	= FALSE = 1 Boolean = TRUE < 2 MPH < 0.500 % > 600 RPM <1,200 RPM > 50.0 °C > 100.0 °C = TRUE = FALSE = FALSE = FALSE = FALSE = FALSE # CeTRGR_e_NoETRS # PARK < PARK > 5.0 % = FALSE = FALSE = FALSE = FALSE	6.25 millisecond update See below	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					P0961 P0965 P0841 P0846 Fault Active	= FALSE		
					TCC stuck on diagnostic binary valve max pressure commanded	= FALSE		
					Clutch stuck on diagnostic binary valve max pressure commanded	= FALSE		
					Clutch Default Valve abort routine	= FALSE		
					P27EB, P27ED P27EE Fault Active	= FALSE		
					P27EF, P27F1, P27F2 Fault Active	= FALSE		
					High pulley persssure action (set when DTC fault active or test fail this key on)	= FALSE		
					SET diagnostic monitor enable to TRUE			
					WHEN diagnsotic monitor enable	= TRUE		
					sample engine speed in time window	> 0.500 seconds		
					delta engine speed in time window	< 50 RPM		
					engine speed	> average engine speed in time window - 75 RPM		
					engine speed	< average engine speed in time window + 75 RPM		
					UPDATE engine speed stablity time			
					engine speed stablity time	> **P2737 engine stabilization time**		
					INCREMENT start stop counter			
					start stoo counter	> 5 counts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					INHIBIT start stop override			
					diagnsotic monitor enable	= TRUE		
					(ETRS ststem type is internal ETRS	= TRUE		
					(CeTRGR e InternalETRS)	= CeTRGR_e_NoETRS		
					AND			
					selected range			
					AND			
					ETRS mode valve A	= NEUTRAL		
					AND			
					ETRS mode valve B)	= HIGH		
					OR			
					ETRS ststem type is not internal ETRS	= HIGH		
					(CeTRGR e InternalETRS)	= CeTRGR_e_NoETRS		
					OR			
					(ETRS ststem type is internal ETRS			
					(CeTRGR e InternalETRS)	= CeTRGR_e_NoETRS		
					AND			
					selected range)	# NEUTRAL		
					SET binary pump test in progress = TRUE			
					transmission pressure control PCA pressure in use (depend on binary pump test in progress)	= Pump Diag		
					WHEN			
					pump diagnostic half mode complete OR	= FALSE		
					(pump diagnostic half mode complete AND	= TRUE		
					pump diagnostic full mode complete)	= FALSE		
					SET			
					binary oumo mode			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					request = TRUE			
					*** pump diag half mode stability *********************	*****************************		
					WHEN			
					binary pump mode request	= TRUE		
					SET			
					pump mode override source = Pump Diag			
					WHEN			
					pump diagnostic half mode complete AND	= FALSE		
					pump mode override source	= Pump Diag		
					SET			
					binary pump mode request to Half Mode			
					Binary pump mode	# Half Mode		
					UPDATE			
					Half Mode exit time			
					WHEN			
					binary pump mode	= Half Mode		
					pulley stability half mode time	< 1.00 seconds		
					UPDATE			
					pulley stability half mode time			
					WHEN			
					pulley stability half mode time	> 1.00 seconds		
					SET			
					pump diagnostic half mode complete = TRUE			
					*** pump diag full mode stablity ********************	*****************************		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					WHEN			
					(pump diagnostic half mode complete AND	= TRUE		
					pump diagnostic full mode complete)	= FALSE		
					pump mode override source	= Pump Diag		
					SET binary pump mode request to Full Mode			
					WHEN			
					binary pump mode pulley stability full mode time	< 2.00 seconds		
					UPDATE pulley stability full mode time			
					WHEN			
					pulley stability full mode time	> 2.00 seconds		
					SET pump diagnostic full mode complete = TRUE			
			(pump diagnostic half mode complete AND	= TRUE				
			pump diagnostic full mode complete)	= TRUE				
			[(transmsion selected range AND	= PARK				
			ABS(pulleys full mode average pressure - pulleys half mode average pressures primary pulley AND	< **P2737 primary pulley pressure fail threshold. PARK**				

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			secondary pulley)) OR (transmsion selected range AND ABS(pulleys full mode average pressure - pulleys half mode average pressures primary pulley AND secondary pulley))] increment fail count	< **P2737 secondary pulley pressure fail threshold, PARK** < NEUTRAL < **P2737 primary pulley pressure fail threshold, NEUTRAL DRIVE** < **new P2737 secondary pulley pressure fail threshold NEUTRAL DRIVE**			fail count > 3 counts	

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Pressure Control (PC) Solenoid F Control Circuit Low	P2738	Controller specific circuit diagnoses 9 speed (C6789/SOWC CBR1), 10 speed C4567891OR 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	< 0.5 0 impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 6.25 millisecond update rate > 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 Ilium.
Pressure Control (PC) Solenoid F Control Circuit High	P2739	Controller specific circuit diagnoses 9 speed (C6789/SOWC CBR1), 10 speed C4567891OR 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	< 0.5 0 impedance between signal and controller ground When malfunction criteria threshold is met, increment fail time and increment sample time, otherwise increment only sample time	battery voltage (run crank voltage OR accessory voltage active OR Power Mode) 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 = ACCESSORY = 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 > 0.06 seconds out of sample time > 0.13 seconds 6.25 millisecond update rate > 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 Ilium.
Auxiliary Transmission Fluid Pump Control Circuit Open	P2796	Controller specific auxiliary transmission fluid pump motor control circuit diagnoses the pump motor and wiring for an open circuit fault 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 update fail and sample count	> 200 K Q impedance between signal and controller ground	diagnostic report enable diagnostic monitor enable run crank voltage battery voltage battery voltage (pump is fed by high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (pump is fed by high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (pump is fed by high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3) OR pump is not fed by any HSD	= 1 Boolean = 1 Boolean > 5.00 volts > 9.00 volts < 15.0 volts = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will disable) = ON = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will disable) = ON = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will disable) = ON = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will enable)	> 20 fail counts out of > 25 sample counts update rate 100 milliseconds >25 milliseconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Auxiliary Transmission Fluid Pump Performance - CVT specific	P2797	Transmission auxiliary fluid pump motor fault, the diagnostic monitor detects inadequate transmission auxiliary fluid pump motor pressure as measured by the primary and secondary pulley pressure sensors, during an engine auto start.	primary pulley pressure sensor measured raw AND secondary pulley pressure sensor measured raw UPDATE fail time	< 200.0 kPa < 200.0 kPa	(diagnostic monitor enable engine stop start state autostop active propulsion system active state commanded transmission auxiliary fluid pump motor speed commanded primary pulley pressure commanded secondary pulley pressure) above required to update monitor delay timer delay timer	= 1 Boolean = engine off = TRUE = TRUE > 0 RPM > 400.0 kPa > 400.0 kPa > 1.2000 seconds	fail time > 0.5250 seconds UPDATE fail count fail count > 3 counts 6.25 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 Ilium.
Auxiliary Transmission Fluid Pump Control Circuit Low	P2798	Controller specific auxiliary transmission fluid pump motor control circuit diagnoses the pump motor 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 update fail and sample count	< 0.5 0 impedance between signal and controller ground	diagnostic report enable diagnostic monitor enable run crank voltage battery voltage battery voltage (pump is fed by high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (pump is fed by high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (pump is fed by high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3) OR pump is not fed by any HSD	= 1 Boolean = 1 Boolean > 5.00 volts > 9.00 volts < 15.0 volts = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will disable) = ON = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will disable) = ON = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will disable) = ON = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will enable)	> 20 fail counts out of > 25 sample counts update rate 100 milliseconds >25 milliseconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Auxiliary Transmission Fluid Pump Control Circuit High	P2799	Controller specific auxiliary transmission fluid pump motor control circuit diagnoses the pump motor and wiring for a short to power circuit fault by comparing a voltage measurement to controller specific voltage thresholds.	Voltage measurement outside of controller specific acceptable range indicates a voltage short Controller specific circuit voltage thresholds are set to meet the following controller specification for a voltage short Increment fail and sample count	< 0.5 0 impedance between signal and controller voltage source	diagnostic report enable diagnostic monitor enable run crank voltage battery voltage battery voltage (pump is fed by high side driver 1 (CeTSCR_e_HSD1) AND high side driver 1) OR (pump is fed by high side driver 2 (CeTSCR_e_HSD2) AND high side driver 2) OR (pump is fed by high side driver 3 (CeTSCR_e_HSD3) AND high side driver 3) OR pump is not fed by any HSD	= 1 Boolean = 1 Boolean > 5.00 volts > 9.00 volts < 15.0 volts = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will disable) = ON = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will disable) = ON = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will disable) = ON = CeEHPR_e_NoHSD (CeTSCR_e_NoHSD will enable)	> 20 fail counts out of > 25 sample counts update rate 100 milliseconds >25 milliseconds	Type B, 2 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Pressure Control (PC) Solenoid A Calibration Incorrect	P27A7	The diagnostic monitor verifies that the pressure control solenoid A (GF9 line or GR10C1 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 Ilium.
			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 Ilium.
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 Ilium.
			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 Ilium.
Pressure Control (PC) Solenoid C Calibration Incorrect	P27A9	The diagnostic monitor verifies that the pressure control solenoid C (GF9 C1 CB123456 clutch or GR10C3 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 Ilium.
			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 Ilium.
Pressure Control (PC) Solenoid D Calibration Incorrect	P27AA	The diagnostic monitor verifies that the pressure control solenoid D (GF9 C2 CB29 clutch or GR10 C5C1356789 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 Ilium.
			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 Ilium.
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 C2346781OR clutch or CVTTCC) 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 Ilium.
			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 Ilium.
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 C4567891OR 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 Ilium.
			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 Ilium.
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 sesnorA+ 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 > 1.000 seconds out of sample time > 1.500 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 Ilium.
					high or low time Vehicle is in a mode that enables accessory power	0.000 %) = TRUE		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Engine Stall Prevention Active Signal Message Counter Incorrect	P30BD	This DTC monitors for an error in communication with the Engine Stall Prevention Active Signals.	The signal value of the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) of the following signals received over serial data is incorrect for:		Message frame containing the Alive Rolling Count (ARC),Protection Value (PV), or Checksum (CSUM) is available on the bus.		Engine Stall Saver Active ARC samples every 35.00 milliseconds.	Type B, 2 Trips
			Engine Stall Saver Active ARC	>=8.00 counts out of >= 10.00 counts	All the following conditions are met for:	>= 5,000.00 milliseconds		
					Battery voltage	>= 11.00 volts		
					Accessory mode to off mode transition not pending			
					If controller is a non-OBD controller then battery voltage	<= 18.00 volts		
					Controller type: OBD Controller			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	>=8.00 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 1 6 counts intermittent 12.5 ms /count in the TCM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	>=8.00 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 1 6 counts intermittent 12.5 ms /count in the TCM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	>=8.00 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 1 6 counts intermittent 12.5 ms /count in the TCM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	>=8.00 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 1 6 counts intermittent 12.5 ms /count in the TCM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	>=8.00 Volts, else the failure will be reported for all conditions	In the primary processor, 8 / 1 6 counts intermittent 12.5 ms /count in the TCM main processor	Type A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	3 counts (equivalent to 480.01 milliseconds) 800.01 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	 > 15.00 milliseconds > 11.00 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 Ilium.
					IfOBDII: 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	> 15.00 milliseconds > 11.00 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>=8.00 Volts		
					If power mode = Accessory:			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller	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 Ilium.
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
					All below criteria have been met for	>= 3,000.00 milliseconds		
			Message $0BE:	>500.00 milliseconds				
					If message is on Bus A: U0073 not active			
			Message $0C9:	>500.00 milliseconds				
					If message is on Bus B: U0074 not active			
			Message $18E:	>10,000.00 milliseconds				
					If message is on Bus S: U0076 not active			
			Message $1A1:	>500.00 milliseconds				
			Message $1A3:	>10,000.00 milliseconds	CAN channel is requesting full communications			
			Message $1AA:	>10,000.00 milliseconds	Normal CAN transmission on Bus is enabled			
			Message $1BA:	>10,000.00 milliseconds	If bus type is Sensor Bus, sensor bus relay is on			
			Message $1DF:	>10,000.00 milliseconds	Accessory mode to off mode not pending			
			Message $287:	>10,000.00 milliseconds	Battery voltage	>11.00 Volts		
			Message $3D1:	>10,000.00 milliseconds	Conroller is an OBD controller Or Battery Voltage	<=18.00 Volts		
			Message $3E9:	>10,000.00 milliseconds	Controller type: OBD Controller			
			Message $4A3:	>10,000.00 milliseconds	If power mode = Run/ Crank:			
			Message $4C1:	>10,000.00 milliseconds	Power Mode is run			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
			Message $4F1: Message $589:	>10,000.00 milliseconds >10,000.00 milliseconds	If calibratable low voltage disable mode is not Never Disabled Low voltage disable mode: OBDII IfOBDII: 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 Batterv voltage	>=11.00 Volts >=9.00 Volts > 15.00 milliseconds > 11.00 Volts >=8.00 Volts Enabled >=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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		General Enable Criteria:		Diagnostic runs in 12.5 ms loop	Emissions Neutral Diagnostics - Type C
					All below criteria have been met for	>= 3,000.00 milliseconds		
			Message $0C1	>10,000.00 milliseconds				
					If message is on Bus A: U0073 not active			
			Message $0C5	>10,000.00 milliseconds				
					If message is on Bus B: U0074 not active			
			Message $1E9	>10,000.00 milliseconds				
					If message is on Bus S: U0076 not active			
			Message $1FC	>10,000.00 milliseconds				
					CAN channel is requesting full communications			
			Message $22A	>10,000.00 milliseconds				
			Message $2F9	>10,000.00 milliseconds	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	>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			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					If calibratable low voltage disable mode is not Never Disabled			
					Low voltage disable mode: OBDII			
					IfOBDII: 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	> 15.00 milliseconds > 11.00 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>=8.00 Volts		
					If power mode = Accessory:			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller	Enabled		
					Controller shutdown is not impending			
					Power Mode is not run/ crank			
					Batterv voltage	>=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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		General Enable Criteria:		Diagnostic runs in 12.5 ms loop	Emissions Neutral Diagnostics - Type C
			Message $0F1	>10,000.00 milliseconds	All below criteria have been met for	>= 3,000.00 milliseconds		
			Message $12A	>10,000.00 milliseconds	If message is on Bus A: U0073 not active			
			Message $1F1	>10,000.00 milliseconds	If message is on Bus B: U0074 not active			
			Message $1F3	10,000.00 >milliseconds	If message is on Bus S: U0076 not active			
			Message $4E1	>10,000.00 milliseconds	CAN channel is requesting full communications			
			Message $4E9	>10,000.00 milliseconds	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	>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			

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					If calibratable low voltage disable mode is not Never Disabled			
					Low voltage disable mode: OBDII			
					IfOBDII: Run/Crank ignition voltage	>=11.00 Volts		
					If EOBD: Run/Crank ignition voltage	>=9.00 Volts		
					If Secure: Starter motor engaged for	> 15.00 milliseconds		
					Or Run/Crank ignition voltage	> 11.00 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>=8.00 Volts		
					If power mode = Accessory:			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller	Enabled		
					Controller shutdown is not impending			
					Power Mode is not run/ crank			
					Batterv voltage	>=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
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	>10,000.00 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 A, 1 Trips

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
					If calibratable low voltage disable mode is not Never Disabled			
					Low voltage disable mode: OBDII			
					IfOBDII: Run/Crank ignition voltage	>=11.00 Volts		
					If EOBD: Run/Crank ignition voltage	>=9.00 Volts		
					If Secure: Starter motor engaged for	> 15.00 milliseconds		
					Or Run/Crank ignition voltage	> 11.00 Volts		
					If Hybrid Secure: Run/Crank ignition voltage	>=8.00 Volts		
					If power mode = Accessory:			
					Off key cycle diagnostics are enabled Or Controller is an OBD controller	Enabled		
					Controller shutdown is not impending			
					Power Mode is not run/ crank			
					Batterv voltage	>=11.00 Volts		

Component/ System	Fault Code	Monitor Strategy Description	Malfunction Criteria	Threshold Value	Secondary Parameters	Enable Conditions	Time Required	MIL Ilium.
Control Module Input Power Circuit A - Ignition Input On/Start Circuit Correlation	U3023	Detect a Power A vs RuncCrank correlation error	Power A - RunCrank - Voltage	> 3.00	PowerA- RunCrank Correlation monitoring enable = TRUE Battey Present RunCrank Active Starter Motor NOT Engaged	Diagnostc is 1.00 Battey Present = TRUE RunCrank Active = TRUE Starter Motor Engaged = FALSE	40.00 failures out of 50.00	Type A, 1 Trips

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	45.000	45.000	40.000	10.000	5.000

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.

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_1OmsSeq	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	2,000.000	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_1OmsSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	3	3	3	3	3	3	3	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	3	3	3	3	3	3	3	3

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_1OmsSeq	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 - 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 - 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_1OmsSeq	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	2,000.000	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_1OmsSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	3	3	3	3	3	3	3	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	3	3	3	3	3	3	3	3

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_1OmsSeq	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 - 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_1OmsSeq	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	2,000.000	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_1OmsSeq	CePISR_e_12p5msSeq	CePISR_e_20msSeq	CePISR_e_25msSeq
1	3	3	3	3	3	3	3	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	3	3	3	3	3	3	3	3

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_1OmsSeq	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 - 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	45.000	45.000	40.000	10.000	5.000

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 - 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	45.000	45.000	40.000	10.000	5.000

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 - average speed ratio error time not steady state

Description:

Value Units: seconds
X Unit: transmission fluid temperature °C
Y Units: unitless

y/x	-40.00	-7.00	-6.00	60.00	100.00
1	409.59	409.59	0.50	0.50	0.50

Initial Supporting table - average speed ratio error time steady state

Description:

Value Units: seconds
X Unit: transmission fluid temperature °C
Y Units: unitless

y/x	-40.00	-7.00	-6.00	60.00	100.00
1	409.59	409.59	10.00	3.00	3.00

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	45.000	45.000	40.000	10.000	5.000

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 Units: unitless

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	45.000	45.000	40.000	10.000	5.000

Initial Supporting table - P0730 error gain

Description: P0703 error gain based on bin offset torque

Value Units: error
X Unit: P0730 index for gross slip error, X axis, Nm/Nm
Y Units: unitless

y/x	1	2	3	4	5
1	0.0	10.0	20.0	30.0	50.0

Initial Supporting table - P0730 gross slip error time threshold

Description: Amount of time P0730 will be delayed from evaluating when a gross slip event has been detected

Value Units: seconds
X Unit: P0730 gross slip error time threshold transmission fluid temperature look up, ratio (unitless)
Y Units: P0730 gross slip error time threshold transmission fluid temperature look up, °C

y/x	0.10	0.50	1.00	1.50	2.00	2.50	3.00
-40.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00
-20.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00
0.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00
20.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00

Initial Supporting table - P0730 variator ratio error value

Description: Error value based on the difference between the actual and commanded variator ratio

Value Units: error value
X Unit: P0730 error accumulation variator ratio difference X axis, ratio (unitless)
Y Units: P0730 error accumulation transmission fluid temperature Y axis, °C

y/x	-0.600	-0.400	-0.300	-0.050	0.000	0.050	0.300	0.400	0.600
-40.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000
-20.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000
0.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000
20.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000

Initial Supporting table - P2723 CVT specific TCC stuck off slip error fail

Description: TCC stuck off slip speed error fail threshold when TCC is in ON controlled slip mode

Value Units: RPM
X Unit: engine torque Nm
Y Units: none

y/x	0.0	64.0	128.0	192.0	256.0	320.0	384.0	448.0	512.0
1	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0

Initial Supporting table - P2724 fail time base

Description: fail time base for TCC control solenoid stuck on

Value Units: seconds
X Unit: differential engine speed RPM

y/x	50	100	150	250	300
1	3.000	3.000	3.000	3.000	3.000

Initial Supporting table - P2724 fail time offset

Description: fail time offset for TCC control solenoid stuck on

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	20.00	40.00	60.00	80.00	100.00	120.00
1	0.200	0.150	0.100	0.037	0.000	0.000	0.000	0.000	0.000

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 - transmission hydraulic pressure engine speed time

Description: engine speed time necessary to attain transmission hydraulic pressure

Value Units: seconds
X Unit: transmission fluid temperature °C
Y Units: unitless

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	45.000	45.000	40.000	10.000	5.000

Initial Supporting table - average speed ratio error time not steady state

Description:

Value Units: seconds
X Unit: transmission fluid temperature °C
Y Units: unitless

y/x	-40.00	-7.00	-6.00	60.00	100.00
1	409.59	409.59	0.50	0.50	0.50

Initial Supporting table - average speed ratio error time not steady state

Description:

Value Units: seconds
X Unit: °C

y/x	-40	-7	-6	60	100
1	410	410	1	1	1

Initial Supporting table - average speed ratio error time steady state

Description:

Value Units: seconds
X Unit: transmission fluid temperature °C
Y Units: unitless

y/x	-40.00	-7.00	-6.00	60.00	100.00
1	409.59	409.59	10.00	3.00	3.00

Initial Supporting table - average speed ratio error time steady state

Description:

Value Units: seconds
X Unit: °C

y/x	-40	-7	-6	60	100
1	410	410	10	3	3

Initial Supporting table - Diagnostic Engine Speed Minimum

Description: Looks up required engine speed based on line pressure commanded

Value Units: RPM
X Unit: kPa
Y Units: RPM

y/x	1,000	2,000	4,500
1	900	1,800	2,200

Initial Supporting table - Diagnostic Engine Speed Minimum

Description: Minimum Engine Speed

Value Units: Engine Speed (RPM)
X Unit: Line Pressure (kPa)

y/x	1,000	2,000	4,500
1	900	1,800	2,200

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: transmission fluid temperature °C

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	45.000	45.000	40.000	10.000	5.000

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 Units: unitless

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	45.000	45.000	40.000	10.000	5.000

Initial Supporting table - P0730 error gain

Description: P0703 error gain based on bin offset torque

Value Units: error
X Unit: P0730 index for gross slip error, X axis, Nm/Nm
Y Units: unitless

y/x	1	2	3	4	5
1	0.0	10.0	20.0	30.0	50.0

Initial Supporting table - P0730 gross slip error time threshold

Description: Amount of time P0730 will be delayed from evaluating when a gross slip event has been detected

Value Units: seconds
X Unit: P0730 gross slip error time threshold transmission fluid temperature look up, ratio (unitless)
Y Units: P0730 gross slip error time threshold transmission fluid temperature look up, °C

y/x	0.10	0.50	1.00	1.50	2.00	2.50	3.00
-40.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00
-20.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00
0.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00
20.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00

Initial Supporting table - P0730 variator ratio error value

Description: Error value based on the difference between the actual and commanded variator ratio

Value Units: error value
X Unit: P0730 error accumulation variator ratio difference X axis, ratio (unitless)
Y Units: P0730 error accumulation transmission fluid temperature Y axis, °C

y/x	-0.600	-0.400	-0.300	-0.050	0.000	0.050	0.300	0.400	0.600
-40.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000
-20.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000
0.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000
20.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000

Initial Supporting table - P2723 CVT specific TCC stuck off slip error fail

Description: TCC stuck off slip speed error fail threshold when TCC is in ON controlled slip mode

Value Units: RPM
X Unit: engine torque Nm
Y Units: none

y/x	0.0	64.0	128.0	192.0	256.0	320.0	384.0	448.0	512.0
1	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0

Initial Supporting table - P2724 fail time base

Description: fail time base for TCC control solenoid stuck on

Value Units: seconds
X Unit: differential engine speed RPM

y/x	50	100	150	250	300
1	3.000	3.000	3.000	3.000	3.000

Initial Supporting table - P2724 fail time offset

Description: fail time offset for TCC control solenoid stuck on

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	20.00	40.00	60.00	80.00	100.00	120.00
1	0.200	0.150	0.100	0.037	0.000	0.000	0.000	0.000	0.000

Initial Supporting table - P2737 engine stabilization time

Description:

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	20.0	30.0	40.0	50.0	60.0
1.0	6	4	3	2	2

Initial Supporting table - P2737 primary pulley pressure fail threshold, PARK

Description: The fail threshold for primary pulley average pressure difference based on both binary pump half mode capacity and full mode capacity, PARK

Value Units: percent difference
X Unit: transmission fluid temperature °C
Y Units: engine speed RPM

y/x	700.00	800.00	900.00	1,000.00	1,100.00
20	100.00	100.00	100.00	100.00	100.00
30	100.00	100.00	100.00	100.00	100.00
40	15.00	15.00	15.00	15.00	15.00
50	15.00	15.00	15.00	15.00	15.00
60	15.00	15.00	15.00	15.00	15.00

Initial Supporting table - P2737 secondary pulley pressure fail threshold, PARK

Description: The fail threshold for secondary pulley average pressure difference based on both binary pump half mode capacity and full mode capacity, PARK

Value Units: percent difference
X Unit: transmission fluid temperature °C
Y Units: engine speed RPM

y/x	700.00	800.00	900.00	1,000.00	1,100.00
20	100.00	100.00	100.00	100.00	100.00
30	100.00	100.00	100.00	100.00	100.00
40	15.00	15.00	15.00	15.00	15.00
50	15.00	15.00	15.00	15.00	15.00
60	15.00	15.00	15.00	15.00	15.00

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 - transmission hydraulic pressure engine speed time

Description: engine speed time necessary to attain transmission hydraulic pressure

Value Units: seconds
X Unit: transmission fluid temperature °C
Y Units: unitless

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	45.000	45.000	40.000	10.000	5.000

Initial Supporting table - average speed ratio error time not steady state

Description:

Value Units: seconds
X Unit: transmission fluid temperature °C
Y Units: unitless

y/x	-40.00	-7.00	-6.00	60.00	100.00
1	409.59	409.59	0.50	0.50	0.50

Initial Supporting table - average speed ratio error time not steady state

Description:

Value Units: seconds
X Unit: °C

y/x	-40	-7	-6	60	100
1	410	410	1	1	1

Initial Supporting table - average speed ratio error time steady state

Description:

Value Units: seconds
X Unit: transmission fluid temperature °C
Y Units: unitless

y/x	-40.00	-7.00	-6.00	60.00	100.00
1	409.59	409.59	10.00	3.00	3.00

Initial Supporting table - average speed ratio error time steady state

Description:

Value Units: seconds
X Unit: °C

y/x	-40	-7	-6	60	100
1	410	410	10	3	3

Initial Supporting table - Diagnostic Engine Speed Minimum

Description: Looks up required engine speed based on line pressure commanded

Value Units: RPM
X Unit: kPa
Y Units: RPM

y/x	1,000	2,000	4,500
1	900	1,800	2,200

Initial Supporting table - Diagnostic Engine Speed Minimum

Description: Minimum Engine Speed

Value Units: Engine Speed (RPM)
X Unit: Line Pressure (kPa)

y/x	1,000	2,000	4,500
1	900	1,800	2,200

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: transmission fluid temperature °C

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	45.000	45.000	40.000	10.000	5.000

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 Units: unitless

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	45.000	45.000	40.000	10.000	5.000

Initial Supporting table - new P2737 secondary pulley pressure fail threshold NEUTRAL DRIVE

Description: The fail threshold for secondary pulley average pressure difference based on both binary pump half mode capacity and full mode capacity, NEUTRAL or DRIVE

Value Units: percent difference
X Unit: transmission fluid temperature °C

y/x	700	800	900	1,000	1,100
20	100.0	100.0	100.0	100.0	100.0
30	100.0	100.0	100.0	100.0	100.0
40	15.0	15.0	15.0	15.0	15.0
50	15.0	15.0	15.0	15.0	15.0
60	15.0	15.0	15.0	15.0	15.0

Initial Supporting table - P0723 (MY21) transmission engaged state time threshold

Description: time necessary after transmission engaged state indicates transmsision engaged to allow P0723 enable

Value Units: seconds
seconds

y/x	-40	0	40
1	5	5	5

Initial Supporting table - P0723 Wheel Speed Calc

Description:

y/x	200	300	400	500	600
1	100	150	200	250	300

Initial Supporting table - P0730 error gain

Description: P0703 error gain based on bin offset torque

Value Units: error
X Unit: P0730 index for gross slip error, X axis, Nm/Nm
Y Units: unitless

y/x	1	2	3	4	5
1	0.0	10.0	20.0	30.0	50.0

Initial Supporting table - P0730 gross slip error time threshold

Description: Amount of time P0730 will be delayed from evaluating when a gross slip event has been detected

Value Units: seconds
X Unit: P0730 gross slip error time threshold transmission fluid temperature look up, ratio (unitless)
Y Units: P0730 gross slip error time threshold transmission fluid temperature look up, °C

y/x	0.10	0.50	1.00	1.50	2.00	2.50	3.00
-40.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00
-20.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00
0.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00
20.00	0.75	0.75	1.00	1.25	1.50	1.75	2.00

Initial Supporting table - P0730 variator ratio error value

Description: Error value based on the difference between the actual and commanded variator ratio

Value Units: error value
X Unit: P0730 error accumulation variator ratio difference X axis, ratio (unitless)
Y Units: P0730 error accumulation transmission fluid temperature Y axis, °C

y/x	-0.600	-0.400	-0.300	-0.050	0.000	0.050	0.300	0.400	0.600
-40.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000
-20.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000
0.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000
20.00	7.000	4.000	0.000	0.000	-1.000	0.000	0.000	4.000	7.000

Initial Supporting table - P2723 CVT specific TCC stuck off slip error fail

Description: TCC stuck off slip speed error fail threshold when TCC is in ON controlled slip mode

Value Units: RPM
X Unit: engine torque Nm
Y Units: none

y/x	0.0	64.0	128.0	192.0	256.0	320.0	384.0	448.0	512.0
1	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0

Initial Supporting table - P2724 fail time base

Description: fail time base for TCC control solenoid stuck on

Value Units: seconds
X Unit: differential engine speed RPM

y/x	50	100	150	250	300
1	3.000	3.000	3.000	3.000	3.000

Initial Supporting table - P2724 fail time offset

Description: fail time offset for TCC control solenoid stuck on

Value Units: seconds
X Unit: transmission fluid temperature °C

y/x	-40.00	-20.00	0.00	20.00	40.00	60.00	80.00	100.00	120.00
1	0.200	0.150	0.100	0.037	0.000	0.000	0.000	0.000	0.000

Initial Supporting table - P2737 engine stabilization time

Description: P2737 engine stabilization time

Value Units: seconds
X Unit: transmission fluid temperature °C
Y Units: unitless

y/x	20.0	30.0	40.0	50.0	60.0
1.0	6.00	4.00	3.00	2.00	1.50

Initial Supporting table - P2737 primary pulley pressure fail threshold, NEUTRAL DRIVE

Description: TThe fail threshold for primary pulley average pressure difference based on both binary pump half mode capacity and full mode capacity, Neutral or Drive

Value Units: percent difference
X Unit: transmission fluid temperature °C
Y Units: engine speed RPM

y/x	700	800	900	1,000	1,100
20	100.0	100.0	100.0	100.0	100.0
30	100.0	100.0	100.0	100.0	100.0
40	15.0	15.0	15.0	15.0	15.0
50	15.0	15.0	15.0	15.0	15.0
60	15.0	15.0	15.0	15.0	15.0

Initial Supporting table - P2737 primary pulley pressure fail threshold, PARK

Description: The fail threshold for primary pulley average pressure difference based on both binary pump half mode capacity and full mode capacity, PARK

Value Units: percent difference
X Unit: transmission fluid temperature °C
Y Units: engine speed RPM

y/x	700	800	900	1,000	1,100
20	100.0	100.0	100.0	100.0	100.0
30	100.0	100.0	100.0	100.0	100.0
40	15.0	15.0	15.0	15.0	15.0
50	15.0	15.0	15.0	15.0	15.0
60	15.0	15.0	15.0	15.0	15.0

Initial Supporting table - P2737 secondary pulley pressure fail threshold, PARK

Description: The fail threshold for secondary pulley average pressure difference based on both binary pump half mode capacity and full mode capacity, PARK

Value Units: percent difference
X Unit: transmission fluid temperature °C
Y Units: engine speed RPM

y/x	700	800	900	1,000	1,100
20.0	100	100	100	100	100
30.0	100	100	100	100	100
40.0	15	15	15	15	15
50.0	15	15	15	15	15
60.0	15	15	15	15	15

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 - transmission hydraulic pressure engine speed time

Description: engine speed time necessary to attain transmission hydraulic pressure

Value Units: seconds
X Unit: transmission fluid temperature °C
Y Units: unitless

y/x	-40.00	-30.00	-20.00	0.00	40.00
1	45.000	45.000	40.000	10.000	5.000