

EMISSIONS CONTROL

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EMISSIONS CONTROL

DESCRIPTION

DESCRIPTION - DIESEL

Two different modules are used for powertrain control with the diesel engine. The Powertrain Control Module (PCM) is used primarily for charging system, transmission, A/C compressor clutch operation and speed control functions. The Engine Control Module (ECM) is used to control the **fuel and emissions systems**. The PCM is located in the right/rear of engine compartment (Fig. 1). The ECM is bolted to the left side of the engine cylinder block (Fig. 2).

DESCRIPTION - STATE DISPLAY TEST MODE

The switch inputs to the Powertrain Control Module (PCM) have two recognized states; HIGH and LOW. For this reason, the PCM cannot recognize the difference between a selected switch position versus an open circuit, a short circuit, or a defective switch. If the State Display screen shows the change from HIGH to LOW or LOW to HIGH, assume the entire switch circuit to the PCM functions properly. Connect

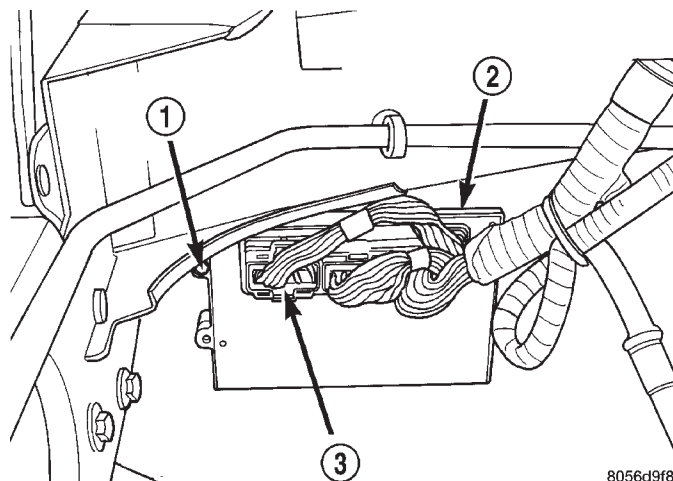
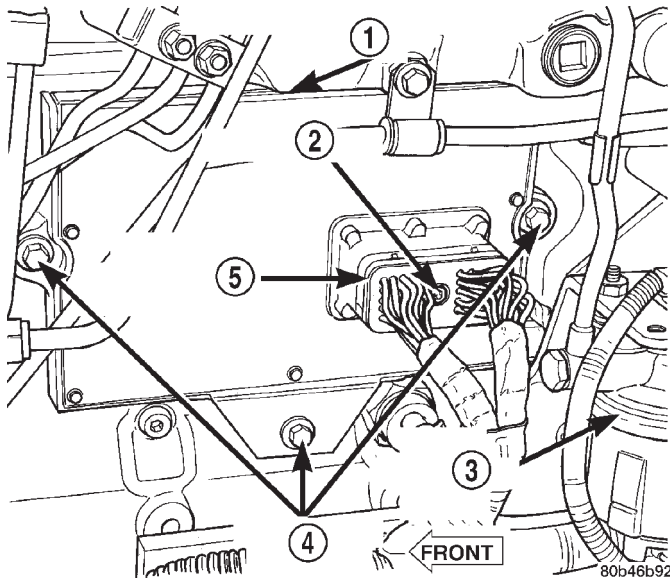


Fig. 1 Powertrain Control Module (PCM) Location

- 1 - PCM MOUNTING BOLTS (3)
- 2 - POWERTRAIN CONTROL MODULE (PCM)
- 3 - (3) 32-WAY CONNECTORS

the DRB scan tool to the data link connector and access the state display screen. Then access either State Display Inputs and Outputs or State Display Sensors.

EMISSIONS CONTROL (Continued)

**Fig. 2 Engine Control Module (ECM) Location**

- 1 - ENGINE CONTROL MODULE (ECM)
- 2 - HEX HEADED BOLT
- 3 - FUEL TRANSFER PUMP
- 4 - MOUNTING BOLTS (3)
- 5 - 50-WAY CONNECTOR

DESCRIPTION - CIRCUIT ACTUATION TEST MODE

The Circuit Actuation Test Mode checks for proper operation of output circuits or devices the Powertrain Control Module (PCM) may not internally recognize. The PCM attempts to activate these outputs and allow an observer to verify proper operation. Most of the tests provide an audible or visual indication of device operation (click of relay contacts, fuel spray, etc.). Except for intermittent conditions, if a device functions properly during testing, assume the device,

its associated wiring, and driver circuit work correctly. Connect the DRB scan tool to the data link connector and access the Actuators screen.

DESCRIPTION - DIAGNOSTIC TROUBLE CODES

A Diagnostic Trouble Code (DTC) indicates the PCM has recognized an abnormal condition in the system.

Remember that DTC's are the results of a system or circuit failure, but do not directly identify the failed component or components.

NOTE: For a list of DTC's, refer to the charts in this section.

BULB CHECK

Each time the ignition key is turned to the ON position, the malfunction indicator (check engine) lamp on the instrument panel should illuminate for approximately 2 seconds then go out. This is done for a bulb check.

OBTAINING DTC'S USING DRB SCAN TOOL

(1) Connect the DRB scan tool to the data link (diagnostic) connector. This connector is located in the passenger compartment; at the lower edge of instrument panel; near the steering column.

(2) Turn the ignition switch on and access the "Read Fault" screen.

(3) Record all the DTC's and "freeze frame" information shown on the DRB scan tool.

(4) To erase DTC's, use the "Erase Trouble Code" data screen on the DRB scan tool. **Do not erase any DTC's until problems have been investigated and repairs have been performed.**

EMISSIONS CONTROL (Continued)

(M) Malfunction Indicator Lamp (MIL) illuminated during engine operation if this DTC was recorded (depending if required by CARB and/or EPA). MIL is displayed as an engine icon on instrument panel.		
(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P0030 (M)	1/1 O2 Sensor Heater Circuit Malfunction	Problem detected in oxygen sensor heater relay circuit.
P0031 (M)	1/1 O2 Sensor Heater Circuit Low	Problem detected in oxygen sensor heater relay circuit.
P0032 (M)	1/1 O2 Sensor Heater Circuit High	Problem detected in oxygen sensor heater relay circuit.
P0036 (M)	1/2 O2 Sensor Heater Circuit Malfunction	Problem detected in oxygen sensor heater relay circuit.
P0037 (M)	1/2 O2 Sensor Heater Circuit Low	Problem detected in oxygen sensor heater relay circuit.
P0038 (M)	1/2 O2 Sensor Heater Circuit High	Problem detected in oxygen sensor heater relay circuit.
P0043 (M)	1/3 O2 Sensor Heater Circuit Low	Problem detected in oxygen sensor heater relay circuit.
P0044 (M)	1/3 O2 Sensor Heater Circuit High	Problem detected in oxygen sensor heater relay circuit.
P0051 (M)	2/1 O2 Sensor Heater Circuit Low	Problem detected in oxygen sensor heater relay circuit.
P0052 (M)	2/1 O2 Sensor Heater Circuit High	Problem detected in oxygen sensor heater relay circuit.
P0057 (M)	2/2 O2 Sensor Heater Circuit Low	Problem detected in oxygen sensor heater relay circuit.
P0058 (M)	2/2 O2 Sensor Heater Circuit High	Problem detected in oxygen sensor heater relay circuit.
P0071 (M)	Amb/Bat Temp Sensor Performance	
P0106	Barometric Pressure Out of Range	MAP sensor input voltage out of an acceptable range detected during reading of barometric pressure at key-on.
P0107 (M)	Map Sensor Voltage Too Low	MAP sensor input below minimum acceptable voltage.
P0108 (M)	Map Sensor Voltage Too High	MAP sensor input above maximum acceptable voltage.
PO111 (M)	Intake Air Temp Sensor Performance	
P0112 (M)	Intake Air Temp Sensor Voltage Low	Intake air (charge) temperature sensor input below the minimum acceptable voltage.
P0113 (M)	Intake Air Temp Sensor Voltage High	Intake air (charge) temperature sensor input above the maximum acceptable voltage.
P0116	Coolant Temp Sensor Performance	A rationatilty error has been detected in the coolant temp sensor.
P0117 (M)	ECT Sensor Voltage Too Low	Engine coolant temperature sensor input below the minimum acceptable voltage.
P0118 (M)	ECT Sensor Voltage Too High	Engine coolant temperature sensor input above the maximum acceptable voltage.
P0121 (M)	TPS Voltage Does Not Agree With MAP	TPS signal does not correlate to MAP sensor signal.
P0121 (M)	Accelerator Position Sensor (APPS) Signal Voltage Too Low	APPS voltage input below the minimum acceptable voltage.
P0122 (M)	Throttle Position Sensor Voltage Low	Throttle position sensor input below the acceptable voltage range.
P0122 (M)	Accelerator Position Sensor (APPS) Signal Voltage Too Low	APPS voltage input below the minimum acceptable voltage.
P0123 (M)	Throttle Position Sensor Voltage High	Throttle position sensor input above the maximum acceptable voltage.
P0123 (M)	Accelerator Position Sensor (APPS) Signal Voltage Too High	APPS voltage input above the maximum acceptable voltage.

EMISSIONS CONTROL (Continued)

(M) Malfunction Indicator Lamp (MIL) illuminated during engine operation if this DTC was recorded (depending if required by CARB and/or EPA). MIL is displayed as an engine icon on instrument panel.		
(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P0125 (M)	Closed Loop Temp Not Reached	Time to enter Closed Loop Operation (Fuel Control) is excessive.
P0125 (M)	Engine is Cold Too Long	Engine does not reach operating temperature.
P0130 (M)	1/1 O2 Sensor Heater Circuit Malfunction	Oxygen sensor heater element malfunction.
P0131 (M)	1/1 O2 Sensor Shorted To Ground	Oxygen sensor input voltage maintained below normal operating range.
P0132 (M)	1/1 O2 Sensor Shorted To Voltage	Oxygen sensor input voltage maintained above normal operating range.
P0133 (M)	1/1 O2 Sensor Slow Response	Oxygen sensor response slower than minimum required switching frequency.
P0134 (M)	1/1 O2 Sensor Stays at Center	Neither rich or lean condition is detected from the oxygen sensor input.
P0135 (M)	1/1 O2 Sensor Heater Failure	Oxygen sensor heater element malfunction.
P0136 (M)	1/2 O2 Sensor Heater Circuit Malfunction	Oxygen sensor heater element malfunction.
P0137 (M)	1/2 O2 Sensor Shorted To Ground	Oxygen sensor input voltage maintained below normal operating range.
P0138 (M)	1/2 O2 Sensor Shorted To Voltage	Oxygen sensor input voltage maintained above normal operating range.
P0139 (M)	1/2 O2 Sensor Slow Response	Oxygen sensor response not as expected.
P0140 (M)	1/2 O2 Sensor Stays at Center	Neither rich or lean condition is detected from the oxygen sensor.
P0141 (M)	1/2 O2 Sensor Heater Failure	Oxygen sensor heater element malfunction.
P0143 (M)	1/3 O2 Sensor Shorted To Ground	Oxygen sensor input voltage maintained below normal operating range.
P0144 (M)	1/3 O2 Sensor Shorted To Voltage	Oxygen sensor input voltage maintained above normal operating range.
P0145 (M)	1/3 O2 Sensor Slow Response	Oxygen sensor response slower than minimum required switching frequency.
P0146 (M)	1/3 O2 Sensor Stays at Center	Neither rich or lean condition is detected from the oxygen sensor.
P0147 (M)	1/3 O2 Sensor Heater Failure	Oxygen sensor heater element malfunction.
P0151 (M)	2/1 O2 Sensor Shorted To Ground	Oxygen sensor input voltage maintained below normal operating range.
P0152 (M)	2/1 O2 Sensor Shorted To Voltage	Oxygen sensor input voltage sustained above normal operating range.
P0153 (M)	2/1 O2 Sensor Slow Response	Oxygen sensor response slower than minimum required switching frequency.
P0154 (M)	2/1 O2 Sensor Stays at Center	Neither rich or lean condition is detected from the oxygen sensor.
P0155 (M)	2/1 O2 Sensor Heater Failure	Oxygen sensor heater element malfunction.

EMISSIONS CONTROL (Continued)

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Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P0157 (M)	2/2 O2 Sensor Shorted To Ground	Oxygen sensor input voltage maintained below normal operating range.
P0158 (M)	2/2 O2 Sensor Shorted To Voltage	Oxygen sensor input voltage maintained above normal operating range.
P0159	2/2 O2 Sensor Slow Response	Oxygen sensor response slower than minimum required switching frequency.
P0160 (M)	2/2 O2 Sensor Stays at Center	Neither rich or lean condition is detected from the oxygen sensor.
P0161 (M)	2/2 O2 Sensor Heater Failure	Oxygen sensor heater element malfunction.
P0165	Starter Relay Circuit	Problem detected in starter relay circuit.
P0168	Decreased Engine Performance Due To High Injection Pump Fuel Temp	Fuel temperature is above the engine protection limit. Engine power will be derated.
P0171 (M)	1/1 Fuel System Lean	A lean air/fuel mixture has been indicated by an abnormally rich correction factor.
P0172 (M)	1/1 Fuel System Rich	A rich air/fuel mixture has been indicated by an abnormally lean correction factor.
P0174 (M)	2/1 Fuel System Lean	A lean air/fuel mixture has been indicated by an abnormally rich correction factor.
P0175 (M)	2/1 Fuel System Rich	A rich air/fuel mixture has been indicated by an abnormally lean correction factor.
P0176	Loss of Flex Fuel Calibration Signal	No calibration voltage present from flex fuel sensor.
P0177	Water In Fuel	Excess water found in fuel by water-in-fuel sensor.
P0178	Flex Fuel Sensor Volts Too Low	Flex fuel sensor input below minimum acceptable voltage.
P0178	Water In Fuel Sensor Voltage Too Low	Loss of water-in-fuel circuit or sensor.
P0179	Flex Fuel Sensor Volts Too High	Flex fuel sensor input above maximum acceptable voltage.
P0181	Fuel Injection Pump Failure	Low power, engine derated, or engine stops.
P0182 (M)	CNG Temp Sensor Voltage Too Low	Compressed natural gas temperature sensor voltage below acceptable voltage.
P0183 (M)	CNG Temp Sensor Voltage Too High	Compressed natural gas temperature sensor voltage above acceptable voltage.
P0201 (M)	Injector #1 Control Circuit	An open or shorted condition detected in control circuit for injector #1 or the INJ 1 injector bank.
P0202 (M)	Injector #2 Control Circuit	An open or shorted condition detected in control circuit for injector #2 or the INJ 2 injector bank.
P0203 (M)	Injector #3 Control Circuit	An open or shorted condition detected in control circuit for injector #3 or the INJ 3 injector bank.
P0204 (M)	Injector #4 Control Circuit	Injector #4 or INJ 4 injector bank output driver stage does not respond properly to the control signal.
P0205 (M)	Injector #5 Control Circuit	Injector #5 output driver stage does not respond properly to the control signal.
P0206 (M)	Injector #6 Control Circuit	Injector #6 output driver stage does not respond properly to the control signal.

EMISSIONS CONTROL (Continued)

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(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P0207 (M)	Injector #7 Control Circuit	Injector #7 output driver stage does not respond properly to the control signal.
P0208 (M)	Injector #8 Control Circuit	Injector #8 output driver stage does not respond properly to the control signal.
P0209 (M)	Injector #9 Control Circuit	Injector #9 output driver stage does not respond properly to the control signal.
P0210 (M)	Injector #10 Control Circuit	Injector #10 output driver stage does not respond properly to the control signal.
P0215	Fuel Injection Pump Control Circuit	Failure in fuel pump relay control circuit.
P0216 (M)	Fuel Injection Pump Timing Failure	High fuel supply restriction, low fuel pressure or possible wrong or incorrectly installed pump keyway.
P0217	Decreased Engine Performance Due To Engine Overheat Condition	Engine overheating. ECM will derate engine performance.
P0219	Crankshaft Position Sensor Overspeed Signal	Engine has exceeded rpm limits.
P0222 (M)	Idle Validation Signals Both Low	Problem detected with idle validation circuits within APPS.
P0223 (M)	Idle Validation Signals Both High (Above 5 Volts)	Problem detected with idle validation circuits within APPS.
P0230	Transfer Pump (Lift Pump) Circuit Out of Range	Problem detected in fuel transfer pump circuits.
P0232	Fuel Shutoff Signal Voltage Too High	Fuel shut-off signal voltage too high from ECM to fuel injection pump.
P0234 (M)	Turbo Boost Limit Exceeded	Problem detected in turbocharger wastegate.
P0236 (M)	Map Sensor Too High Too Long	Problem detected in turbocharger wastegate.
P0237 (M)	Map Sensor Voltage Too Low	MAP sensor voltage input below the minimum acceptable voltage.
P0238 (M)	Map Sensor Voltage Too High	MAP sensor voltage input above the maximum acceptable voltage.
PO243	Wastegate Solenoid Circuit	
P0251 (M)	Fuel Inj. Pump Mech. Failure Fuel Valve Feedback Circuit	Problem sensed with fuel circuit internal to fuel injection pump.
P0253 (M)	Fuel Injection Pump Fuel Valve Open Circuit	Problem sensed with fuel circuit internal to fuel injection pump.
P0254	Fuel Injection Pump Fuel Valve Current Too High	Problem caused by internal fuel injection pump failure.
P0300 (M)	Multiple Cylinder Mis-fire	Misfire detected in multiple cylinders.
P0301 (M)	CYLINDER #1 MISFIRE	Misfire detected in cylinder #1.
P0302 (M)	CYLINDER #2 MISFIRE	Misfire detected in cylinder #2.
P0303 (M)	CYLINDER #3 MISFIRE	Misfire detected in cylinder #3.
P0304 (M)	CYLINDER #4 MISFIRE	Misfire detected in cylinder #4.
P0305 (M)	CYLINDER #5 MISFIRE	Misfire detected in cylinder #5.
P0306 (M)	CYLINDER #6 MISFIRE	Misfire detected in cylinder #6.

EMISSIONS CONTROL (Continued)

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(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P0307 (M)	CYLINDER #7 MISFIRE	Misfire detected in cylinder #7
P0308 (M)	CYLINDER #8 MISFIRE	Misfire detected in cylinder #8.
P0309 (M)	CYLINDER #9 MISFIRE	Misfire detected in cylinder #9.
P0310 (M)	CYLINDER #10 MISFIRE	Misfire detected in cylinder #10.
P0320 (M)	No Crank Reference Signal at PCM	No reference signal (crankshaft position sensor) detected during engine cranking.
P0320 (M)	No RPM Signal to PCM (Crankshaft Position Sensor Signal to JTEC)	A CKP signal has not been detected at the PCM.
P0325	Knock Sensor #1 Circuit	Knock sensor (#1) signal above or below minimum acceptable threshold voltage at particular engine speeds.
P0330	Knock Sensor #2 Circuit	Knock sensor (#2) signal above or below minimum acceptable threshold voltage at particular engine speeds.
P0336 (M)	Crankshaft Position (CKP) Sensor Signal	Problem with voltage signal from CKP.
P0340 (M)	No Cam Signal At PCM	No fuel sync
P0341 (M)	Camshaft Position (CMP) Sensor Signal	Problem with voltage signal from CMP.
P0350	Ignition Coil Draws Too Much Current	A coil (1-5) is drawing too much current.
P0351 (M)	Ignition Coil # 1 Primary Circuit	Peak primary circuit current not achieved with maximum dwell time.
P0352 (M)	Ignition Coil # 2 Primary Circuit	Peak primary circuit current not achieved with maximum dwell time.
P0353 (M)	Ignition Coil # 3 Primary Circuit	Peak primary circuit current not achieved with maximum dwell time.
P0354 (M)	Ignition Coil # 4 Primary Circuit	Peak primary circuit current not achieved with maximum dwell time (High Impedance).
P0355 (M)	Ignition Coil # 5 Primary Circuit	Peak primary circuit current not achieved with maximum dwell time (High Impedance).
P0356 (M)	Ignition Coil # 6 Primary Circuit	Peak primary circuit current not achieved with maximum dwell time (high impedance).
P0357 (M)	Ignition Coil # 7 Primary Circuit	Peak primary circuit current not achieved with maximum dwell time (high impedance).
P0358 (M)	Ignition Coil # 8 Primary Circuit	Peak primary circuit current not achieved with maximum dwell time (high impedance).
P0370	Fuel Injection Pump Speed/Position Sensor Sig Lost	Problem caused by internal fuel injection pump failure.
P0380 (M)	Intake Air Heater Relay #1 Control Circuit	Problem detected in #1 air heater solenoid/relay circuit (not heater element)
P0381 (M)	Wait To Start Lamp Inoperative	Problem detected in wait-to-start bulb circuit.
P0382 (M)	Intake Air Heater Relay #2 Control Circuit	Problem detected in #2 air heater solenoid/relay circuit (not heater element)
P0387	Crankshaft Position Sensor Supply Voltage Too Low	CKP sensor voltage input below the minimum acceptable voltage.

EMISSIONS CONTROL (Continued)

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(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P0388	Crankshaft Position Sensor Supply Voltage Too High	CKP sensor voltage input above the maximum acceptable voltage.
PO0400	Diesel EGR System Failure	
P0401	EGR System Failure	Required change in air/fuel ration not detected during diagnostic test.
P0403	EGR Solenoid Circuit	An open or shorted condition detected in the EGR solenoid control circuit.
P0404	EGR Position Sensor Rationality	EGR position sensor signal does not correlate to EGR duty cycle.
P0405	EGR Position Sensor Volts Too Low	EGR position sensor input below the acceptable voltage range.
P0406	EGR Position Sensor Volts Too High	EGR position sensor input above the acceptable voltage range.
P0412	Secondary Air Solenoid Circuit	An open or shorted condition detected in the secondary air (air switching/aspirator) solenoid control circuit.
P0420 (M)	1/1 Catalytic Converter Efficiency	Catalyst 1/1 efficiency below required level.
P0432 (M)	1/2 Catalytic Converter Efficiency	Catalyst 2/1 efficiency below required level.
P0441 (M)	Evap Purge Flow Monitor	Insufficient or excessive vapor flow detected during evaporative emission system operation.
P0442 (M)	Evap Leak Monitor Medium Leak Detected	A small leak has been detected in the evaporative system.
P0443 (M)	Evap Purge Solenoid Circuit	An open or shorted condition detected in the EVAP purge solenoid control circuit.
P0455 (M)	Evap Leak Monitor Large Leak Detected	A large leak has been detected in the evaporative system.
P0456 (M)	Evap Leak Monitor Small Leak Detected	Leak has been detected in the evaporative system.
P0460	Fuel Level Unit No Change Over Miles	During low fuel
P0460	Fuel Level Unit No Change Over Miles	Fuel level sending unit voltage does not change for more than 40 miles.
PO061	Fuel Level Unit No Change Over Time	
P0462	Fuel Level Sending Unit Volts Too Low	Fuel level sensor input below acceptable voltage.
P0462 (M)	Fuel Level Sending Unit Volts Too Low	Open circuit between PCM and fuel gauge sending unit.
P0463	Fuel Level Sending Unit Volts Too High	Fuel level sensor input above acceptable voltage.
P0463 (M)	Fuel Level Sending Unit Volts Too High	Circuit shorted to voltage between PCM and fuel gauge sending unit.
P0500 (M)	No Vehicle Speed Sensor Signal	No vehicle speed sensor signal detected during road load conditions.
P0500 (M)	No Vehicle Speed Sensor Signal	A vehicle speed signal was not detected.
P0505 (M)	Idle Air Control Motor Circuits	
P0508 (M)	IAC Motor Sense Circuit Low	

EMISSIONS CONTROL (Continued)

(M) Malfunction Indicator Lamp (MIL) illuminated during engine operation if this DTC was recorded (depending if required by CARB and/or EPA). MIL is displayed as an engine icon on instrument panel.		
(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P0509 (M)	IAC Motor Sense Circuit High	
P0521	Oil Pressure Switch Rationality	
P0522	Oil Pressure Voltage Too Low	Oil pressure sending unit (sensor) voltage input below the minimum acceptable voltage.
P0523	Oil Pressure Voltage Too High	Oil pressure sending unit (sensor) voltage input above the maximum acceptable voltage.
P0524	Oil Pressure Too Low	Engine oil pressure is low. Engine power derated.
P0545	A/C Clutch Relay Circuit	Problem detected in air conditioning clutch relay control circuit.
P0551	Power Steering Switch Failure	Incorrect input state detected for the power steering switch circuit. PL: High pressure seen at high speed.
P0562	Charging System Voltage Too Low	Supply voltage sensed at ECM too low.
P0563	Charging System Voltage Too High	Supply voltage sensed at ECM too high.
P0572	Brake Switch Input #1 Signal Missing	
P0573	Brake Switch Input #2 Signal Missing	
P0575	Cruise Control Switch Voltage Low	
P0576	Cruise Control Switch Voltage High	
P0577	Cruise Control Switch Voltage High	
P0600	PCM Failure SPI Communications	No communication detected between co-processors in the control module.
P0601 (M)	Internal Controller Failure	Internal control module fault condition (check sum) detected.
P0602 (M)	ECM Fueling Calibration Error	ECM Internal fault condition detected.
P0604	RAM Check Failure	Transmission control module RAM self test fault detected. -Aisin transmission
P0605	ROM Check Failure	Transmission control module ROM self test fault detected -Aisin transmission
P0606 (M)	ECM Failure	ECM Internal fault condition detected.
P0615	Starter Relay Control Circuit	An open or shorted condition detected in the starter relay control circuit.
P0622 (G)	Generator Field Not Switching Properly	An open or shorted condition detected in the generator field control circuit.
P0645	A/C Clutch Relay Circuit	An open or shorted condition detected in the A/C clutch relay control circuit.
P0700	EATX Controller DTC Present	This SBEC III or JTEC DTC indicates that the EATX or Aisin controller has an active fault and has illuminated the MIL via a CCD (EATX) or SCI (Aisin) message. The specific fault must be acquired from the EATX via CCD or from the Aisin via ISO-9141.
P0703	Brake Switch Stuck Pressed or Released	Incorrect input state detected in the brake switch circuit. (Changed from P1595)
P0703	Brake Switch Sense Circuit	

EMISSIONS CONTROL (Continued)

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Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P0711 (M)	Trans Temp Sensor, No Temp Rise After Start	Relationship between the transmission temperature and overdrive operation and/or TCC operation indicates a failure of the Transmission Temperature Sensor. OBD II Rationality. Was MIL code 37.
P0712	Trans Temp Sensor Voltage Too Low	Transmission fluid temperature sensor input below acceptable voltage. Was MIL code 37.
P0712 (M)	Trans Temp Sensor Voltage Too Low	Voltage less than 1.55 volts (4-speed auto. trans. only).
P0713	Trans Temp Sensor Voltage Too High	Transmission fluid temperature sensor input above acceptable voltage. Was MIL code 37.
P0713 (M)	Trans Temp Sensor Voltage Too High	Voltage greater than 3.76 volts (4-speed auto. trans. only).
P0720 (M)	Low Output SPD Sensor RPM, Above 15 MPH	The relationship between the Output Shaft Speed Sensor and vehicle speed is not within acceptable limits.
P0720 (M)	Low Output Spd Sensor RPM Above 15 mph	Output shaft speed is less than 60 rpm with vehicle speed above 15 mph (4-speed auto. trans. only).
P0740 (M)	Torq Con Clu, No RPM Drop at Lockup	Relationship between engine and vehicle speeds indicated failure of torque converter clutch lock-up system (TCC/PTU solenoid)
P0743 (M)	Torque Converter Clutch Solenoid/Trans Relay Circuits	An open or shorted condition detected in the torque converter clutch (part throttle unlock) solenoid control circuit. Shift solenoid C electrical fault - Aisin transmission
P0743 (M)	Torque Converter Clutch Solenoid/Trans Relay Circuits	An open or shorted condition detected in the torque converter part throttle unlock solenoid control circuit (3 or 4-speed auto. trans. only).
P0748 (M)	Governor Pressur Sol Control/Trans Relay Circuits	An open or shorted condition detected in the Governor Pressure Solenoid circuit or Trans Relay Circuit in JTEC RE transmissions.
P0748 (M)	Governor Pressure Sol Control/Trans Relay Circuits	An open or shorted condition detected in the governor pressure solenoid or relay circuits (4-speed auto. trans. only).
P0751 (M)	O/D Switch Pressed (Lo) More Than 5 Minutes	Overdrive override switch input is in a prolonged depressed state.
P0751 (M)	O/D Switch Pressed (LO) More Than 5 Min	Overdrive Off switch input too low for more than 5 minutes (4-speed auto. trans. only).
P0753 (M)	Trans 3-4 Shift Sol/Trans Relay Circuits	An open or shorted condition detected in the overdrive solenoid control circuit or Trans Relay Circuit in JTEC RE transmissions. Was MIL code 45.
P0753 (M)	Trans 3-4 Shift Sol/Trans Relay Circuits	An open or shorted condition detected in the transmission 2-4 shift solenoid circuit (4-speed auto. trans. only).
P0756	AW4 Shift Sol B (2-3) Functional Failure	Shift solenoid B (2-3) functional fault - Aisin transmission
P0783 (M)	3-4 Shift Sol, No RPM Drop at Lockup	The overdrive solenoid is unable to engage the gear change from 3rd gear to the overdrive gear.
P0801	Reverse Gear Lockout Circuit Open or Short	An open or shorted condition detected in the transmission reverse gear lock-out solenoid control circuit.

EMISSIONS CONTROL (Continued)

(M) Malfunction Indicator Lamp (MIL) illuminated during engine operation if this DTC was recorded (depending if required by CARB and/or EPA). MIL is displayed as an engine icon on instrument panel.		
(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P0830	Clutch Depressed Switch Circuit	Problem detected in clutch switch circuit.
P0833	Clutch Released Switch Circuit	Problem detected in clutch switch circuit.
P0836	4WD Mux Switch Circuit	
P0837	4WD Mux Switch Performance	
P1110	Decrease Engine Performance Due To High Intake Air Temperature	Intake manifold air temperature is above the engine protection limit. Engine power will be derated.
P1180	Decreased Engine Performance Due To High Injection Pump Fuel Temp	Fuel temperature is above the engine protection limit. Engine power will be derated.
P1192	Intake Air Temp Sensor Voltage Low	
P1193	Intake Air Temp Sensor Voltage High	
P1194	O2 Heater Performance	
P1195 (M)	1/1 O2 Sensor Slow During Catalyst Monitor	A slow switching oxygen sensor has been detected in bank 1/1 during catalyst monitor test. (Also see SCI DTC \$66) (was P0133)
P1196 (M)	2/1 O2 Sensor Slow During Catalyst Monitor	A slow switching oxygen sensor has been detected in bank 2/1 during catalyst monitor test. (Also see SCI DTC \$7A) (was P0153)
P1197	1/2 O2 Sensor Slow During Catalyst Monitor	A slow switching oxygen sensor has been detected in bank 1/2 during catalyst monitor test. (Also see SCI DTC \$68) (was P0139)
P1198	Radiator Temperature Sensor Volts Too High	Radiator coolant temperature sensor input above the maximum acceptable voltage.
P1199	Radiator Temperature Sensor Volts Too Low	Radiator coolant temperature sensor input below the minimum acceptable voltage.
P1280	Fuel System Relay Circuit	
P1281	Engine is Cold Too Long	Engine coolant temperature remains below normal operating temperatures during vehicle travel (Thermostat).
P1282	Fuel Pump/System Relay Control Circuit	An open or shorted condition detected in the fuel pump relay control circuit.
P1283	Idle Select Signal Invalid	ECM or fuel injection pump module internal fault condition detected.
P1284 (M)	Fuel Injection Pump Battery Voltage Out-Of-Range	Fuel injection pump module internal fault condition detected. Engine power will be derated.
P1285 (M)	Fuel Injection Pump Controller Always On	Fuel injection pump module relay circuit failure detected. Engine power will be derated.
P1286	Accelerator Position Sensor (APPS) Supply Voltage Too High	High voltage detected at APPS.
P1287	Fuel Injection Pump Controller Supply Voltage Low	ECM or fuel injection pump module internal fault condition detected. Engine power will be derated.
P1288	Intake Manifold Short Runner Solenoid Circuit	An open or shorted condition detected in the short runner tuning valve circuit.
P1289	Manifold Tune Valve Solenoid Circuit	An open or shorted condition detected in the manifold tuning valve solenoid control circuit.

EMISSIONS CONTROL (Continued)

(M) Malfunction Indicator Lamp (MIL) illuminated during engine operation if this DTC was recorded (depending if required by CARB and/or EPA). MIL is displayed as an engine icon on instrument panel.		
(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P1290	High Pressure Solenoid Relay Ckt.	CNG Fuel System Pressure Too High—Compressed natural gas system pressure above normal operating range.
P1291	No Temp Rise Seen From Intake Heaters	Energizing Heated Air Intake does not change intake air temperature sensor an acceptable amount.
P1291 (M)	No Temperature Rise Seen From Intake Air Heaters	Problem detected in intake manifold air heating system.
P1292	CNG Pressure Sensor Voltage Too High	Compressed natural gas pressure sensor reading above acceptable voltage.
P1293	CNG Pressure Sensor Voltage Too Low	Compressed natural gas pressure sensor reading below acceptable voltage.
P1294 (M)	Target Idle Not Reached	Target RPM not achieved during drive idle condition. Possible vacuum leak or IAC (AIS) lost steps.
P1295 (M)	No 5 Volts to TP Sensor	Loss of a 5 volt feed to the Throttle Position Sensor has been detected.
P1295 (M)	Accelerator Position Sensor (APPS) Supply Voltage Too Low	APPS supply voltage input below the minimum acceptable voltage.
P1296	No 5 Volts to MAP Sensor	Loss of a 5 volt feed to the MAP Sensor has been detected.
P1297 (M)	No Change in MAP From Start To Run	No difference is recognized between the MAP reading at engine idle and the stored barometric pressure reading.
P1298	Lean Operation at Wide Open Throttle	A prolonged lean condition is detected during Wide Open Throttle
P1299	Vacuum Leak Found (IAC Fully Seated)	MAP Sensor signal does not correlate to Throttle Position Sensor signal. Possible vacuum leak.
P1388	Auto Shutdown Relay Control Circuit	An open or shorted condition detected in the ASD or CNG shutoff relay control ckt.
P1388	Auto Shutdown Relay Control Circuit	An open or shorted condition detected in the auto shutdown relay circuit.
P1389	No ASD Relay Output Voltage At PCM	No Z1 or Z2 voltage sensed when the auto shutdown relay is energized.
P1389 (M)	No ASD Relay Output Voltage at PCM	An open condition detected In the ASD relay output circuit.
P1390	Timing Belt Skipped 1 Tooth or More	Relationship between Cam and Crank signals not correct
P1391 (M)	Intermittent Loss of CMP or CKP	Loss of the Cam Position Sensor or Crank Position sensor has occurred. For PL 2.0L
P1398 (M)	Mis-Fire Adaptive Numerator at Limit	PCM is unable to learn the Crank Sensor's signal in preparation for Misfire Diagnostics. Probable defective Crank Sensor
P1399	Wait To Start Lamp Cicuit	An open or shorted condition detected in the Wait to Start Lamp circuit.
P1403	No 5V to EGR Sensor	Loss of 5v feed to the EGR position sensor.
P01475	Aux 5 Volt Supply Voltage High	Sensor supply voltage for ECM sensors is too high.
P1476	Too Little Secondary Air	Insufficient flow of secondary air injection detected during aspirator test (was P0411)

EMISSIONS CONTROL (Continued)

(M) Malfunction Indicator Lamp (MIL) illuminated during engine operation if this DTC was recorded (depending if required by CARB and/or EPA). MIL is displayed as an engine icon on instrument panel.		
(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P1477	Too Much Secondary Air	Excessive flow of secondary air injection detected during aspirator test (was P0411).
P1478	Battery Temp Sensor Volts Out of Limit	Internal temperature sensor input voltage out of an acceptable range.
P1479	Transmission Fan Relay Circuit	An open or shorted condition detected in the transmission fan relay circuit.
P1480	PCV Solenoid Circuit	An open or shorted condition detected in the PCV solenoid circuit.
P1481	EATX RPM Pulse Perf	EATX RPM pulse generator signal for misfire detection does not correlate with expected value.
P1482	Catalyst Temperature Sensor Circuit Shorted Low	Catalyst temperature sensor circuit shorted low.
P1483	Catalyst Temperature Sensor Circuit Shorted High.	Catalyst temperature sensor circuit shorted high.
P1484	Catalytic Converter Overheat Detected	A catalyst overheat condition has been detected by the catalyst temperature sensor.
P1485	Air Injection Solenoid Circuit	An open or shorted condition detected in the air assist solenoid circuit.
P1486	Evap Leak Monitor Pinched Hose Found	LDP has detected a pinched hose in the evaporative hose system.
P1487	Hi Speed Rad Fan CTRL Relay Circuit	An open or shorted condition detected in the control circuit of the #2 high speed radiator fan control relay.
P1488	Auxiliary 5 Volt Supply Output Too Low	Auxiliary 5 volt sensor feed is sensed to be below an acceptable limit.
P1488	5 Volt Supply Voltage Low	Sensor supply voltage for ECM sensors is too low.
P1489	High Speed Fan CTRL Relay Circuit	An open or shorted condition detected in the control circuit of the high speed radiator fan control relay.
P1490	Low Speed Fan CTRL Relay Circuit	An open or shorted condition detected in control circuit of the low speed radiator fan control relay.
P1491	Rad Fan Control Relay Circuit	An open or shorted condition detected in the radiator fan control relay control circuit. This includes PWM solid state relays.
P1492	Ambient/Batt Temp Sen Volts Too High	External temperature sensor input above acceptable voltage.
P1492 (M)	Ambient/Batt Temp Sensor Volts Too High	Battery temperature sensor input voltage above an acceptable range.
P1493 (M)	Ambient/Batt Temp Sen Volts Too Low	External temperature sensor input below acceptable voltage.
P1493 (M)	Ambient/Batt Temp Sen Volts Too Low	Battery temperature sensor input voltage below an acceptable range.
P1494 (M)	Leak Detection Pump Sw or Mechanical Fault	Incorrect input state detected for the Leak Detection Pump (LDP) pressure switch.
P1495	Leak Detection Pump Solenoid Circuit	An open or shorted condition detected in the Leak Detection Pump (LDP) solenoid circuit.

EMISSIONS CONTROL (Continued)

(M) Malfunction Indicator Lamp (MIL) illuminated during engine operation if this DTC was recorded (depending if required by CARB and/or EPA). MIL is displayed as an engine icon on instrument panel.		
(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P1496	5 Volt Supply, Output Too Low	5 volt sensor feed is sensed to be below an acceptable limit. (less than 4v for 4 sec)
P1498	High Speed Rad Fan Ground CTRL Rly Circuit	An open or shorted condition detected in the control circuit of the #3 high speed radiator fan control relay.
P1499	Hydraulic cooling fan solenoid circuit	An open or shorted condition detected in the cooling fan control solenoid circuit.
P1594 (G)	Charging System Voltage Too High	Battery voltage sense input above target charging voltage during engine operation.
P1594	Charging System Voltage Too High	Battery voltage sense input above target charging voltage during engine operation.
P1595	Speed Control Solenoid Circuits	An open or shorted condition detected in either of the speed control vacuum or vent solenoid control circuits.
P1595	Speed Control Solenoid Circuits	An open or shorted condition detected in the speed control vacuum or vent solenoid circuits.
P1596	Speed Control Switch Always High	Speed control switch input above maximum acceptable voltage.
P1597	Speed Control Switch Always Low	Speed control switch input below minimum acceptable voltage.
P1597	Speed Control Switch Always Low	Speed control switch input below the minimum acceptable voltage.
P1598	A/C Pressure Sensor Volts Too High	A/C pressure sensor input above maximum acceptable voltage.
P1598	A/C Sensor Input Hi	Problem detected in air conditioning electrical circuit.
P1599	A/C Pressure Sensor Volts Too Low	A/C pressure sensor input below minimum acceptable voltage.
P1599	A/C Sensor Input Lo	Problem detected in air conditioning electrical circuit.
P1602	PCM not programmed	
P1680	Clutch Released Switch Circuit	Problem detected in clutch switch electrical circuit.
P1681	No I/P Cluster CCD/J1850 Messages Received	No CCD/J1850 messages received from the cluster control module.
P1682 (G)	Charging System Voltage Too Low	Battery voltage sense input below target charging voltage during engine operation and no significant change in voltage detected during active test of generator output circuit.
P1682	Charging System Voltage Too Low	Charging system output voltage low.
P1683	SPD CTRL PWR Relay; or S/C 12v Driver CKT	An open or shorted condition detected in the speed control servo power control circuit.
P1683	Spd ctrl pwr rly, or s/c 12v driver circuit	An open or shorted condition detected in the speed control servo power control circuit.
P1684	Batt Loss (disconnected) in last 50 Starts	The battery has been disconnected within the last 50 starts
P1685	SKIM Invalid Key - (Wrong or Invalid Key MSG Received From SKIM)	The engine controller has received an invalid key from the SKIM.

EMISSIONS CONTROL (Continued)

(M) Malfunction Indicator Lamp (MIL) illuminated during engine operation if this DTC was recorded (depending if required by CARB and/or EPA). MIL is displayed as an engine icon on instrument panel.		
(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P1686	No SKIM BUS Messages Received	No CCD/J1850 messages received from the Smart Key Immobilizer Module (SKIM).
P1687	No MIC BUS Message (No Cluster BUS Message)	No CCD/J1850 messages received from the Mechanical Instrument Cluster (MIC) module.
P1688 (M)	Internal Fuel Injection Pump Controller Failure	Internal problem within the fuel injection pump. Low power, engine derated, or engine stops.
P1689 (M)	No Communication Between ECM and Injection Pump Module	Data link circuit failure between ECM and fuel injection pump. Low power, engine derated, or engine stops.
P1690 (M)	Fuel Injection Pump CKP Sensor Does Not Agree With ECM CKP Sensor	Problem in fuel sync signal. Possible injection pump timing problem. Low power, engine derated, or engine stops.
P1691	Fuel Injection Pump Controller Calibration Error	Internal fuel injection pump failure. Low power, engine derated, or engine stops.
P1692	DTC Set In ECM	A "Companion DTC" was set in both the ECM and PCM.
P1693 (M)	DTC Detected in Companion Module	A fault has been generated in the companion engine control module.
P1693 (M)	DTC Detected in PCM/ECM or DTC Detected in ECM	A "Companion DTC" was set in both the ECM and PCM.
P1694	Fault In Companion Module	No CCD/J1850 messages received from the powertrain control module-Aisin transmission
P1694 (M)	No BUS (CCD) Messages received from ECM	Bus communication failure to PCM.
P1695	No CCD/J1850 Message From Body Control Module	No CCD/J1850 messages received from the body control module.
P1696	PCM Failure EEPROM Write Denied	Unsuccessful attempt to write to an EEPROM location by the control module.
P1697	PCM Failure SRI Mile Not Stored	Unsuccessful attempt to update Service Reminder Indicator (SRI or EMR) mileage in the control module EEPROM.
P1698	No CCD/J1850 Message From TCM	No CCD/J1850 messages received from the electronic transmission control module (EATX) or the Aisin transmission controller.
P1698	No CCD Messages received from PCM	Bus communication failure to PCM. A "Companion DTC" was set in both the ECM and PCM.
P1699	No Climate Control Bus Messages	
P1719	Skip Shift Solenoid Circuit	An open or shorted condition detected in the transmission 2-3 gear lock-out solenoid control circuit.
P1740	TCC or OD Sol Perf	A rationality error has been detected in either the TCC solenoid or overdrive solenoid systems.
P1740 (M)	TCC OR O/D Solenoid Performance	Problem detected in transmission convertor clutch and/or overdrive circuits (diesel engine with 4-speed auto. trans. only).
P1756 (M)	GOV Press Not Equal to Target @ 15-20 PSI	The requested pressure and the actual pressure are not within a tolerance band for the Governor Control System which is used to regulate governor pressure to control shifts for 1st, 2nd, and 3rd gear. (Mid Pressure Malfunction)

EMISSIONS CONTROL (Continued)

(M) Malfunction Indicator Lamp (MIL) illuminated during engine operation if this DTC was recorded (depending if required by CARB and/or EPA). MIL is displayed as an engine icon on instrument panel.		
(G) Generator lamp illuminated		
Generic Scan Tool P-Code	DRB Scan Tool Display	Brief Description of DTC
P1756 (M)	Governor Pressure Not Equal to Target @ 15-20 PSI	Governor sensor input not between 10 and 25 psi when requested (4-speed auto. trans. only).
P1757	GOV Press Not Equal to Target @ 15-20 PSI	The requested pressure and the actual pressure are not within a tolerance band for the Governor Control System which is used to regulate governor pressure to control shifts for 1st, 2nd, and 3rd gear (Zero Pressure Malfunction)
P1757 (M)	Governor Pressure Above 3 PSI In Gear With 0 MPH	Governor pressure greater than 3 psi when requested to be 0 psi (4-speed auto. trans. only).
P1762 (M)	Gov Press Sen Offset Volts Too Lo or High	The Governor Pressure Sensor input is greater than a calibration limit or is less than a calibration limit for 3 consecutive park/neutral calibrations.
P1762 (M)	Governor Press Sen Offset Volts Too Low or High	Sensor input greater or less than calibration for 3 consecutive Neutral/Park occurrences (4-speed auto. trans. only).
P1763	Governor Pressure Sensor Volts Too Hi	The Governor Pressure Sensor input is above an acceptable voltage level.
P1763 (M)	Governor Pressure Sensor Volts Too HI	Voltage greater than 4.89 volts (4-speed auto. trans. only).
P1764 (M)	Governor Pressure Sensor Volts Too Low	The Governor Pressure Sensor input is below an acceptable voltage level.
P1764 (M)	Governor Pressure Sensor Volts Too Low	Voltage less than .10 volts (4-speed auto. trans. only).
P1765 (M)	Trans 12 Volt Supply Relay CTRL Circuit	An open or shorted condition is detected in the Transmission Relay control circuit. This relay supplies power to the TCC
P1765 (M)	Trans 12 Volt Supply Relay Ctrl Circuit	Current state of solenoid output port is different than expected (4-speed auto. trans. only).
P1830	Clutch Override Relay Circuit	Problem detected in clutch pedal switch override relay circuit.
P1899 (M)	P/N Switch Stuck in Park or in Gear	Incorrect input state detected for the Park/Neutral switch.
P1899 (M)	P/N Switch Stuck in Park or in Gear	Incorrect input state detected for the Park/Neutral switch (3 or 4-speed auto. trans. only).

EMISSIONS CONTROL (Continued)

DESCRIPTION - TASK MANAGER

The PCM is responsible for efficiently coordinating the operation of all the emissions-related components. The PCM is also responsible for determining if the diagnostic systems are operating properly. The software designed to carry out these responsibilities is called the 'Task Manager'.

DESCRIPTION - MONITORED SYSTEMS

There are new electronic circuit monitors that check fuel, emission, engine and ignition performance. These monitors use information from various sensor circuits to indicate the overall operation of the fuel, engine, ignition and emission systems and thus the emissions performance of the vehicle.

The fuel, engine, ignition and emission systems monitors do not indicate a specific component problem. They do indicate that there is an implied problem within one of the systems and that a specific problem must be diagnosed.

If any of these monitors detect a problem affecting vehicle emissions, the Malfunction Indicator Lamp (MIL) will be illuminated. These monitors generate Diagnostic Trouble Codes that can be displayed with the MIL or a scan tool.

The following is a list of the system monitors:

- Misfire Monitor
- Fuel System Monitor
- Oxygen Sensor Monitor
- Oxygen Sensor Heater Monitor
- Catalyst Monitor
- Leak Detection Pump Monitor (if equipped)

All these system monitors require two consecutive trips with the malfunction present to set a fault.

Refer to the appropriate Powertrain Diagnostics Procedures manual for diagnostic procedures.

The following is an operation and description of each system monitor :

OXYGEN SENSOR (O2S) MONITOR

Effective control of exhaust emissions is achieved by an oxygen feedback system. The most important element of the feedback system is the O2S. The O2S is located in the exhaust path. Once it reaches operating temperature 300° to 350°C (572° to 662°F), the sensor generates a voltage that is inversely proportional to the amount of oxygen in the exhaust. The information obtained by the sensor is used to calculate the fuel injector pulse width. This maintains a 14.7 to 1 Air Fuel (A/F) ratio. At this mixture ratio, the catalyst works best to remove hydrocarbons (HC), carbon monoxide (CO) and nitrogen oxide (NOx) from the exhaust.

The O2S is also the main sensing element for the Catalyst and Fuel Monitors.

The O2S can fail in any or all of the following manners:

- slow response rate
- reduced output voltage
- dynamic shift
- shorted or open circuits

Response rate is the time required for the sensor to switch from lean to rich once it is exposed to a richer than optimum A/F mixture or vice versa. As the sensor starts malfunctioning, it could take longer to detect the changes in the oxygen content of the exhaust gas.

The output voltage of the O2S ranges from 0 to 1 volt. A good sensor can easily generate any output voltage in this range as it is exposed to different concentrations of oxygen. To detect a shift in the A/F mixture (lean or rich), the output voltage has to change beyond a threshold value. A malfunctioning sensor could have difficulty changing beyond the threshold value.

OXYGEN SENSOR HEATER MONITOR

If there is an oxygen sensor (O2S) shorted to voltage DTC, as well as a O2S heater DTC, the O2S fault **MUST** be repaired first. Before checking the O2S fault, verify that the heater circuit is operating correctly.

Effective control of exhaust emissions is achieved by an oxygen feedback system. The most important element of the feedback system is the O2S. The O2S is located in the exhaust path. Once it reaches operating temperature 300° to 350°C (572 ° to 662°F), the sensor generates a voltage that is inversely proportional to the amount of oxygen in the exhaust. The information obtained by the sensor is used to calculate the fuel injector pulse width. This maintains a 14.7 to 1 Air Fuel (A/F) ratio. At this mixture ratio, the catalyst works best to remove hydrocarbons (HC), carbon monoxide (CO) and nitrogen oxide (NOx) from the exhaust.

The voltage readings taken from the O2S sensor are very temperature sensitive. The readings are not accurate below 300°C. Heating of the O2S sensor is done to allow the engine controller to shift to closed loop control as soon as possible. The heating element used to heat the O2S sensor must be tested to ensure that it is heating the sensor properly.

The O2S sensor circuit is monitored for a drop in voltage. The sensor output is used to test the heater by isolating the effect of the heater element on the O2S sensor output voltage from the other effects.

LEAK DETECTION PUMP MONITOR (IF EQUIPPED)

The leak detection assembly incorporates two primary functions: it must detect a leak in the evaporative system and seal the evaporative system so the leak detection test can be run.

EMISSIONS CONTROL (Continued)

The primary components within the assembly are: A three port solenoid that activates both of the functions listed above; a pump which contains a switch, two check valves and a spring/diaphragm, a canister vent valve (CVV) seal which contains a spring loaded vent seal valve.

Immediately after a cold start, between predetermined temperature thresholds limits, the three port solenoid is briefly energized. This initializes the pump by drawing air into the pump cavity and also closes the vent seal. During non test conditions the vent seal is held open by the pump diaphragm assembly which pushes it open at the full travel position. The vent seal will remain closed while the pump is cycling due to the reed switch triggering of the three port solenoid that prevents the diaphragm assembly from reaching full travel. After the brief initialization period, the solenoid is de-energized allowing atmospheric pressure to enter the pump cavity, thus permitting the spring to drive the diaphragm which forces air out of the pump cavity and into the vent system. When the solenoid is energized and de energized, the cycle is repeated creating flow in typical diaphragm pump fashion. The pump is controlled in 2 modes:

Pump Mode: The pump is cycled at a fixed rate to achieve a rapid pressure build in order to shorten the overall test length.

Test Mode: The solenoid is energized with a fixed duration pulse. Subsequent fixed pulses occur when the diaphragm reaches the Switch closure point.

The spring in the pump is set so that the system will achieve an equalized pressure of about 7.5" H2O. The cycle rate of pump strokes is quite rapid as the system begins to pump up to this pressure. As the pressure increases, the cycle rate starts to drop off. If there is no leak in the system, the pump would eventually stop pumping at the equalized pressure. If there is a leak, it will continue to pump at a rate representative of the flow characteristic of the size of the leak. From this information we can determine if the leak is larger than the required detection limit (currently set at .040" orifice by CARB). If a leak is revealed during the leak test portion of the test, the test is terminated at the end of the test mode and no further system checks will be performed.

After passing the leak detection phase of the test, system pressure is maintained by turning on the LDP's solenoid until the purge system is activated. Purge activation in effect creates a leak. The cycle rate is again interrogated and when it increases due to the flow through the purge system, the leak check portion of the diagnostic is complete.

The canister vent valve will unseal the system after completion of the test sequence as the pump diaphragm assembly moves to the full travel position.

Evaporative system functionality will be verified by using the stricter evap purge flow monitor. At an appropriate warm idle the LDP will be energized to seal the canister vent. The purge flow will be clocked up from some small value in an attempt to see a shift in the O2 control system. If fuel vapor, indicated by a shift in the O2 control, is present the test is passed. If not, it is assumed that the purge system is not functioning in some respect. The LDP is again turned off and the test is ended.

MISFIRE MONITOR

Excessive engine misfire results in increased catalyst temperature and causes an increase in HC emissions. Severe misfires could cause catalyst damage. To prevent catalytic convertor damage, the PCM monitors engine misfire.

The Powertrain Control Module (PCM) monitors for misfire during most engine operating conditions (positive torque) by looking at changes in the crankshaft speed. If a misfire occurs the speed of the crankshaft will vary more than normal.

FUEL SYSTEM MONITOR

To comply with clean air regulations, vehicles are equipped with catalytic converters. These converters reduce the emission of hydrocarbons, oxides of nitrogen and carbon monoxide. The catalyst works best when the Air Fuel (A/F) ratio is at or near the optimum of 14.7 to 1.

The PCM is programmed to maintain the optimum air/fuel ratio of 14.7 to 1. This is done by making short term corrections in the fuel injector pulse width based on the O2S sensor output. The programmed memory acts as a self calibration tool that the engine controller uses to compensate for variations in engine specifications, sensor tolerances and engine fatigue over the life span of the engine. By monitoring the actual fuel-air ratio with the O2S sensor (short term) and multiplying that with the program long-term (adaptive) memory and comparing that to the limit, it can be determined whether it will pass an emissions test. If a malfunction occurs such that the PCM cannot maintain the optimum A/F ratio, then the MIL will be illuminated.

CATALYST MONITOR

To comply with clean air regulations, vehicles are equipped with catalytic converters. These converters reduce the emission of hydrocarbons, oxides of nitrogen and carbon monoxide.

Normal vehicle miles or engine misfire can cause a catalyst to decay. This can increase vehicle emissions and deteriorate engine performance, driveability and fuel economy.

EMISSIONS CONTROL (Continued)

The catalyst monitor uses dual oxygen sensors (O₂S's) to monitor the efficiency of the converter. The dual O₂S's sensor strategy is based on the fact that as a catalyst deteriorates, its oxygen storage capacity and its efficiency are both reduced. By monitoring the oxygen storage capacity of a catalyst, its efficiency can be indirectly calculated. The upstream O₂S is used to detect the amount of oxygen in the exhaust gas before the gas enters the catalytic converter. The PCM calculates the A/F mixture from the output of the O₂S. A low voltage indicates high oxygen content (lean mixture). A high voltage indicates a low content of oxygen (rich mixture).

When the upstream O₂S detects a lean condition, there is an abundance of oxygen in the exhaust gas. A functioning converter would store this oxygen so it can use it for the oxidation of HC and CO. As the converter absorbs the oxygen, there will be a lack of oxygen downstream of the converter. The output of the downstream O₂S will indicate limited activity in this condition.

As the converter loses the ability to store oxygen, the condition can be detected from the behavior of the downstream O₂S. When the efficiency drops, no chemical reaction takes place. This means the concentration of oxygen will be the same downstream as upstream. The output voltage of the downstream O₂S copies the voltage of the upstream sensor. The only difference is a time lag (seen by the PCM) between the switching of the O₂S's.

To monitor the system, the number of lean-to-rich switches of upstream and downstream O₂S's is counted. The ratio of downstream switches to upstream switches is used to determine whether the catalyst is operating properly. An effective catalyst will have fewer downstream switches than it has upstream switches i.e., a ratio closer to zero. For a totally ineffective catalyst, this ratio will be one-to-one, indicating that no oxidation occurs in the device.

The system must be monitored so that when catalyst efficiency deteriorates and exhaust emissions increase to over the legal limit, the MIL will be illuminated.

DESCRIPTION - TRIP DEFINITION

The term "Trip" has different meanings depending on what the circumstances are. If the MIL (Malfunction Indicator Lamp) is OFF, a Trip is defined as when the Oxygen Sensor Monitor and the Catalyst Monitor have been completed in the same drive cycle.

When any Emission DTC is set, the MIL on the dash is turned ON. When the MIL is ON, it takes 3 good trips to turn the MIL OFF. In this case, it depends on what type of DTC is set to know what a "Trip" is.

For the Fuel Monitor or Mis-Fire Monitor (continuous monitor), the vehicle must be operated in the "Similar Condition Window" for a specified amount of time to be considered a Good Trip.

If a Non-Continuous OBDII Monitor fails twice in a row and turns ON the MIL, re-running that monitor which previously failed, on the next start-up and passing the monitor, is considered to be a Good Trip. These will include the following:

- Oxygen Sensor
- Catalyst Monitor
- Purge Flow Monitor
- Leak Detection Pump Monitor (if equipped)
- EGR Monitor (if equipped)
- Oxygen Sensor Heater Monitor

If any other Emission DTC is set (not an OBDII Monitor), a Good Trip is considered to be when the Oxygen Sensor Monitor and Catalyst Monitor have been completed; or 2 Minutes of engine run time if the Oxygen Sensor Monitor or Catalyst Monitor have been stopped from running.

It can take up to 2 Failures in a row to turn on the MIL. After the MIL is ON, it takes 3 Good Trips to turn the MIL OFF. After the MIL is OFF, the PCM will self-erase the DTC after 40 Warm-up cycles. A Warm-up cycle is counted when the ECT (Engine Coolant Temperature Sensor) has crossed 160°F and has risen by at least 40°F since the engine has been started.

DESCRIPTION - COMPONENT MONITORS - GAS ENGINES

There are several components that will affect vehicle emissions if they malfunction. If one of these components malfunctions the Malfunction Indicator Lamp (MIL) will illuminate.

Some of the component monitors are checking for proper operation of the part. Electrically operated components now have input (rationality) and output (functionality) checks. Previously, a component like the Throttle Position sensor (TPS) was checked by the PCM for an open or shorted circuit. If one of these conditions occurred, a DTC was set. Now there is a check to ensure that the component is working. This is done by watching for a TPS indication of a greater or lesser throttle opening than MAP and engine rpm indicate. In the case of the TPS, if engine vacuum is high and engine rpm is 1600 or greater, and the TPS indicates a large throttle opening, a DTC will be set. The same applies to low vacuum if the TPS indicates a small throttle opening.

All open/short circuit checks, or any component that has an associated limp-in, will set a fault after 1 trip with the malfunction present. Components without an associated limp-in will take two trips to illuminate the MIL.

EMISSIONS CONTROL (Continued)

DESCRIPTION - COMPONENT MONITORS - DIESEL ENGINES

There are several electrical components that will affect vehicle emissions if they malfunction. If one of these components is malfunctioning, a Diagnostic Trouble Code (DTC) will be set by either the Powertrain Control Module (PCM) or the Engine Control Module (ECM). The Malfunction Indicator Lamp (MIL) will then be illuminated when the engine is running.

These electrically operated components have input (rationality) and output (functionality) checks. A check is done by one or more components to check the operation of another component.

Example: The Intake Manifold Air Temperature (IAT) sensor is used to monitor intake manifold air temperature over a period of time after a cold start. If the temperature has not risen to a certain specification during a specified time, a Diagnostic Trouble Code (DTC) will be set for a problem in the manifold air heater system.

All open/short circuit checks, or any component that has an associated limp-in will set a DTC and trigger the MIL after 1 trip with the malfunction present. Components without an associated limp-in will take two trips to illuminate the MIL.

OPERATION**OPERATION - GAS ENGINES**

The Powertrain Control Module (PCM) monitors many different circuits in the fuel injection, ignition, emission and engine systems. If the PCM senses a problem with a monitored circuit often enough to indicate an actual problem, it stores a Diagnostic Trouble Code (DTC) in the PCM's memory. If the problem is repaired or ceases to exist, the PCM cancels the code after 40 warm-up cycles. Diagnostic trouble codes that affect vehicle emissions illuminate the Malfunction Indicator Lamp (MIL). The MIL is displayed as an engine icon (graphic) on the instrument panel. Refer to Malfunction Indicator Lamp in this section.

Certain criteria must be met before the PCM stores a DTC in memory. The criteria may be a specific range of engine RPM, engine temperature, and/or input voltage to the PCM.

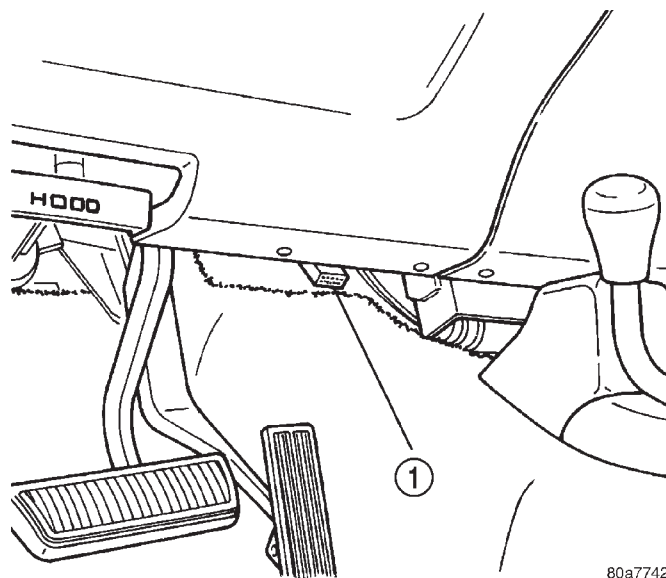
The PCM might not store a DTC for a monitored circuit even though a malfunction has occurred. This may happen because one of the DTC criteria for the circuit has not been met. **For example**, assume the diagnostic trouble code criteria requires the PCM to monitor the circuit only when the engine operates between 750 and 2000 RPM. Suppose the sensor's output circuit shorts to ground when engine operates

above 2400 RPM (resulting in 0 volt input to the PCM). Because the condition happens at an engine speed above the maximum threshold (2000 rpm), the PCM will not store a DTC.

There are several operating conditions for which the PCM monitors and sets DTC's. Refer to Monitored Systems, Components, and Non-Monitored Circuits in this section.

Technicians must retrieve stored DTC's by connecting the DRB scan tool (or an equivalent scan tool) to the 16-way data link connector (Fig. 3).

NOTE: Various diagnostic procedures may actually cause a diagnostic monitor to set a DTC. For instance, pulling a spark plug wire to perform a spark test may set the misfire code. When a repair is completed and verified, connect the DRB scan tool to the 16-way data link connector to erase all DTC's and extinguish the MIL.



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Fig. 3 16-WAY DATA LINK CONNECTOR

1 - DATA LINK CONNECTOR

OPERATION - DIESEL

The PCM and ECM monitor many different circuits in the powertrain system. If the ECM or PCM senses a problem with a monitored circuit often enough to indicate an actual problem, it stores a Diagnostic Trouble Code (DTC) in the ECM's or PCM's memory. With certain DTC's, if the problem is repaired or ceases to exist, the ECM or PCM cancels the code after 40 warm-up cycles. Certain other DTC's may be cancelled after 1 or 2 good "trips". Refer to Trip Definition. DTC's that affect vehicle emissions illuminate the Malfunction Indicator Lamp (MIL). The MIL is displayed as an engine icon (graphic) on the instrument panel. Refer to Malfunction Indicator Lamp.

EMISSIONS CONTROL (Continued)

Certain DTC's will set a "companion DTC" in the opposite control module. This means that after repair, the DTC must be erased from **both** modules.

Certain criteria must be met before the ECM or PCM will store a DTC in memory. The criteria may be a specific range of engine RPM, throttle opening, engine temperature or input voltage.

The ECM or PCM might not store a DTC for a monitored circuit even though a malfunction has occurred. This may happen because one of the DTC criteria for the circuit has not been met. **For example**, assume the DTC criteria requires the ECM to monitor the circuit only when the engine operates between 750 and 2000 RPM. Suppose the sensor's output circuit shorts to ground when engine operates above 2400 RPM (resulting in 0 volt input to the ECM). Because the condition happens at an engine speed above the maximum threshold (2000 rpm), the ECM will not store a DTC.

There are several operating conditions for which the ECM and PCM monitors and sets DTC's. Refer to Monitored Systems, Components, and Non-Monitored Circuits.

Technicians must retrieve stored DTC's by connecting the DRB scan tool (or an equivalent scan tool) to the 16-way data link connector (Fig. 3). Refer to the Diagnostic Trouble Code chart (list). **Remember that DTC's are the results of a system or circuit failure, but do not directly identify the failed component or components.**

Various diagnostic procedures may actually cause a diagnostic monitor to set a DTC. For instance, disconnecting a relay or removing an electrical connector while the engine is running. When a repair is completed and verified, connect the DRB scan tool to the 16-way data link connector to erase all ECM and PCM DTC's and extinguish the MIL.

OPERATION - TASK MANAGER

The Task Manager determines which tests happen when and which functions occur when. Many of the diagnostic steps required by OBD II must be performed under specific operating conditions. The Task Manager software organizes and prioritizes the diagnostic procedures. The job of the Task Manager is to determine if conditions are appropriate for tests to be run, monitor the parameters for a trip for each test, and record the results of the test. Following are the responsibilities of the Task Manager software:

- Test Sequence
- MIL Illumination
- Diagnostic Trouble Codes (DTCs)
- Trip Indicator
- Freeze Frame Data Storage
- Similar Conditions Window

Test Sequence

In many instances, emissions systems must fail diagnostic tests more than once before the PCM illuminates the MIL. These tests are known as 'two trip monitors.' Other tests that turn the MIL lamp on after a single failure are known as 'one trip monitors.' A trip is defined as 'start the vehicle and operate it to meet the criteria necessary to run the given monitor.'

Many of the diagnostic tests must be performed under certain operating conditions. However, there are times when tests cannot be run because another test is in progress (conflict), another test has failed (pending) or the Task Manager has set a fault that may cause a failure of the test (suspend).

• Pending

Under some situations the Task Manager will not run a monitor if the MIL is illuminated and a fault is stored from another monitor. In these situations, the Task Manager postpones monitors **pending** resolution of the original fault. The Task Manager does not run the test until the problem is remedied.

For example, when the MIL is illuminated for an Oxygen Sensor fault, the Task Manager does not run the Catalyst Monitor until the Oxygen Sensor fault is remedied. Since the Catalyst Monitor is based on signals from the Oxygen Sensor, running the test would produce inaccurate results.

• Conflict

There are situations when the Task Manager does not run a test if another monitor is in progress. In these situations, the effects of another monitor running could result in an erroneous failure. If this **conflict** is present, the monitor is not run until the conflicting condition passes. Most likely the monitor will run later after the conflicting monitor has passed.

For example, if the Fuel System Monitor is in progress, the Task Manager does not run the EGR Monitor. Since both tests monitor changes in air/fuel ratio and adaptive fuel compensation, the monitors will conflict with each other.

• Suspend

Occasionally the Task Manager may not allow a two trip fault to mature. The Task Manager will **suspend** the maturing of a fault if a condition exists that may induce an erroneous failure. This prevents illuminating the MIL for the wrong fault and allows more precise diagnosis.

For example, if the PCM is storing a one trip fault for the Oxygen Sensor and the EGR monitor, the Task Manager may still run the EGR Monitor but will suspend the results until the Oxygen Sensor Monitor either passes or fails. At that point the Task Manager can determine if the EGR system is actually failing or if an Oxygen Sensor is failing.

EMISSIONS CONTROL (Continued)

MIL Illumination

The PCM Task Manager carries out the illumination of the MIL. The Task Manager triggers MIL illumination upon test failure, depending on monitor failure criteria.

The Task Manager Screen shows both a Requested MIL state and an Actual MIL state. When the MIL is illuminated upon completion of a test for a third trip, the Requested MIL state changes to OFF. However, the MIL remains illuminated until the next key cycle. (On some vehicles, the MIL will actually turn OFF during the third key cycle) During the key cycle for the third good trip, the Requested MIL state is OFF, while the Actual MIL state is ON. After the next key cycle, the MIL is not illuminated and both MIL states read OFF.

Diagnostic Trouble Codes (DTCs)

With OBD II, different DTC faults have different priorities according to regulations. As a result, the priorities determine MIL illumination and DTC erasure. DTCs are entered according to individual priority. DTCs with a higher priority overwrite lower priority DTCs.

Priorities

- Priority 0 — Non-emissions related trouble codes
- Priority 1 — One trip failure of a two trip fault for non-fuel system and non-misfire.
- Priority 2 — One trip failure of a two trip fault for fuel system (rich/lean) or misfire.
- Priority 3 — Two trip failure for a non-fuel system and non-misfire or matured one trip comprehensive component fault.
- Priority 4 — Two trip failure or matured fault for fuel system (rich/lean) and misfire or one trip catalyst damaging misfire.

Non-emissions related failures have no priority. One trip failures of two trip faults have low priority. Two trip failures or matured faults have higher priority. One and two trip failures of fuel system and misfire monitor take precedence over non-fuel system and non-misfire failures.

DTC Self Erasure

With one trip components or systems, the MIL is illuminated upon test failure and DTCs are stored.

Two trip monitors are components requiring failure in two consecutive trips for MIL illumination. Upon failure of the first test, the Task Manager enters a maturing code. If the component fails the test for a second time the code matures and a DTC is set.

After three good trips the MIL is extinguished and the Task Manager automatically switches the trip counter to a warm-up cycle counter. DTCs are auto-

matically erased following 40 warm-up cycles if the component does not fail again.

For misfire and fuel system monitors, the component must pass the test under a Similar Conditions Window in order to record a good trip. A Similar Conditions Window is when engine RPM is within ± 375 RPM and load is within $\pm 10\%$ of when the fault occurred.

NOTE: It is important to understand that a component does not have to fail under a similar window of operation to mature. It must pass the test under a Similar Conditions Window when it failed to record a Good Trip for DTC erasure for misfire and fuel system monitors.

DTCs can be erased anytime with a DRB III. Erasing the DTC with the DRB III erases all OBD II information. The DRB III automatically displays a warning that erasing the DTC will also erase all OBD II monitor data. This includes all counter information for warm-up cycles, trips and Freeze Frame.

Trip Indicator

The **Trip** is essential for running monitors and extinguishing the MIL. In OBD II terms, a trip is a set of vehicle operating conditions that must be met for a specific monitor to run. All trips begin with a key cycle.

Good Trip

The Good Trip counters are as follows:

- Specific Good Trip
- Fuel System Good Trip
- Misfire Good Trip
- Alternate Good Trip (appears as a Global Good Trip on DRB III)
- Comprehensive Components
- Major Monitor
- Warm-Up Cycles

Specific Good Trip

The term Good Trip has different meanings depending on the circumstances:

- If the MIL is OFF, a trip is defined as when the Oxygen Sensor Monitor and the Catalyst Monitor have been completed in the same drive cycle.
- If the MIL is ON and a DTC was set by the Fuel Monitor or Misfire Monitor (both continuous monitors), the vehicle must be operated in the Similar Condition Window for a specified amount of time.
- If the MIL is ON and a DTC was set by a Task Manager commanded once-per-trip monitor (such as the Oxygen Sensor Monitor, Catalyst Monitor, Purge Flow Monitor, Leak Detection Pump Monitor, EGR Monitor or Oxygen Sensor Heater Monitor), a good trip is when the monitor is passed on the next start-up.

EMISSIONS CONTROL (Continued)

• If the MIL is ON and any other emissions DTC was set (not an OBD II monitor), a good trip occurs when the Oxygen Sensor Monitor and Catalyst Monitor have been completed, or two minutes of engine run time if the Oxygen Sensor Monitor and Catalyst Monitor have been stopped from running.

Fuel System Good Trip

To count a good trip (three required) and turn off the MIL, the following conditions must occur:

- Engine in closed loop
- Operating in Similar Conditions Window
- Short Term multiplied by Long Term less than threshold
- Less than threshold for a predetermined time

If all of the previous criteria are met, the PCM will count a good trip (three required) and turn off the MIL.

Misfire Good Trip

If the following conditions are met the PCM will count one good trip (three required) in order to turn off the MIL:

- Operating in Similar Condition Window
- 1000 engine revolutions with no misfire

Warm-Up Cycles

Once the MIL has been extinguished by the Good Trip Counter, the PCM automatically switches to a Warm-Up Cycle Counter that can be viewed on the DRB III. Warm-Up Cycles are used to erase DTCs and Freeze Frames. Forty Warm-Up cycles must occur in order for the PCM to self-erase a DTC and Freeze Frame. A Warm-Up Cycle is defined as follows:

- Engine coolant temperature must start below and rise above 160° F
- Engine coolant temperature must rise by 40° F
- No further faults occur

Freeze Frame Data Storage

Once a failure occurs, the Task Manager records several engine operating conditions and stores it in a Freeze Frame. The Freeze Frame is considered one frame of information taken by an on-board data recorder. When a fault occurs, the PCM stores the input data from various sensors so that technicians can determine under what vehicle operating conditions the failure occurred.

The data stored in Freeze Frame is usually recorded when a system fails the first time for two trip faults. Freeze Frame data will only be overwritten by a different fault with a higher priority.

CAUTION: Erasing DTCs, either with the DRB III or by disconnecting the battery, also clears all Freeze Frame data.

Similar Conditions Window

The Similar Conditions Window displays information about engine operation during a monitor. Absolute MAP (engine load) and Engine RPM are stored

in this window when a failure occurs. There are two different Similar conditions Windows: Fuel System and Misfire.

FUEL SYSTEM

- **Fuel System Similar Conditions Window** —

An indicator that 'Absolute MAP When Fuel Sys Fail' and 'RPM When Fuel Sys Failed' are all in the same range when the failure occurred. Indicated by switching from 'NO' to 'YES'.

- **Absolute MAP When Fuel Sys Fail** — The stored MAP reading at the time of failure. Informs the user at what engine load the failure occurred.

- **Absolute MAP** — A live reading of engine load to aid the user in accessing the Similar Conditions Window.

- **RPM When Fuel Sys Fail** — The stored RPM reading at the time of failure. Informs the user at what engine RPM the failure occurred.

- **Engine RPM** — A live reading of engine RPM to aid the user in accessing the Similar Conditions Window.

- **Adaptive Memory Factor** — The PCM utilizes both Short Term Compensation and Long Term Adaptive to calculate the Adaptive Memory Factor for total fuel correction.

- **Upstream O2S Volts** — A live reading of the Oxygen Sensor to indicate its performance. For example, stuck lean, stuck rich, etc.

- **SCW Time in Window (Similar Conditions Window Time in Window)** — A timer used by the PCM that indicates that, after all Similar Conditions have been met, if there has been enough good engine running time in the SCW without failure detected. This timer is used to increment a Good Trip.

- **Fuel System Good Trip Counter** — A Trip Counter used to turn OFF the MIL for Fuel System DTCs. To increment a Fuel System Good Trip, the engine must be in the Similar Conditions Window, Adaptive Memory Factor must be less than calibrated threshold and the Adaptive Memory Factor must stay below that threshold for a calibrated amount of time.

- **Test Done This Trip** — Indicates that the monitor has already been run and completed during the current trip.

MISFIRE

- **Same Misfire Warm-Up State** — Indicates if the misfire occurred when the engine was warmed up (above 160° F).

- **In Similar Misfire Window** — An indicator that 'Absolute MAP When Misfire Occurred' and 'RPM When Misfire Occurred' are all in the same range when the failure occurred. Indicated by switching from 'NO' to 'YES'.

EMISSIONS CONTROL (Continued)

- **Absolute MAP When Misfire Occurred** — The stored MAP reading at the time of failure. Informs the user at what engine load the failure occurred.
- **Absolute MAP** — A live reading of engine load to aid the user in accessing the Similar Conditions Window.
- **RPM When Misfire Occurred** — The stored RPM reading at the time of failure. Informs the user at what engine RPM the failure occurred.
- **Engine RPM** — A live reading of engine RPM to aid the user in accessing the Similar Conditions Window.
- **Adaptive Memory Factor** — The PCM utilizes both Short Term Compensation and Long Term Adaptive to calculate the Adaptive Memory Factor for total fuel correction.
- **200 Rev Counter** — Counts 0–100 720 degree cycles.
- **SCW Cat 200 Rev Counter** — Counts when in similar conditions.
- **SCW FTP 1000 Rev Counter** — Counts 0–4 when in similar conditions.
- **Misfire Good Trip Counter** — Counts up to three to turn OFF the MIL.
- **Misfire Data** — Data collected during test.
- **Test Done This Trip** — Indicates YES when the test is done.

OPERATION - NON-MONITORED CIRCUITS - GAS ENGINES

The PCM does not monitor the following circuits, systems and conditions that could have malfunctions causing driveability problems. The PCM might not store diagnostic trouble codes for these conditions. However, problems with these systems may cause the PCM to store diagnostic trouble codes for other systems or components. **EXAMPLE:** a fuel pressure problem will not register a fault directly, but could cause a rich/lean condition or misfire. This could cause the PCM to store an oxygen sensor or misfire diagnostic trouble code

FUEL PRESSURE

The fuel pressure regulator controls fuel system pressure. The PCM cannot detect a clogged fuel pump inlet filter, clogged in-line fuel filter, or a pinched fuel supply or return line. However, these could result in a rich or lean condition causing the PCM to store an oxygen sensor or fuel system diagnostic trouble code.

SECONDARY IGNITION CIRCUIT

The PCM cannot detect an inoperative ignition coil, fouled or worn spark plugs, ignition cross firing, or open spark plug cables.

CYLINDER COMPRESSION

The PCM cannot detect uneven, low, or high engine cylinder compression.

EXHAUST SYSTEM

The PCM cannot detect a plugged, restricted or leaking exhaust system, although it may set a fuel system fault.

FUEL INJECTOR MECHANICAL MALFUNCTIONS

The PCM cannot determine if a fuel injector is clogged, the needle is sticking or if the wrong injector is installed. However, these could result in a rich or lean condition causing the PCM to store a diagnostic trouble code for either misfire, an oxygen sensor, or the fuel system.

EXCESSIVE OIL CONSUMPTION

Although the PCM monitors engine exhaust oxygen content when the system is in closed loop, it cannot determine excessive oil consumption.

THROTTLE BODY AIR FLOW

The PCM cannot detect a clogged or restricted air cleaner inlet or filter element.

VACUUM ASSIST

The PCM cannot detect leaks or restrictions in the vacuum circuits of vacuum assisted engine control system devices. However, these could cause the PCM to store a MAP sensor diagnostic trouble code and cause a high idle condition.

PCM SYSTEM GROUND

The PCM cannot determine a poor system ground. However, one or more diagnostic trouble codes may be generated as a result of this condition. The module should be mounted to the body at all times, also during diagnostic.

PCM CONNECTOR ENGAGEMENT

The PCM may not be able to determine spread or damaged connector pins. However, it might store diagnostic trouble codes as a result of spread connector pins.

OPERATION - NON-MONITORED CIRCUITS - DIESEL

The PCM and/or the ECM will not monitor certain malfunctioning circuits or components that could cause driveability problems. Also, a Diagnostic Trouble Code (DTC) might not be stored for these malfunctions. However, problems with these circuits or components may cause the PCM/ECM to store DTC's for other circuits or components. **EXAMPLES:** A cylinder with low compression will not set a DTC

EMISSIONS CONTROL (Continued)

directly, but may cause an engine misfire. This in turn may cause the ECM to set a DTC for an engine misfire. Or, a dirty or plugged air filter will not set a DTC directly, but may cause lack of turbocharger boost. This in turn may cause the ECM to set a DTC for a boost pressure malfunction.

FUEL PRESSURE

Primary fuel pressure from the fuel tank to the fuel injection pump is supplied by the low-pressure fuel transfer pump. High-pressure to the fuel injectors is supplied by the fuel injection pump. The ECM cannot detect actual fuel pressure, a clogged fuel filter, clogged fuel screen, or a pinched fuel supply or return line. However, a DTC may be set due to an engine misfire.

CYLINDER COMPRESSION

The ECM cannot detect uneven, low, or high engine cylinder compression. However, these could result in a possible misfire which may set a DTC.

EXHAUST SYSTEM

The ECM cannot detect a plugged, restricted or leaking exhaust system. However, DTC's may be set for engine misfire, high intake manifold temperature, high engine coolant temperature, turbocharger overboost or turbocharger underboost.

FUEL INJECTOR MECHANICAL MALFUNCTIONS

The ECM cannot determine if a fuel injector is clogged, the needle is sticking or if the wrong injector

is installed. However, these could result in a possible misfire which may set a DTC.

EXCESSIVE OIL CONSUMPTION

The ECM cannot determine excessive oil consumption. However, if excess oil consumption is high enough, it could result in a possible engine misfire which may set a DTC.

AIR FLOW

The ECM cannot detect a clogged, restricted or dirty air filter element, or a restriction in the air inlet system. However, these could result in a possible misfire which may set a DTC.

AIR PRESSURE LEAKS

The ECM cannot detect leaks or restrictions in the air intake system. However, these could cause the ECM to store a Manifold Air Pressure (MAP) sensor DTC (boost pressure problem detected).

PCM/ECM SYSTEM GROUNDS

The PCM/ECM cannot directly determine poor system grounds. However, one or more DTC's may be generated as a result of poor grounds.

PCM/ECM CONNECTOR ENGAGEMENT

The PCM/ECM may not be able to determine spread, damaged or corroded connector pins. However, it might store DTC's as a result of spread connector pins (circuits that are open).

AIR INJECTION

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AIR INJECTION

DESCRIPTION - AIR INJECTION SYSTEM

The air injection system (Fig. 1), (Fig. 2) or (Fig. 3) is used on 5.9L V-8 and 8.0L V-10 heavy duty cycle (HDC) gas powered engines only. The air injection system consists of:

- A belt-driven air injection (AIR) pump

- Two air pressure relief valves
- Rubber connecting air injection hoses with clamps
- Metal connecting air tubes
- Two one-way check valves
- A replaceable injection pump air filter (8.0L V-10 engine only)

AIR INJECTION (Continued)

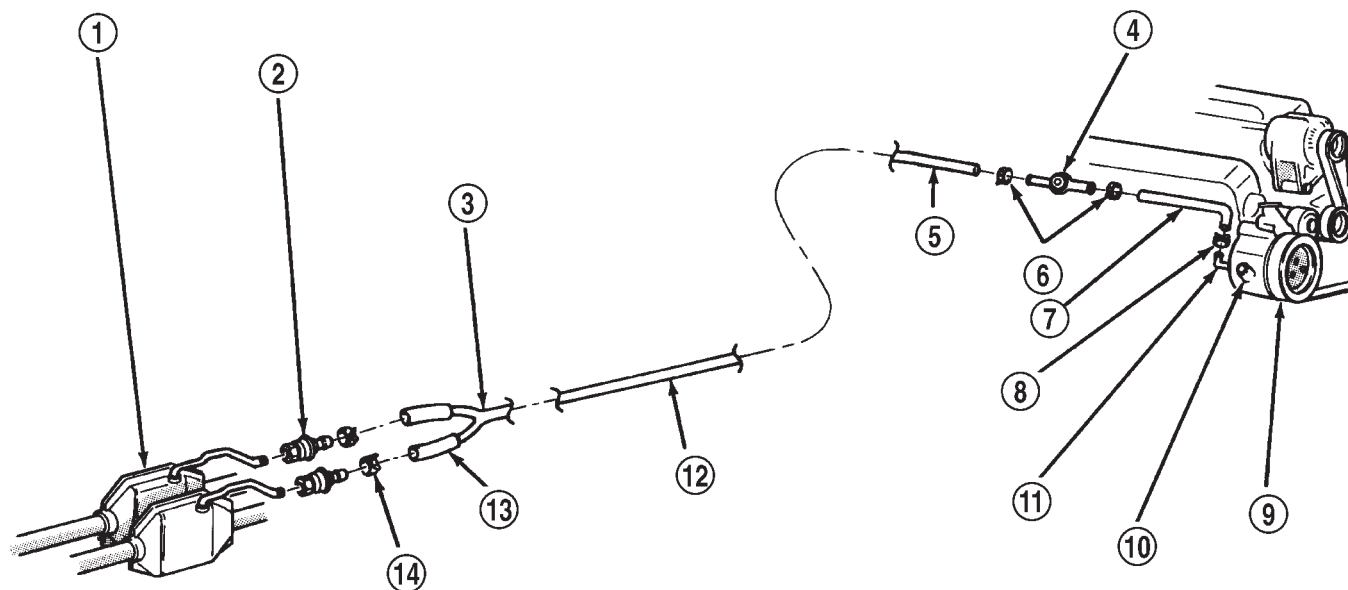


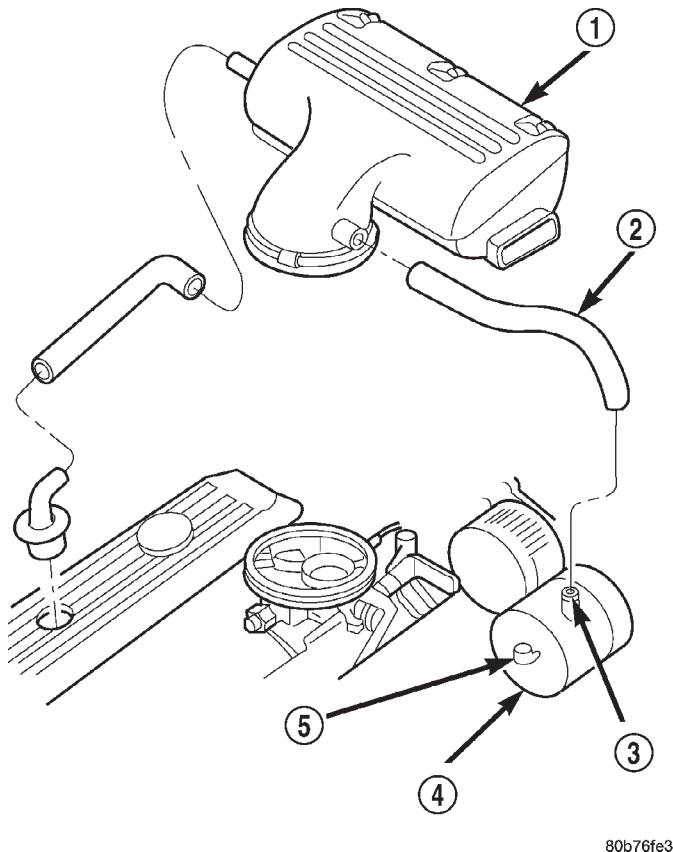
Fig. 1 Air Injection System Components—Typical

J9425-17

- 1 - CATALYTIC CONVERTORS (2)
- 2 - ONE-WAY CHECK VALVES (2)
- 3 - "Y" CONNECTOR
- 4 - PRESSURE RELIEF VALVE
- 5 - HOSE
- 6 - CLAMPS
- 7 - HOSE
- 8 - CLAMP

- 9 - AIR INJECTION PUMP
- 10 - INLET AIR FITTING
- 11 - OUTLET AIR FITTING
- 12 - METAL CONNECTING TUBE
- 13 - HOSE
- 14 - CLAMPS

AIR INJECTION (Continued)

**Fig. 2 Air Inlet for Air Pump—5.9L HDC Engine**

- 1 - AIR FILTER HOUSING
- 2 - AIR INLET TUBE
- 3 - INLET AIR FITTING
- 4 - AIR INJECTION PUMP
- 5 - OUTLET AIR FITTING

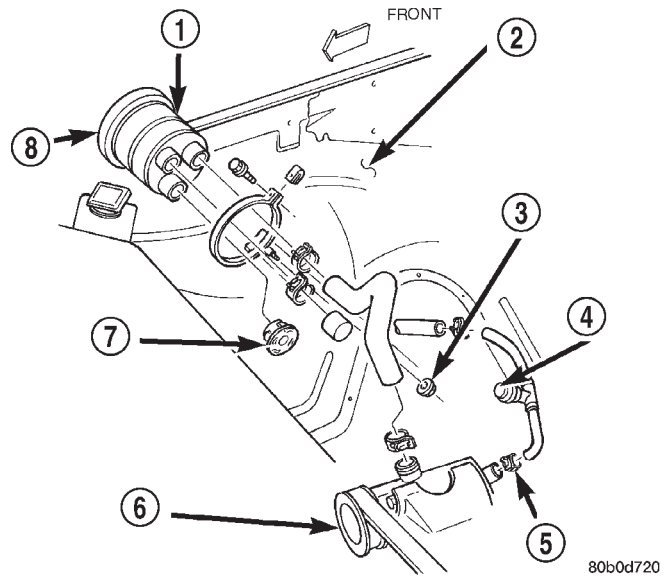
OPERATION - AIR INJECTION SYSTEM

The air injection system adds a controlled amount of air to the exhaust gases aiding oxidation of hydrocarbons and carbon monoxide in the exhaust stream. The system does not interfere with the ability of the EGR system (if used) to control nitrous oxide (NOx) emissions.

5.9L HDC ENGINE: Air is drawn into the pump through a rubber tube that is connected to a fitting on the air cleaner housing (Fig. 2).

8.0L V-10 ENGINE: Air is drawn into the pump through a rubber tube that is connected to a fitting on the air injection pump filter housing (Fig. 3). Air is drawn into the filter housing from the front of the vehicle with rubber tube. This tube is used as a silencer to help prevent air intake noise at the opening to the pump filter housing. An air filter is located within the air pump filter housing (Fig. 3).

Air is then compressed by the air injector pump. It is expelled from the pump and routed into a rubber tube where it reaches the air pressure relief valve (Fig. 1). Pressure relief holes in the relief valve will

**Fig. 3 Air Inlet and Air Pump Air**

- 1 - INJECTION PUMP AIR FILTER HOUSING
- 2 - R. F. INNER FENDER
- 3 - FILTER HOUSING MOUNTING NUT
- 4 - PRESSURE RELIEF VALVE
- 5 - HOSE CLAMPS
- 6 - AIR INJECTION PUMP
- 7 - AIR INLET REDUCER
- 8 - LID

prevent excess downstream pressure. If excess downstream pressure occurs at the relief valve, it will be vented into the atmosphere.

Air is then routed (Fig. 1) from the relief valve, through a tube, down to a "Y" connector, through the two one-way check valves and injected at both of the catalytic convertors (referred to as downstream).

The two one-way check valves (Fig. 1) protect the hoses, air pump and injection tubes from hot exhaust gases backing up into the system. Air is allowed to flow through these valves in one direction only (towards the catalytic convertors).

Downstream air flow assists the oxidation process in the catalyst, but does not interfere with EGR operation (if EGR system is used).

AIR INJECTION (Continued)

SPECIFICATIONS

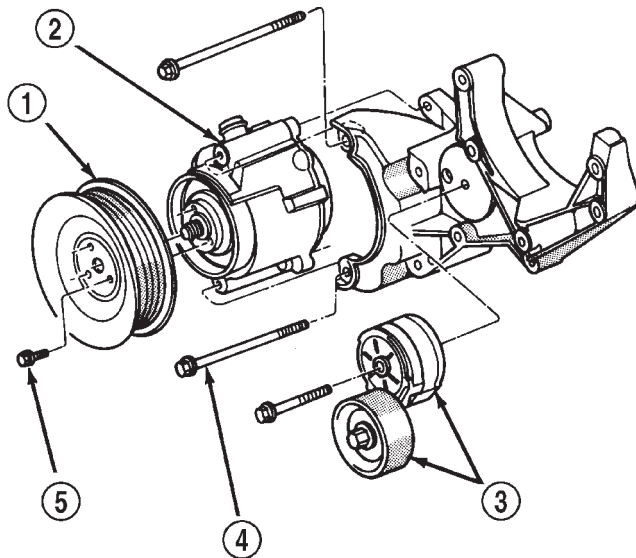
TORQUE - AIR INJECTION SYSTEM

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
Air Pump Filter Housing Nut	1	8	
Air Pump Mounting Bolts	40	30	
Air Pump Pulley Mounting Bolts	11		105
One-Way Check Valve to Catalyst Tube	33	25	

AIR INJECTION PUMP

DESCRIPTION

The air pump is mounted on the front of the engine and driven by a belt connected to the crankshaft pulley (Fig. 4) .



J9425-15

Fig. 4 Air Injection Pump Mounting—Typical

- 1 - PUMP PULLEY
- 2 - AIR PUMP
- 3 - AUTOMATIC BELT TENSIONER
- 4 - PUMP MOUNTING BOLTS (2)
- 5 - PULLEY BOLTS

OPERATION

Refer to Air Injection System Description and Operation for information.

DIAGNOSIS AND TESTING - AIR INJECTION PUMP

The air injection system and air injection pump is not completely noiseless. Under normal conditions, noise rises in pitch as engine speed increases. To determine if excessive noise is fault of air injection system, disconnect accessory drive belt and temporarily operate engine. **Do not allow engine to overheat when operating without drive belt.**

CAUTION: Do not attempt to lubricate the air injection pump. Oil in the pump will cause rapid deterioration and failure.

AIR INJECTION PUMP (Continued)

EXCESSIVE BELT NOISE	1. Loose belt or defective automatic belt tensioner. 2. Seized pump.	1. Refer to Cooling System. 2. Replace pump.
EXCESSIVE PUMP NOISE CHIRPING	1. Insufficient break-in.	1. Recheck for noise after 1600 km (1,000 miles) of operation.
EXCESSIVE PUMP NOISE CHIRPING, RUMBLING, OR KNOCKING	1. Leak in hose. 2. Loose hose. 3. Hose touching other engine parts. 4. Relief valve inoperative. 5. Check valve inoperative. 6. Pump mounting fasteners loose. 7. Pump failure.	1. Locate source of leak using soap solution and correct. 2. Reassemble and replace or tighten hose clamp. 3. Adjust hose position. 4. Replace relief valve. 5. Replace check valve. 6. Tighten mounting screws as specified. 7. Replace pump.
NO AIR SUPPLY. ACCELERATE ENGINE TO 1500 RPM AND OBSERVE AIR FLOW FROM HOSES. IF FLOW INCREASES AS RPM'S INCREASE, PUMP IS FUNCTIONING NORMALLY. IF NOT, CHECK POSSIBLE CAUSE.	1. Loose drive belt. 2. Leaks in supply hose. 3. Leak at fitting(s). 4. Check valve inoperative. 5. Plugged inlet air filter (8.0L).	1. Refer to Cooling System. 2. Locate leak and repair or replace as required. 3. Tighten and replace clamps. 4. Replace check valve. 5. Replace filter

REMOVAL

The air injection pump does not have any internal serviceable parts.

(1) Disconnect both of the hoses (tubes) at the air injection pump.

(2) Loosen, but do not remove at this time, the three air pump pulley mounting bolts (Fig. 4).

(3) Relax the automatic belt tensioner and remove the engine accessory drive belt. Refer to Cooling System. See Belt Removal/Installation.

(4) Remove the three air pump pulley bolts and remove pulley from pump.

(5) Remove the two air pump mounting bolts (Fig. 4) and remove pump from mounting bracket.

INSTALLATION

(1) Position air injection pump to mounting bracket.

(2) Install two pump mounting bolts to mounting bracket. Tighten bolts to 40 N·m (30 ft. lbs.) torque.

(3) Install pump pulley and three mounting bolts. Tighten bolts finger tight.

(4) Relax tension from automatic belt tensioner and install drive belt. Refer to Cooling System. See Belt Removal/Installation.

(5) Tighten pump pulley bolts to 11 N·m (105 in. lbs.) torque.

(6) Install hoses and hose clamps at pump.

AIR PUMP FILTER**REMOVAL**

The air filter for the air injection pump is located inside a housing located in right-front side of engine compartment (Fig. 3). A rubber hose connects the filter housing to air injection pump. The filter is used with 8.0L V-10 engines only.

(1) Remove rubber tubes at filter housing.

(2) Remove filter housing mounting nut and remove housing.

(3) Remove lid from filter housing (snaps off).

(4) Remove filter from housing.

INSTALLATION

The air filter for the air injection pump is located inside a housing located in right-front side of engine compartment (Fig. 3). A rubber hose connects the filter housing to air injection pump. The filter is used with 8.0L V-10 engines only.

AIR PUMP FILTER (Continued)

- (1) Clean inside of housing and lid before installing new filter.
- (2) Install filter into housing.
- (3) Install lid to filter housing (snaps on).
- (4) Position filter housing to fender.
- (5) Install mounting nut and tighten to 11 N·m (8 ft. lbs.) torque.
- (6) Install rubber tubes and cap at filter housing.

ONE WAY CHECK VALVE

DESCRIPTION

For air injection systems: A pair of one-way check valves is used with the air injection system. The check valves (Fig. 1) are located on each of the air injection downstream tubes.

OPERATION

Each one-way check valve has a one-way diaphragm which prevents hot exhaust gases from backing up into the air injection hose and air injection pump. The check valve will protect the system if the

air injection pump belt fails, an air hose ruptures or exhaust system pressure becomes abnormally high.

DIAGNOSIS AND TESTING - ONE-WAY CHECK VALVE

The one-way check valves are not repairable. To determine condition of valve, remove the rubber air tube from the inlet side of each check valve. Start the engine. If exhaust gas is escaping through the inlet side of check valve, it must be replaced.

REMOVAL

- (1) Remove the hose clamp at inlet side of valve.
- (2) Remove hose from valve.
- (3) Remove valve from catalyst tube (unscrew). **To prevent damage to catalyst tube, a backup wrench must be used on the tube.**

INSTALLATION

- (1) Install valve to catalyst tube. Tighten to 33 N·m (25 ft. lbs.) torque.
- (2) Install hose and hose clamp to valve.

EVAPORATIVE EMISSIONS

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EVAPORATIVE EMISSIONS

DESCRIPTION - EVAP SYSTEM

The evaporation control system prevents the emission of fuel tank vapors into the atmosphere. When fuel evaporates in the fuel tank, the vapors pass through vent hoses or tubes into the two charcoal filled evaporative canisters. The canisters temporarily hold the vapors. The Powertrain Control Module (PCM) allows intake manifold vacuum to draw vapors into the combustion chambers during certain operating conditions.

All 5.9L/8.0L gasoline powered engines use a duty cycle purge system. The PCM controls vapor flow by

operating the duty cycle EVAP purge solenoid. Refer to Duty Cycle EVAP Canister Purge Solenoid for additional information.

When equipped with certain emissions packages, a Leak Detection Pump (LDP) will be used as part of the evaporative system. This pump is used as part of OBD II requirements. Refer to Leak Detection Pump in this group for additional information.

NOTE: The hoses used in this system are specially manufactured. If replacement becomes necessary, it is important to use only fuel resistant hose.

SPECIFICATIONS

TORQUE - EVAP SYSTEM

DESCRIPTION	N·m	Ft. Lbs.	In. Lbs.
EVAP Canister Mounting Nuts	9		80
Leak Detection Pump Mounting Screws	1		11
Leak Detection Pump Filter Mounting Bolt	7		65

CCV HOSE

DESCRIPTION - 8.0L

The 8.0L V-10 engine is equipped with a Crankcase Ventilation (CCV) system. The CCV system performs the same function as a conventional PCV system, but does not use a vacuum controlled valve (PCV valve).

A molded vacuum tube connects manifold vacuum to the top of the right cylinder head (valve) cover. The vacuum tube connects to a fixed orifice fitting (Fig. 1) of a calibrated size 2.6 mm (0.10 inches).

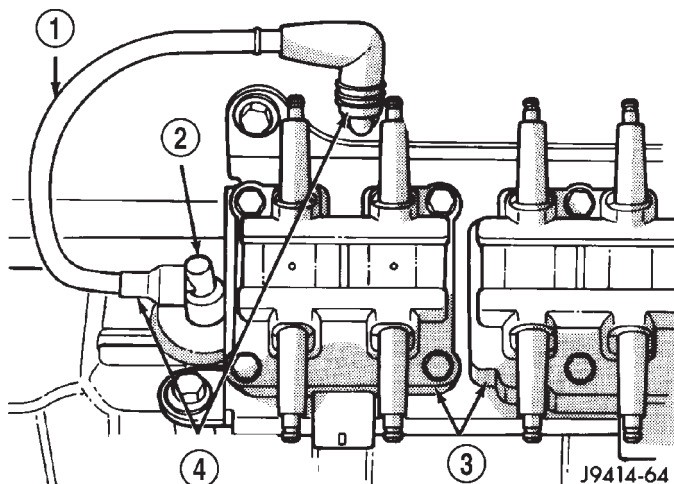


Fig. 1 Fixed Orifice Fitting—8.0L V-10 Engine—Typical

- 1 - VACUUM TUBE
- 2 - FIXED ORIFICE FITTING
- 3 - COIL PACKS
- 4 - ORIFICE FITTING HOSE CONNECTIONS

OPERATION - 8.0L

A molded vacuum tube connects manifold vacuum to the top of the right cylinder head (valve) cover. The vacuum tube connects to a fixed orifice fitting (Fig. 1) of a calibrated size 2.6 mm (0.10 inches). The fitting meters the amount of crankcase vapors drawn out of the engine. **The fixed orifice fitting is grey in color.** A similar fitting (but does not contain a fixed orifice) is used on the left cylinder head (valve) cover. This fitting is black in color. Do not interchange these two fittings.

When the engine is operating, fresh air enters the engine and mixes with crankcase vapors. Manifold vacuum draws the vapor/air mixture through the fixed orifice and into the intake manifold. The vapors are then consumed during engine combustion.

EVAP/PURGE SOLENOID

DESCRIPTION

All 5.9L/8.0L gasoline powered engines use a duty cycle EVAP canister purge solenoid. The solenoid reg-

ulates the rate of vapor flow from the EVAP canister to the throttle body.

OPERATION

The Powertrain Control Module (PCM) operates the solenoid.

During the cold start warm-up period and the hot start time delay, the PCM does not energize the solenoid. When de-energized, no vapors are purged. The PCM de-energizes the solenoid during open loop operation.

The engine enters closed loop operation after it reaches a specified temperature and the time delay ends. During closed loop operation, the PCM energizes and de-energizes the solenoid 5 or 10 times per second, depending upon operating conditions. The PCM varies the vapor flow rate by changing solenoid pulse width. Pulse width is the amount of time the solenoid energizes. The PCM adjusts solenoid pulse width based on engine operating condition.

REMOVAL

The duty cycle solenoid is attached to a bracket mounted to the right inner fender (Fig. 2).

(1) Disconnect electrical wiring connector at solenoid (Fig. 2).

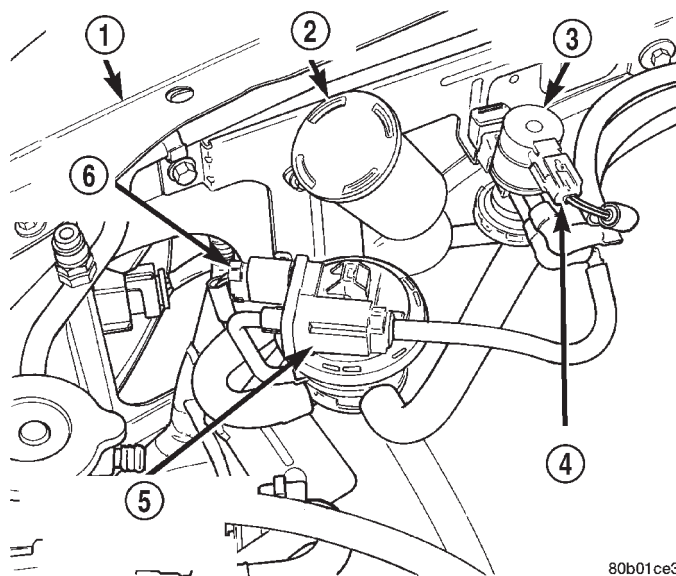


Fig. 2 Duty Cycle EVAP Canister Purge Solenoid Location

- 1 - RIGHT-FRONT FENDER
- 2 - LDP FILTER
- 3 - DUTY CYCLE SOLENOID
- 4 - ELEC. CONNEX.
- 5 - LEAK DETECTION PUMP (LDP) (IF EQUIPPED)
- 6 - LDP ELEC. CONNEX.

- (2) Disconnect vacuum harness at solenoid.
- (3) Remove solenoid from support bracket.

EVAP/PURGE SOLENOID (Continued)

INSTALLATION

- (1) Install solenoid assembly to support bracket.
- (2) Connect vacuum harness.
- (3) Connect wiring connector.

FUEL FILLER CAP**DESCRIPTION**

The plastic fuel tank filler tube cap is threaded onto the end of the fuel fill tube. Certain models are equipped with a 1/4 turn cap.

OPERATION

The loss of any fuel or vapor out of fuel filler tube is prevented by the use of a pressure-vacuum fuel fill cap. Relief valves inside the cap will release fuel tank pressure at predetermined pressures. Fuel tank vacuum will also be released at predetermined values. This cap must be replaced by a similar unit if replacement is necessary. This is in order for the system to remain effective.

CAUTION: Remove fill cap before servicing any fuel system component to relieve tank pressure. If equipped with a Leak Detection Pump (LDP), the cap must be tightened securely. If cap is left loose, a Diagnostic Trouble Code (DTC) may be set.

REMOVAL/INSTALLATION

If replacement of the 1/4 turn fuel tank filler tube cap is necessary, it must be replaced with an identical cap to be sure of correct system operation.

CAUTION: Remove the fuel tank filler tube cap to relieve fuel tank pressure. The cap must be removed prior to disconnecting any fuel system component or before draining the fuel tank.

LEAK DETECTION PUMP**DESCRIPTION**

The Leak Detection Pump (LDP) is used only with certain emission packages.

The LDP is a device used to detect a leak in the evaporative system.

The pump contains a 3 port solenoid, a pump that contains a switch, a spring loaded canister vent valve seal, 2 check valves and a spring/diaphragm.

OPERATION

Immediately after a cold start, engine temperature between 40°F and 86°F, the 3 port solenoid is briefly energized. This initializes the pump by drawing air

into the pump cavity and also closes the vent seal. During non-test conditions, the vent seal is held open by the pump diaphragm assembly which pushes it open at the full travel position. The vent seal will remain closed while the pump is cycling. This is due to the operation of the 3 port solenoid which prevents the diaphragm assembly from reaching full travel. After the brief initialization period, the solenoid is de-energized, allowing atmospheric pressure to enter the pump cavity. This permits the spring to drive the diaphragm which forces air out of the pump cavity and into the vent system. When the solenoid is energized and de-energized, the cycle is repeated creating flow in typical diaphragm pump fashion. The pump is controlled in 2 modes:

PUMP MODE: The pump is cycled at a fixed rate to achieve a rapid pressure build in order to shorten the overall test time.

TEST MODE: The solenoid is energized with a fixed duration pulse. Subsequent fixed pulses occur when the diaphragm reaches the switch closure point.

The spring in the pump is set so that the system will achieve an equalized pressure of about 7.5 inches of water.

When the pump starts, the cycle rate is quite high. As the system becomes pressurized pump rate drops. If there is no leak the pump will quit. If there is a leak, the test is terminated at the end of the test mode.

If there is no leak, the purge monitor is run. If the cycle rate increases due to the flow through the purge system, the test is passed and the diagnostic is complete.

The canister vent valve will unseal the system after completion of the test sequence as the pump diaphragm assembly moves to the full travel position.

REMOVAL

The LDP and LDP filter are attached to a bracket mounted to the right-inner fender (Fig. 2). The LDP and LDP filter are replaced (serviced) as one unit.

- (1) Carefully remove hose at LDP filter.
- (2) Remove LDP filter mounting bolt and remove from vehicle.
- (3) Carefully remove vapor/vacuum lines at LDP.
- (4) Disconnect electrical connector at LDP (Fig. 2).
- (5) Remove LDP mounting screws and remove LDP from vehicle.

INSTALLATION

The LDP and LDP filter are attached to a bracket mounted to the right-inner fender (Fig. 2). The LDP and LDP filter are replaced (serviced) as one unit.

- (1) Install LDP to mounting bracket. Tighten screws to 1 N·m (11 in. lbs.) torque.

LEAK DETECTION PUMP (Continued)

(2) Install LDP filter to mounting bracket. Tighten bolt to 7 N·m (65 in. lbs.) torque.

(3) Carefully install vapor/vacuum lines to LDP, and install hose to LDP filter. **The vapor/vacuum lines and hoses must be firmly connected. Check the vapor/vacuum lines at the LDP, LDP filter and EVAP canister purge solenoid for damage or leaks. If a leak is present, a Diagnostic Trouble Code (DTC) may be set.**

(4) Connect electrical connector to LDP.

PCV VALVE

DESCRIPTION - V-8 ENGINES

All 5.9L V-8 gas powered engines are equipped with a closed crankcase ventilation system and a positive crankcase ventilation (PCV) valve. The 8.0L V-10 engine is not equipped with a PCV valve. Refer to Crankcase Ventilation System—8.0L V-10 Engine for information.

This system consists of a PCV valve mounted on the cylinder head (valve) cover with a hose extending from the valve to the intake manifold (Fig. 3). Another hose connects the opposite cylinder head (valve) cover to the air cleaner housing to provide a source of clean air for the system. A separate crankcase breather/filter is not used.

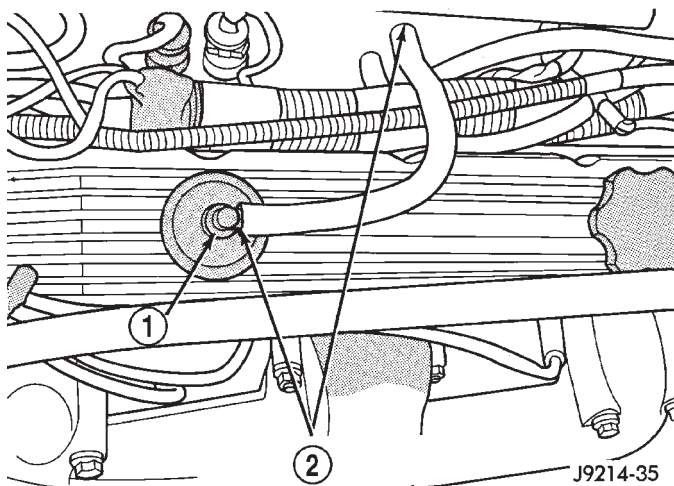


Fig. 3 Typical PCV Valve/Hose (Non-California Shown)

- 1 - PCV VALVE
- 2 - PCV VALVE HOSE CONNECTIONS

OPERATION - V-8 ENGINES

The PCV system operates by engine intake manifold vacuum (Fig. 4). Filtered air is routed into the crankcase through the air cleaner hose. The metered air, along with crankcase vapors, are drawn through the PCV valve and into a passage in the intake manifold. The PCV system manages crankcase pressure and meters blow by gases to the intake system, reducing engine sludge formation.

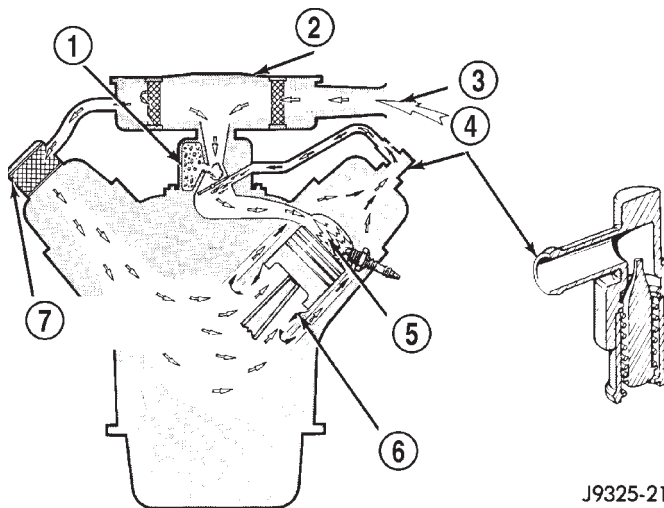


Fig. 4 Typical Closed Crankcase Ventilation System

- 1 - THROTTLE BODY
- 2 - AIR CLEANER
- 3 - AIR INTAKE
- 4 - PCV VALVE
- 5 - COMBUSTION CHAMBER
- 6 - BLOW-BY GASES
- 7 - CRANKCASE BREATHER/FILTER

The PCV valve contains a spring loaded plunger. This plunger meters the amount of crankcase vapors routed into the combustion chamber based on intake manifold vacuum.

When the engine is not operating or during an engine pop-back, the spring forces the plunger back against the seat (Fig. 5). This will prevent vapors from flowing through the valve.

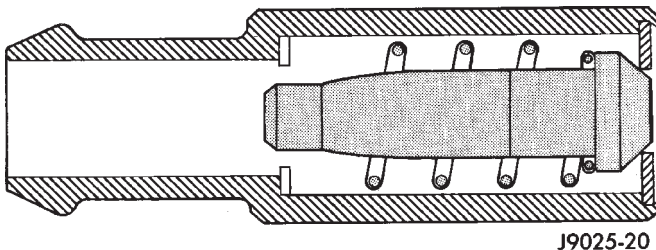
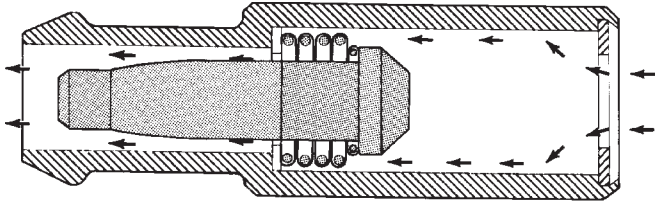


Fig. 5 Engine Off or Engine Pop-Back—No Vapor Flow

PCV VALVE (Continued)

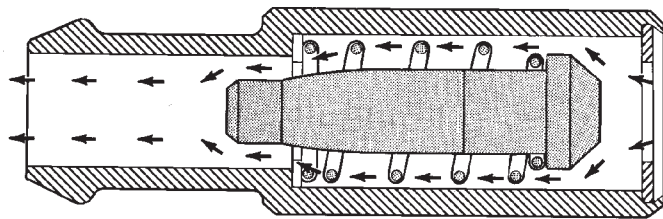
During periods of high manifold vacuum, such as idle or cruising speeds, vacuum is sufficient to completely compress spring. It will then pull the plunger to the top of the valve (Fig. 6). In this position there is minimal vapor flow through the valve.



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Fig. 6 High Intake Manifold Vacuum—Minimal Vapor Flow

During periods of moderate manifold vacuum, the plunger is only pulled part way back from inlet. This results in maximum vapor flow through the valve (Fig. 7).



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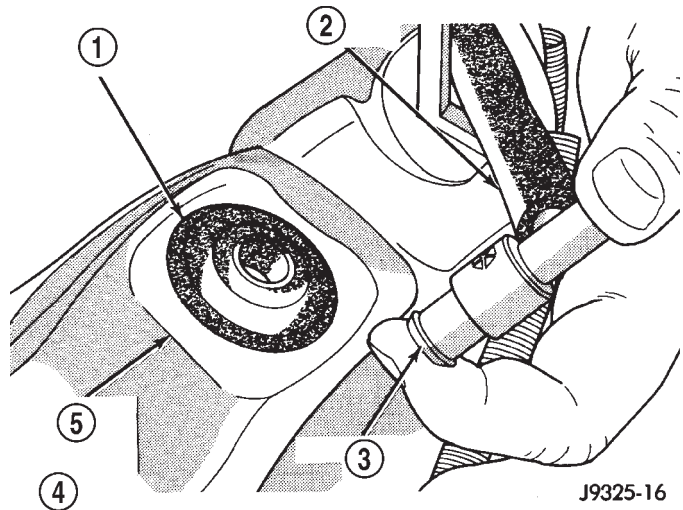
Fig. 7 Moderate Intake Manifold Vacuum—Maximum Vapor Flow

DIAGNOSIS AND TESTING - PCV VALVE - 5.9L

(1) With engine idling, remove the PCV valve from cylinder head (valve) cover. If the valve is not plugged, a hissing noise will be heard as air passes through the valve. Also, a strong vacuum should be felt at the valve inlet (Fig. 8).

(2) Return the PCV valve into the valve cover. Remove the fitting and air hose at the opposite valve cover. Loosely hold a piece of stiff paper, such as a parts tag, over the opening (rubber grommet) at the valve cover (Fig. 9).

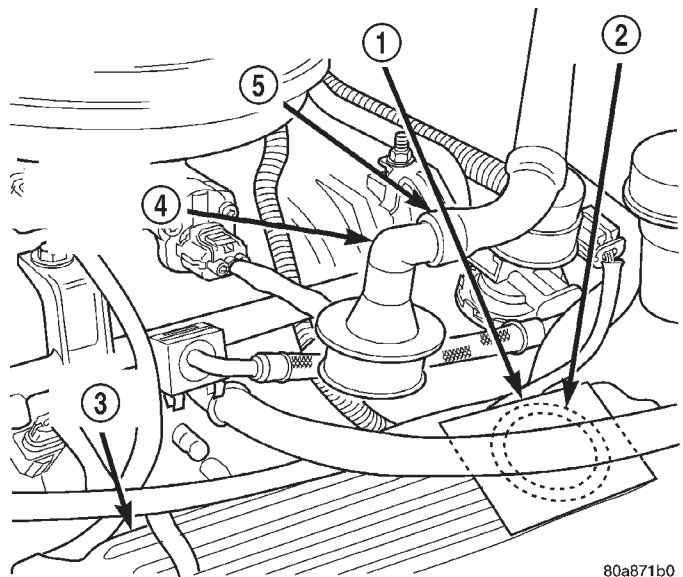
(3) The paper should be drawn against the opening in the valve cover with noticeable force. This will be after allowing approximately one minute for crankcase pressure to reduce.



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Fig. 8 Vacuum Check at PCV

- 1 - PCV VALVE GROMMET
- 2 - PCV HOSE
- 3 - PCV VALVE
- 4 - VACUUM MUST BE FELT AGAINST FINGER
- 5 - ENGINE VALVE COVER



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Fig. 9 Vacuum Check at Valve Cover Opening

- 1 - STIFF PAPER PLACED OVER RUBBER GROMMET
- 2 - RUBBER GROMMET
- 3 - VALVE COVER
- 4 - FITTING REMOVED FROM VALVE COVER
- 5 - AIR TUBE

PCV VALVE (Continued)

(4) Turn engine off and remove PCV valve from valve cover. The valve should rattle when shaken (Fig. 10).

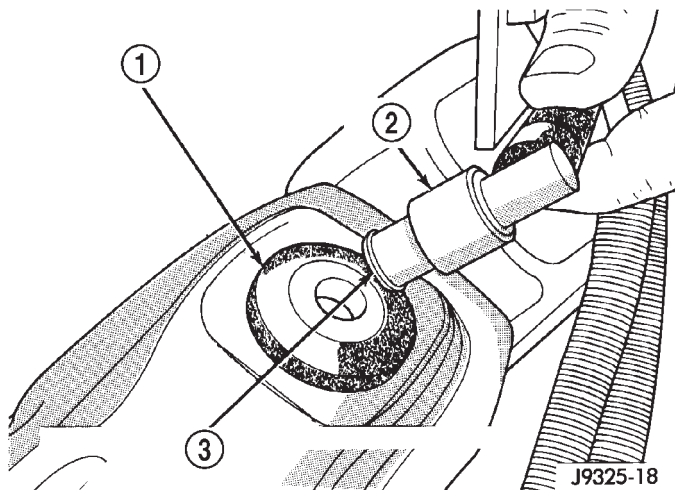


Fig. 10 Shake PCV

- 1 - PCV VALVE GROMMET
- 2 - PCV VALVE
- 3 - PCV VALVE MUST RATTLE WHEN SHAKEN

(5) Replace the PCV valve and retest the system if it does not operate as described in the preceding tests. **Do not attempt to clean the old PCV valve.**

(6) If the paper is not held against the opening in valve cover after new valve is installed, the PCV valve hose may be restricted and must be replaced. The passage in the intake manifold must also be checked and cleaned.

(7) To clean the intake manifold fitting, turn a 1/4 inch drill (by hand) through the fitting to dislodge any solid particles. Blow out the fitting with shop air. If necessary, use a smaller drill to avoid removing any metal from the fitting.

VACUUM LINES

DESCRIPTION

A vacuum schematic for emission related items can be found on the VECI label. Refer to Vehicle Emission Control Information (VECI) Label for label location.

VAPOR CANISTER

DESCRIPTION

Two, maintenance free, EVAP canisters are used with all 5.9L/8.0L gasoline powered engines. Both canisters are mounted to a bracket located below rear of vehicle cab on outside of right frame rail (Fig. 11).

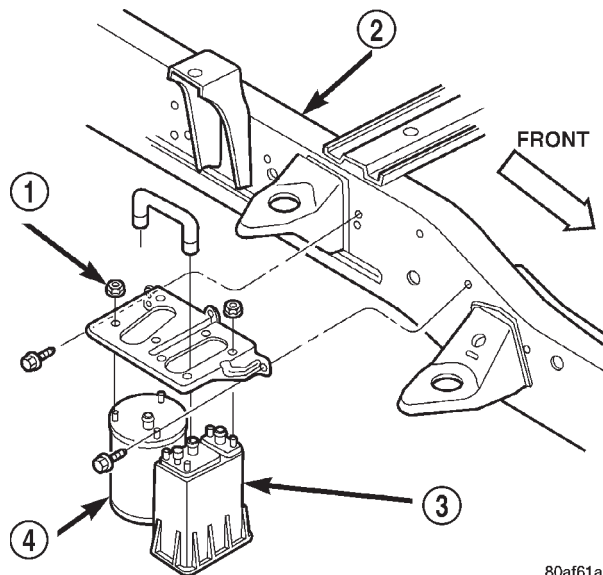


Fig. 11 Location of EVAP Canisters

- 1 - MOUNTING NUTS
- 2 - FRAME RAIL (RIGHT)
- 3 - FRONT EVAP CANISTER
- 4 - REAR EVAP CANISTER

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OPERATION

Two, maintenance free, EVAP canisters are used with all 5.9L/8.0L gasoline powered engines. The EVAP canisters are filled with granules of an activated carbon mixture. Fuel vapors entering the EVAP canisters are absorbed by the charcoal granules.

Fuel tank pressure vents into the EVAP canisters. Fuel vapors are temporarily held in the canisters until they can be drawn into the intake manifold. The duty cycle EVAP canister purge solenoid allows the EVAP canisters to be purged at predetermined times and at certain engine operating conditions.

VAPOR CANISTER (Continued)

REMOVAL

Two EVAP canisters are used. Both canisters are mounted to a bracket located below rear of vehicle cab on outside of right frame rail (Fig. 12).

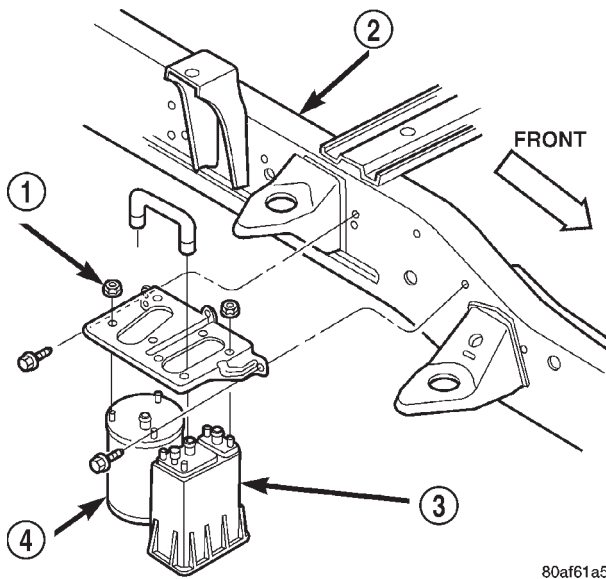


Fig. 12 EVAP Canister Location

- 1 - MOUNTING NUTS
- 2 - FRAME RAIL (RIGHT)
- 3 - FRONT EVAP CANISTER
- 4 - REAR EVAP CANISTER

(1) Remove fuel tubes/lines at each EVAP canister. Note location of tubes/lines before removal for easier installation.

(2) Remove mounting nuts at each canister (Fig. 12).

(3) Remove each canister from mounting bracket.

INSTALLATION

Two EVAP canisters are used. Both canisters are mounted to a bracket located below rear of vehicle cab on outside of right frame rail (Fig. 12).

(1) Place each canister to mounting bracket (Fig. 12).

(2) Install nuts and tighten to 9 N·m (80 in. lbs.) torque.

(3) Install fuel tubes/lines to each canister.

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SERVICE MANUAL COMMENTS

What features do you find most useful? _____

What errors have you found? Please include page number. _____

What topics are hard to locate, confusing, or not covered completely? _____

What comments or suggestions do you have? _____

Your Name: _____ Dealership: _____

Address: _____

Manual Name, Year and Number: _____

(FOLD HERE)

BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NO. 124 CENTER LINE, MI

POSTAGE WILL BE PAID BY ADDRESSEE

DaimlerChrysler Corporation
Dealer Technical Operations
800 Chrysler Drive
CIMS 486-02-76
Auburn Hills, MI 48326-2757

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED
STATES



(FOLD HERE)