

Appendix A
2001MY SBECIII/JTEC SCI/J2012 DIAGNOSTIC TROUBLE CODES

| Table Offset | J2012 DTC | Fault Name | Description of Fault Condition |
|--------------|-----------|-------------------------------|--|
| --- | P1684 | BATTERY DISCONNECT | Battery has been disconnected within the last 50 starts (status indicator only - NOT a reported fault code) |
| 00 | --- | DTC ERROR | Unrecognized DTC (fault ID) received by DRB |
| 01 | P0340 | CAMSHAFT SENSOR CIRCUIT | No camshaft position sensor detected (no fuel sync) |
| 02 | P0601 | INTERNAL SELF-TEST | Internal powertrain control module fault condition detected (failed memory checksum) |
| 03 | P0031 | O2 SENSOR 1/1 HEATER CKT LOW | Shorted low condition detected in the oxygen sensor 1/1 heater element control feedback sense circuit |
| 04 | P0032 | O2 SENSOR 1/1 HEATER CKT HIGH | Shorted high condition detected in the oxygen sensor 1/1 heater element control feedback sense circuit |
| 05 | P1682 | CHARGING OUTPUT 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 |
| 06 | P1594 | BATTERY VOLTAGE HIGH | Battery voltage sense input above target charging voltage during engine operation |
| 07 | P0234 | BOOST LIMIT EXCEEDED | Manifold pressure reading above turbocharger over-boost limit detected during engine operation |
| 08 | --- | (Unassigned) | --- |
| 09 | --- | (Unassigned) | --- |
| 0A | P1388 | ASD RELAY CIRCUIT | Open or shorted condition detected in the automatic shutdown (ASD) relay control circuit |
| 0B | P0622 | GENERATOR FIELD CIRCUIT | Open or shorted condition detected in the generator field control circuit |
| 0C | P0743 | TCC SOLENOID CIRCUIT | Open or shorted condition detected in the torque converter clutch (part throttle unlock) solenoid control circuit. Shift solenoid C electrical fault - Aisin transmission |
| 0D | P0243 | WASTEGATE SOLENOID CIRCUIT | Open or shorted condition detected in the turbocharger wastegate solenoid control circuit. |
| 0E | P1491 | RAD FAN RELAY CIRCUIT | Open or shorted condition detected in the radiator fan control relay control circuit (includes PWM solid state relays) |
| 0F | P1595 | S/C SERVO SOLENOID CKTS | Open or shorted condition detected in either of the speed control vacuum or vent solenoid control circuits |
| 10 | P0645 | A/C CLUTCH RELAY CIRCUIT | Open or shorted condition detected in the A/C clutch relay control circuit |
| 11 | P0403 | EGR SOLENOID CIRCUIT | Open or shorted condition detected in the exhaust gas recirculation (EGR) solenoid control circuit |
| 12 | P0443 | EVAP PURGE SOLENOID CIRCUIT | Open or shorted condition detected in the evaporative purge solenoid control circuit |
| 13 | P0203 | FUEL INJECTOR #3 CIRCUIT | Open or shorted condition detected in control circuit for injector #3 or the INJ 3 injector bank |
| 14 | P0202 | FUEL INJECTOR #2 CIRCUIT | Open or shorted condition detected in control circuit for injector #2 or the INJ 2 injector bank |
| 15 | P0201 | FUEL INJECTOR #1 CIRCUIT | Open or shorted condition detected in control circuit for injector #1 or the INJ 1 injector bank |
| 16 | P0037 | O2 SENSOR 1/2 HEATER CKT LOW | Shorted low condition detected in the oxygen sensor 1/2 heater element control feedback sense circuit |
| 17 | P0038 | O2 SENSOR 1/2 HEATER CKT HIGH | Shorted high condition detected in the oxygen sensor 1/2 heater element control feedback sense circuit |
| 18 | --- | (Unassigned) | --- |
| 19 | P0505 | IAC (AIS) MOTOR CKTS | Idle air control stepper motor circuit malfunction (SBECII only) |
| 1A | P0122 | THROTTLE POSITION SENSOR LOW | Throttle position sensor input below the acceptable voltage range (shorted low) |
| 1B | P0123 | THROTTLE POSITION SENSOR HIGH | Throttle position sensor input above the maximum acceptable voltage (shorted high) |
| 1C | P0043 | O2 SENSOR 1/3 HEATER CKT LOW | Shorted low condition detected in the oxygen sensor 1/3 heater element control feedback sense circuit |

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|--------------|-----------|-------------------------------|--|
| 1D | P0044 | O2 SENSOR 1/3 HEATER CKT HIGH | Shorted high condition detected in the oxygen sensor 1/3 heater element control feedback sense circuit |
| 1E | P0117 | COOLANT TEMP SENSOR LOW | Engine coolant temperature sensor input below the minimum acceptable voltage (shorted low) |
| 1F | P0118 | COOLANT TEMP SENSOR HIGH | Engine coolant temperature sensor input above the maximum acceptable voltage (shorted high) |
| 20 | P0134 | O2 SENSOR 1/1 SIGNAL INACTIVE | Neither rich or lean condition is detected from the oxygen sensor 1/1 input |
| 21 | P1281 | THERMOSTAT INACTIVE | Engine coolant temperature remains below normal operating temperatures during vehicle travel (thermostat failure) |
| 22 | P1719 | 2-3 GEAR LOCKOUT CKT | Open or shorted condition detected in the transmission 2-3 gear lock-out solenoid control circuit |
| 23 | P0500 | VEHICLE SPEED SIGNAL | No vehicle speed sensor signal detected during road load conditions |
| 24 | P0107 | MAP SENSOR LOW | Manifold pressure sensor input below minimum acceptable voltage |
| 25 | P0108 | MAP SENSOR HIGH | Manifold pressure sensor input above maximum acceptable voltage |
| 26 | --- | (Unassigned) | --- |
| 27 | P1297 | MAP PNEUMATIC CHANGE | No difference is recognized between the MAP reading at engine idle and the stored barometric pressure reading |
| 28 | P0320 | CRANKSHAFT SENSOR CIRCUIT | No crankshaft position sensor detected during engine cranking (no timing reference signal) |
| 29 | P0353 | IGNITION COIL #3 CIRCUIT | Peak primary circuit current not achieved with maximum dwell time |
| 2A | P0352 | IGNITION COIL #2 CIRCUIT | Peak primary circuit current not achieved with maximum dwell time |
| 2B | P0351 | IGNITION COIL #1 CIRCUIT | Peak primary circuit current not achieved with maximum dwell time |
| 2C | P1389 | ASD RELAY VOLTAGE | No Z1 or Z2 voltage sensed when the auto shutdown relay is energized |
| 2D | --- | (Unassigned) | --- |
| 2E | P0401 | EGR SYSTEM PERFORMANCE | Required lean shift in air/fuel ratio not detected during EGR diagnostic test |
| 2F | P1105 | BARO READ SOLENOID CIRCUIT | Open or shorted condition detected in the baro read solenoid control circuit |
| 30 | P1697 | SRI MILES NOT STORED | Unsuccessful attempt to update Service Reminder Indicator (SRI or EMR) mileage in the control module EEPROM |
| 31 | P1696 | EEPROM WRITE DENIED | Unsuccessful attempt to write to an EEPROM location by the control module |
| 32 | P0753 | OVERDRIVE SOLENOID CIRCUIT | Open or shorted condition detected in the overdrive solenoid control circuit or Trans Relay Circuit in JTEC RE transmissions (was MIL code |
| 33 | P0412 | SECONDARY AIR SOLENOID CKT | Open or shorted condition detected in the secondary air (air switching/aspirator) solenoid control circuit |
| 34 | P0051 | O2 SENSOR 2/1 HEATER CKT LOW | Shorted low condition detected in the oxygen sensor 2/1 heater element control feedback sense circuit |
| 35 | P0052 | O2 SENSOR 2/1 HEATER CKT HIGH | Shorted high condition detected in the oxygen sensor 2/1 heater element control feedback sense circuit |
| 36 | P1243 | SURGE VALVE SOLENOID CKT | Open or shorted condition detected in the turbocharger surge valve solenoid control circuit |
| 37 | P0209 | FUEL INJECTOR #9 CKT | Injector #9 output driver stage does not respond properly to the control signal |
| 38 | P0210 | FUEL INJECTOR #10 CKT | Injector #10 output driver stage does not respond properly to the control signal |
| 39 | P0112 | INTAKE AIR TEMP SENSOR LOW | Intake air (charge) temperature sensor input below the minimum acceptable voltage |
| 3A | P0113 | INTAKE AIR TEMP SENSOR HIGH | Intake air (charge) temperature sensor input above the maximum acceptable voltage |

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| Table Offset | J2012 DTC | Fault Name | Description of Fault Condition |
|--------------|-----------|-------------------------------|--|
| 3B | P0325 | KNOCK SENSOR #1 CKT | Knock sensor #1 signal above or below minimum acceptable threshold voltage at particular engine speeds |
| 3C | P0106 | BARO OUT OF RANGE | MAP sensor input voltage out of an acceptable range detected during reading of barometric pressure at key-on |
| 3D | P0204 | FUEL INJECTOR #4 CKT | Injector #4 or INJ 4 injector bank output driver stage does not respond properly to the control signal |
| 3E | P0132 | O2 SENSOR 1/1 HIGH | Oxygen sensor 1/1 input voltage maintained above normal operating range |
| 3F | P0057 | O2 SENSOR 2/2 HEATER CKT LOW | Shorted low condition detected in the oxygen sensor 2/2 heater element control feedback sense circuit |
| 40 | P0058 | O2 SENSOR 2/2 HEATER CKT HIGH | Shorted high condition detected in the oxygen sensor 2/2 heater element control feedback sense circuit |
| 41 | P0154 | O2 SENSOR 2/1 SIGNAL INACTIVE | Neither rich or lean condition is detected from the oxygen sensor 2/1 |
| 42 | P0152 | O2 SENSOR 2/1 HIGH | Oxygen sensor 2/1 input voltage sustained above normal operating range |
| 43 | --- | (Unassigned) | --- |
| 44 | P0600 | SPI COMMUNICATIONS | No communication detected between co-processors in the control module |
| 45 | P0205 | FUEL INJECTOR # 5 CKT | Injector #5 output driver stage does not respond properly to the control signal |
| 46 | P0206 | FUEL INJECTOR #6 CKT | Injector #6 output driver stage does not respond properly to the control signal |
| 47 | P1478 | INT. AMBIENT TEMP SENSOR CKT | Internal ambient/battery temperature sensor input voltage out of an acceptable range |
| 48 | --- | (Unassigned) | --- |
| 49 | --- | (Unassigned) | --- |
| 4A | P0712 | TRANS TEMP SENSOR LOW | Transmission fluid temperature sensor input below acceptable voltage (was MIL code 37) |
| 4B | P0713 | TRANS TEMP SENSOR HIGH | Transmission fluid temperature sensor input above acceptable voltage (was MIL code 37) |
| 4C | P0354 | IGNITION COIL #4 CKT | Peak primary circuit current not achieved with maximum dwell time (High Impedance) |
| 4D | P0355 | IGNITION COIL #5 CKT | Peak primary circuit current not achieved with maximum dwell time (High Impedance) |
| 4E | --- | (Unassigned) | --- |
| 4F | P0207 | FUEL INJECTOR #7 CKT | Injector #7 output driver stage does not respond properly to the control signal |
| 50 | P0208 | FUEL INJECTOR #8 CKT | Injector #8 output driver stage does not respond properly to the control signal |
| 51 | --- | (Unassigned) | --- |
| 52 | P1683 | S/C POWER CKT | Open or shorted condition detected in the speed control servo power control circuit (SBECII ext relay) |
| 53 | P0330 | KNOCK SENSOR #2 CKT | Knock sensor #2 signal above or below minimum acceptable threshold voltage at particular engine speeds |
| 54 | P0179 | FLEX FUEL SENSOR HIGH | Flex fuel sensor input above maximum acceptable voltage |
| 55 | P0178 | FLEX FUEL SENSOR LOW | Flex fuel sensor input below minimum acceptable voltage |
| 56 | P1596 | S/C MUX SWITCH HIGH | Speed control muxed switch input above maximum acceptable voltage |
| 57 | P1597 | S/C MUX SWITCH LO | Speed control muxed switch input below minimum acceptable voltage |
| 58 | P1289 | MTV SOLENOID CIRCUIT | Open or shorted condition detected in the manifold tuning valve solenoid control circuit |
| 59 | --- | (Unassigned) | --- |
| 5A | P1598 | A/C PRESSURE SENSOR HIGH | A/C pressure sensor input above maximum acceptable voltage |

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| 5B | P1599 | A/C PRESSURE SENSOR LOW | A/C pressure sensor input below minimum acceptable voltage |
| 5C | P1490 | LOW SPEED FAN RELAY CKT | Open or shorted condition detected in control circuit of the low speed radiator fan control relay |
| 5D | P1489 | HIGH SPEED FAN RELAY CKT | Open or shorted condition detected in the control circuit of the high speed radiator fan control relay |
| 5E | P0182 | CNG TEMP SENSOR LOW | Compressed natural gas temperature sensor voltage below acceptable voltage |
| 5F | P0183 | CNG TEMP SENSOR HI | Compressed natural gas temperature sensor voltage above acceptable voltage |
| 60 | P1698 | NO TRANS BUS MESSAGES | No CCD/J1850 messages received from the Transmission Control Module (TCM) |
| 61 | P1695 | NO BODY BUS MESSAGES | No CCD/J1850 messages received from the Body Control Module (BCM) |
| 62 | P1292 | CNG PRESSURE SENSOR HIGH | Compressed natural gas pressure sensor reading above acceptable voltage |
| 63 | P1293 | CNG PRESSURE SENSOR LOW | Compressed natural gas pressure sensor reading below acceptable voltage |
| 64 | P0176 | FLEX FUEL CAL SIGNAL | No calibration voltage present from flex fuel sensor |
| 65 | P1282 | FUEL PUMP RELAY CKT | Open or shorted condition detected in the fuel pump relay control circuit |
| 66 | P0133 | O2 SENSOR 1/1 SLOW RESPONSE | Oxygen sensor 1/1 response slower than minimum required switching frequency |
| 67 | P0135 | O2 SENSOR 1/1 HEATER CKT | Oxygen sensor 1/1 heater element malfunction |
| 68 | P0139 | O2 SENSOR 1/2 SLOW RESPONSE | Oxygen sensor 1/2 response slower than minimum required switching frequency |
| 69 | P0141 | O2 SENSOR 1/2 HEATER CKT | Oxygen sensor 1/2 heater element malfunction |
| 6A | P0300 | MULTIPLE CYLINDER MISFIRE | Misfire detected in multiple cylinders |
| 6B | P0301 | CYLINDER #1 MISFIRE | Misfire detected in cylinder #1 |
| 6C | P0302 | CYLINDER #2 MISFIRE | Misfire detected in cylinder #2 |
| 6D | P0303 | CYLINDER #3 MISFIRE | Misfire detected in cylinder #3 |
| 6E | P0304 | CYLINDER #4 MISFIRE | Misfire detected in cylinder #4 |
| 6F | P1476 | LOW SECONDARY AIRFLOW | Insufficient flow of secondary air injection detected during aspirator test (was P0411) |
| 70 | P0420 | CATALYST 1/1 EFFICIENCY | Catalyst 1/1 efficiency below required level |
| 71 | P0441 | INCORRECT PURGE FLOW | Insufficient or excessive vapor flow detected during evaporative emission system operation |
| 72 | P1899 | PARK/NEUTRAL SWITCH PERF | Incorrect input state detected for the park/neutral switch |
| 73 | P0551 | PWR STEERING SWITCH PERF | Incorrect input state detected for the power steering switch circuit (for PL, high pressure seen at high speed) |
| 74 | --- | (Unassigned) | --- |
| 75 | --- | (Unassigned) | --- |
| 76 | P0172 | FUEL SYSTEM 1/1 RICH | A rich air/fuel mixture has been indicated for fuel system 1/1 by an abnormally lean correction factor |
| 77 | P0171 | FUEL SYSTEM 1/1 LEAN | A lean air/fuel mixture has been indicated for fuel system 1/1 by an abnormally rich correction factor |
| 78 | P0175 | FUEL SYSTEM 2/1 RICH | A rich air/fuel mixture has been indicated for fuel system 2/1 by an abnormally lean correction factor |

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| Table Offset | J2012 DTC | Fault Name | Description of Fault Condition |
|--------------|-----------|-------------------------------|--|
| 79 | P0174 | FUEL SYSTEM 2/1 LEAN | A lean air/fuel mixture has been indicated for fuel system 2/1 by an abnormally rich correction factor |
| 7A | P0153 | O2 SENSOR 2/1 SLOW RESPONSE | Oxygen sensor 2/1 response slower than minimum required switching frequency |
| 7B | P0159 | O2 SENSOR 2/2 SLOW RESPONSE | Oxygen sensor 2/2 response slower than minimum required switching frequency |
| 7C | P0155 | O2 SENSOR 2/1 HEATER CKT | Oxygen sensor 2/1 heater element malfunction |
| 7D | P0161 | O2 SENSOR 2/2 HEATER CKT | Oxygen sensor 2/2 heater element malfunction |
| 7E | P0138 | O2 SENSOR 1/2 HIGH | Oxygen sensor 1/2 input voltage maintained above normal operating range |
| 7F | P0158 | O2 SENSOR 2/2 HIGH | Oxygen sensor 2/2 input voltage maintained above normal operating range |
| 80 | P0125 | COOLANT TEMP NOT REACHED | Time to enter Closed Loop Operation (Fuel Control) is excessive (coolant temperature in range error) |
| 81 | P0140 | O2 SENSOR 1/2 SIGNAL INACTIVE | Neither rich or lean condition is detected from the oxygen sensor 1/2 |
| 82 | P0160 | O2 SENSOR 2/2 SIGNAL INACTIVE | Neither rich or lean condition is detected from the oxygen sensor 2/2 |
| 83 | P1298 | LEAN DURING WOT | A prolonged lean condition is detected during Wide Open Throttle |
| 84 | P0121 | THROTTLE POSITION SENSOR PERF | Throttle position sensor signal does not correlate to manifold pressure sensor signal |
| 85 | P1390 | CAM/CRANK TIMING | Relationship between Cam and Crank signals not correct |
| 86 | --- | (Unassigned) | --- |
| 87 | P1296 | NO 5V TO MAP SENSOR | Loss of a 5 volt feed to the manifold pressure sensor has been detected |
| 88 | P1295 | NO 5V TO TPS SENSOR | Loss of a 5 volt feed to the throttle position sensor has been detected |
| 89 | P0700 | TRANS FAULT PRESENT | EATX or Aisin transmission controller has an active fault and has requested MIL illumination via a bus message to the SBEC/JTEC (MIL, DTC, and freeze-frame data reset following transmission fault clear |
| 8A | P1294 | IDLE SPEED PERFORMANCE | Target RPM not achieved during drive idle condition (possible vacuum leak or IAC lost steps) |
| 8B | P1487 | HIGH SPEED FAN RELAY #2 CKT | An open or shorted condition detected in the control circuit of the high speed radiator fan control relay #2 |
| 8C | P0400 | DIESEL EGR SYSTEM | Diesel EGR control module not active or a fault condition of the dedicated EGR sensors and/or EGR solenoid was detected by the EGR control |
| 8D | P1756 | GOV MID-PRESSURE MALF | Requested pressure and 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 |
| 8E | P1757 | GOV ZERO-PRESSURE MALF | Requested pressure and 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 |
| 8F | P0615 | STARTER RELAY CKT | Open or shorted condition detected in the starter relay control circuit |
| 90 | P0143 | O2 SENSOR 1/3 LOW | Oxygen sensor 1/3 input voltage maintained below normal operating range |
| 91 | P1299 | HIGH AIR FLOW | Manifold pressure sensor signal does not correlate to throttle position sensor signal (possible vacuum leak or broken manifold) |
| 92 | P1496 | 5 VOLT OUTPUT LOW | 5 volt sensor feed is sensed to be below an acceptable limit (< 4v for 4 sec) |
| 93 | P0144 | O2 SENSOR 1/3 HIGH | Oxygen sensor 1/3 input voltage maintained above normal operating range |
| 94 | P0740 | TCC (PTU) SYSTEM PERF | Relationship between engine and vehicle speeds indicated failure of torque convertor clutch (TCC) lock-up system or part-throttle unlock (PTU) |

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| Table Offset | J2012 DTC | Fault Name | Description of Fault Condition |
|--------------|-----------|-------------------------------|---|
| 95 | P0462 | FUEL LEVEL SENSOR LOW | Fuel level sensor input below acceptable minimum voltage (shorted low) |
| 96 | P0463 | FUEL LEVEL SENSOR HIGH | Fuel level sensor input above acceptable maximum voltage (shorted high) |
| 97 | P0460 | FUEL LEVEL SENSOR CKT | Fuel level sensor voltage unchanged over accumulated mileage |
| 98 | P0703 | BRAKE SWITCH PERFORMANCE | Incorrect input state detected in the brake switch circuit (was P1595) |
| 99 | P1493 | EXT AMBIENT TEMP SENSOR LOW | External ambient (battery) temperature sensor input below acceptable voltage |
| 9A | P1492 | EXT AMBIENT TEMP SENSOR HIGH | External ambient (battery) temperature sensor input above acceptable voltage |
| 9B | P0131 | O2 SENSOR 1/1 LOW | Oxygen sensor 1/1 input voltage maintained below normal operating range |
| 9C | P0137 | O2 SENSOR 1/2 LOW | Oxygen sensor 1/2 input voltage maintained below normal operating range |
| 9D | P1391 | LOSS OF CAM OR CRANK | Loss of the camshaft position sensor or crankshaft position sensor has occurred |
| 9E | P1477 | HIGH SECONDARY AIRFLOW | Excessive flow of secondary air injection detected during aspirator test (was P0411) |
| 9F | P0145 | O2 SENSOR 1/3 SLOW RESPONSE | Oxygen sensor 1/3 response slower than minimum required switching frequency |
| A0 | P0442 | EVAP SYSTEM SMALL LEAK | Small leak detected in the evaporative purge system |
| A1 | P0455 | EVAP SYSTEM GROSS LEAK | Large (gross) leak detected in the evaporative purge system. |
| A2 | P1291 | HEATED AIR INTAKE | Energizing heated air intake does not change intake air temperature sensor an acceptable amount |
| A3 | P1399 | WAIT TO START LAMP CKT | Open or shorted condition detected in the wait to start lamp circuit |
| A4 | P0711 | TRANS TEMP SENSOR PERF | Relationship between the transmission temperature and overdrive operation and/or TCC operation indicates a failure of the transmission temperature sensor for OBDII rationality testing (was MIL code 37) |
| A5 | P0783 | 3-4 SHIFT SOLENOID MALF | Overdrive solenoid unable to engage the gear change from 3rd gear to the overdrive gear |
| A6 | P0720 | OUTPUT SPEED SENSOR CKT | Relationship between the output shaft speed sensor and vehicle speed not within acceptable limits |
| A7 | P1764 | GOV PRESSURE SENSOR LOW | Governor pressure sensor input below minimum acceptable voltage level |
| A8 | P1763 | GOV PRESSURE SENSOR HIGH | Governor pressure sensor input above maximum acceptable voltage level |
| A9 | P1762 | GOV PRESSURE SENSOR OFFSET | Governor pressure sensor input greater than a calibration limit or less than a calibration limit for 3 consecutive park/neutral calibrations |
| AA | P1602 | PCM NOT PROGRAMMED | Generic service PCM identifier indicating module has not been properly reprogrammed (PCM is not to be used in vehicle) |
| AB | P0748 | GOV PRESSURE SOLENOID CKT | Open or shorted condition detected in the governor pressure solenoid circuit or transmission relay circuit in JTEC RE transmissions |
| AC | P0146 | O2 SENSOR 1/3 SIGNAL INACTIVE | Neither rich or lean condition is detected from the oxygen sensor 1/3 |
| AD | P1765 | TRANS POWER RELAY CIRCUIT | Open or shorted condition is detected in the transmission relay control circuit (this relay supplies power to the TCC) |
| AE | P0305 | CYLINDER #5 MISFIRE | Misfire detected in cylinder #5 |
| AF | P0306 | CYLINDER #6 MISFIRE | Misfire detected in cylinder #6 |
| B0 | P0307 | CYLINDER #7 MISFIRE | Misfire detected in cylinder #7 |

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|--------------|-----------|-----------------------------|---|
| B1 | P0308 | CYLINDER #8 MISFIRE | Misfire detected in cylinder #8 |
| B2 | P0309 | CYLINDER #9 MISFIRE | Misfire detected in cylinder #9 |
| B3 | P0310 | CYLINDER #10 MISFIRE | Misfire detected in cylinder #10 |
| B4 | P0432 | CATALYST 2/1 EFFICIENCY | Catalyst 2/1 efficiency below required level |
| B5 | P0151 | O2 SENSOR 2/1 LOW | Oxygen sensor 2/1 input voltage maintained below normal operating range |
| B6 | P0157 | O2 SENSOR 2/2 LOW | Oxygen sensor 2/2 input voltage maintained below normal operating range. |
| B7 | P1495 | LDP SOLENOID CKT | Open or shorted condition detected in the leak detection pump (LDP) solenoid circuit |
| B8 | P1494 | LDP PRESSURE SWITCH | Incorrect input state detected for the leak detection pump (LDP) pressure switch |
| B9 | P1488 | AUX 5 VOLT OUTPUT LOW | Auxiliary 5 volt sensor feed is sensed to be below an acceptable limit (see also DTC \$92) |
| BA | P1398 | NO CRANK SENSOR LEARNED | PCM is unable to learn the crankshaft position sensor's signal in preparation for misfire diagnostics (probable defective crank sensor) |
| BB | P1486 | EVAP HOSE PINCHED | Leak detection pump detected a pinched hose in the evaporative purge system |
| BC | P0751 | OVERDRIVE SWITCH LOW | Overdrive override switch input in a prolonged depressed state |
| BD | P0147 | O2 SENSOR 1/3 HEATER CKT | Oxygen sensor 1/3 heater element malfunction |
| BE | P1290 | CNG SYSTEM PRESSURE HIGH | Compressed natural gas system pressure above normal operating range |
| BF | --- | (Unassigned) | --- |
| C0 | P1195 | CATALYST SLOW O2 SENSOR 1/1 | Slow switching oxygen sensor detected in bank 1/1 during catalyst monitor test (see SCI DTC \$66, was P0133) |
| C1 | P1196 | CATALYST SLOW O2 SENSOR 2/1 | Slow switching oxygen sensor detected in bank 2/1 during catalyst monitor test (see SCI DTC \$7A, was P0153) |
| C2 | P1197 | CATALYST SLOW O2 SENSOR 1/2 | Slow switching oxygen sensor detected in bank 1/2 during catalyst monitor test (see SCI DTC \$68, was P0139) |
| C3 | P1484 | CATALYST TEMP OVERHEAT | Catalyst overheat condition detected by the catalyst temperature sensor |
| C4 | P0801 | REVERSE GEAR LOCKOUT CKT | Open or shorted condition detected in transmission reverse gear lock-out solenoid control the circuit |
| C5 | P1498 | HIGH SPEED FAN RELAY #3 CKT | Open or shorted condition detected in the control circuit of the high speed radiator fan control relay #3 |
| C6 | P0350 | IGN COIL OVERCURRENT | Ignition coil (1-5) is drawing too much current |
| C7 | P0756 | SHIFT SOLENOID B PERF | Shift solenoid B (2-3) functional fault - Aisin transmission |
| C8 | P1199 | RAD TEMP SENSOR LOW | Radiator coolant temperature sensor input below the minimum acceptable voltage |
| C9 | P1198 | RAD TEMP SENSOR HIGH | Radiator coolant temperature sensor input above the maximum acceptable voltage |
| CA | P0111 | INTAKE AIR TEMP SENSOR PERF | Intake air (charge) temperature sensor voltage irrational performance |
| CB | P1499 | HYDRAULIC FAN SOLENOID CKT | Open or shorted condition detected in the hydraulic cooling fan solenoid control circuit |
| CC | --- | (Unassigned) | --- |
| CD | --- | (Unassigned) | --- |
| CE | --- | (Unassigned) | --- |
| CF | --- | (Unassigned) | --- |
| D0 | --- | (Unassigned) | --- |

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| D1 | --- | (Unassigned) | --- |
| D2 | --- | (Unassigned) | --- |
| D3 | P1740 | TCC or O/D SOLENOID PERF | Rationality error detected in either the torque converter clutch (TCC) solenoid or overdrive (O/D) solenoid systems |
| D4 | P0405 | EGR POSITION SENSOR LOW | EGR position sensor input below the minimum acceptable voltage range (shorted low) |
| D5 | P0406 | EGR POSITION SENSOR HIGH | EGR position sensor input above the maximum acceptable voltage range (shorted high) |
| D6 | P1403 | NO 5V TO EGR SENSOR | Loss of 5v feed to the EGR position sensor |
| D7 | P0404 | EGR POSITION SENSOR PERF | EGR position sensor signal does not correlate to EGR duty-cycle |
| D8 | P0356 | IGNITION COIL #6 CKT | Peak primary circuit current not achieved with maximum dwell time (high impedance) |
| D9 | P1288 | SRV SOLENOID CKT | Open or shorted condition detected in the short runner tuning valve (SRV) solenoid circuit |
| DA | P1485 | AAI SOLENOID CKT | Open or shorted condition detected in the air assist injection (AAI) solenoid circuit |
| DB | P1483 | CATALYST TEMP SENSOR HIGH | Catalyst temperature sensor input above the maximum acceptable voltage (shorted high) |
| DC | P1482 | CATALYST TEMP SENSOR LOW | Catalyst temperature sensor input below the minimum acceptable voltage (shorted low) |
| DD | P1481 | EATX RPM PULSE PERF | EATX RPM pulse generator signal for misfire detection does not correlate with expected value |
| DE | P1694 | NO ENGINE BUS MESSAGES | No CCD/J1850 messages received from the Engine Control Module (ECM) |
| DF | P1693 | FLT IN COMP MDLE | Fault generated in the companion engine control module |
| E0 | P0116 | COOLANT TEMP SENSOR PERF | Engine coolant temperature sensor irrational performance detected |
| E1 | P1687 | NO CLUSTER BUS MESSAGES | No CCD/J1850 messages received from the cluster control module |
| E2 | P1686 | NO SKIM BUS MESSAGES | No CCD/J1850 messages received from the Sentry Key Immobilizer Module (SKIM) |
| E3 | P0357 | IGNITION COIL #7 CKT | Peak primary circuit current not achieved with maximum dwell time (high impedance) |
| E4 | P0358 | IGNITION COIL #8 CKT | Peak primary circuit current not achieved with maximum dwell time (high impedance) |
| E5 | P1480 | PCV SOLENOID CKT | Open or shorted condition detected in the positive crankcase ventilation (PCV) solenoid circuit |
| E6 | P1479 | TRANS FAN RELAY CKT | Open or shorted condition detected in the transmission fan relay circuit |
| E7 | P1740 | TCC or O/D SOLENOID PERF | Rationality error detected in either the torque converter clutch (TCC) solenoid or overdrive (O/D) solenoid systems |
| E8 | P1685 | SKIM INVALID KEY | Engine controller has received an invalid key from SKIM |
| E9 | P1194 | PWM O2 HEATER PERF | Incorrect or irrational performance has been detected for the pulsewidth modulated O2 heater circuit |
| EA | --- | (Unassigned) | --- |
| EB | P0522 | OIL PRESSURE SENSOR LOW | Engine oil pressure sensor input below the minimum acceptable voltage (shorted low) |
| EC | P0523 | OIL PRESSURE SENSOR HIGH | Engine oil pressure sensor input above the maximum acceptable voltage (shorted high) |
| ED | P0130 | O2 SENSOR 1/1 HTR RELAY CKT | Open or shorted condition detected in the upstream oxygen sensor heater 1/1 relay control circuit |
| EE | P0136 | O2 SENSOR 1/2 HTR RELAY CKT | Open or shorted condition detected in the downstream oxygen sensor heater 1/2 relay control circuit |
| EF | --- | (Unassigned) | --- |

Appendix A

2001MY SBECIII/JTEC SCI/J2012 DIAGNOSTIC TROUBLE CODES

| Table Offset | J2012 DTC | Fault Name | Description of Fault Condition |
|--------------|-----------|---------------------------------|--|
| F0 | P0833 | CLUTCH UPSTOP SWITCH PERF | Incorrect input state detected for the clutch upstop switch circuit |
| F1 | P0456 | EVAP SYSTEM VERY SMALL LEAK | Very small leak detected in the evaporative purge system |
| F2 | P1192 | INLET AIR TEMP SENSOR LOW | Inlet air temperature sensor input below the minimum acceptable voltage (shorted low) |
| F3 | P1193 | INLET AIR TEMP SENSOR HIGH | Inlet air temperature sensor input above the maximum acceptable voltage (shorted high) |
| F4 | P0461 | FUEL LEVEL SENSOR PERF | Fuel level sensor voltage irrational performance (voltage changing but inaccurate) |
| F5 | P0071 | AMBIENT TEMP SENSOR PERF | Ambient air temperature sensor voltage irrational performance |
| F6 | P0836 | 4WD MUX SWITCH CIRCUIT | Four wheel drive (4WD) muxed switch input detected below minimum or above maximum acceptable voltage (switch status provided to engine module from transfer case module during 4WD low gear engagements) |
| F7 | P0837 | 4WD MUX SWITCH PERF | Four wheel drive (4WD) muxed switch input detected in invalid or irrational switch state (switch status provided to engine module from transfer case module during 4WD low gear engagements) |
| F8 | P1830 | CLUTCH OVERRIDE RELAY CKT | Open or shorted condition detected in the clutch pedal switch over-ride relay control circuit |
| F9 | P1280 | FUEL SYSTEM RELAY CKT | Open or shorted condition detected in the fuel system relay control circuit (CNG/LPG applications) |
| FA | P0508 | IAC (AIS) MOTOR SENSE CKT LOW | Undercurrent condition detected in linear idle air control motor feedback sense circuit |
| FB | P0509 | IAC (AIS) MOTOR SENSE CKT HIGH | Overcurrent condition detected in linear idle air control motor feedback sense circuit |
| FC | P1699 | NO CLIMATE CONTROL BUS MESSAGES | No CCD/J1850 messages received from the Climate Control Module (CCM) |
| FD | --- | Mode Not Supported | Response code \$FD indicates that the single byte SCI DTC fault mode is not supported |
| FE | --- | End Of DTC Read | Response code \$FE indicates that this concludes the end of the DTC read requests |
| FF | --- | Not Allowed | Response code \$FF is not allowed |