

Computers and Control Systems: Diagnostic Trouble Code Descriptions

2 and 3 Digit Codes

NOTES:

The following information is provided for those with no access to a scan tool. In order to properly diagnose and repair this vehicle, a scan tool should be used.

A set trouble code does not identify the failed component. A set trouble code indicates that the Powertrain Control Module (**PCM**) has detected a condition outside of the limits set for that circuit.

For corresponding test procedures, SEE **Diagnostic Charts/Trouble Code Tests/Test TC 1A**. See: Diagnostic Trouble Code Tests and Associated Procedures/Manufacturer Code Charts/Trouble Code (TC) Tests/TC-1A CODE TO TC TEST CHART (Checking For Trouble Codes)

TRouble Code No.	DRB II Display	Description of Fault Condition
11*	No crank reference signal	No distributor reference signal detected during engine cranking.
12*	Battery Disconnect	Direct battery input to PCM was disconnected within 50 Key-on cycles.
13**	Slow change in MAP signal or No MAP pneumatic change	MAP output change is slower and/or smaller than expected at idle. No difference recognized between engine MAP reading and barometric pressure reading at start-up.
14**	MAP voltage too low or MAP voltage too high	MAP sensor input below minimum acceptable voltage. MAP sensor input above maximum acceptable voltage.
15**	No vehicle speed signal	No vehicle distance (speed) sensor signal detected during road load conditions.
17*	Engine is cold too long	Engine coolant temperature remains below normal operating temperatures during vehicle travel (thermostat).
21**	O2S stays centered or O2S shorted high	Neither rich nor lean condition is detected from the oxygen sensor input. Oxygen sensor input voltage maintained above normal operating range.
22**	ECT sensor voltage low or Coolant sensor voltage high	Engine Coolant Temperature sensor input below the minimum acceptable voltage. Sensor input above the maximum acceptable voltage.
24**	TPS voltage low or TPS voltage high	Sensor input below the minimum acceptable voltage. Sensor input above the maximum acceptable voltage.
25**	IAC motor circuits	A shorted condition detected in one or more of the IAC control circuits.
27**	Injector control circuit	Injector output driver does not respond properly to the control signal.
31**	Purge solenoid circuit	An open or shorted condition detected in the EVAP purge solenoid circuit.
32**	EGR solenoid circuit or EGR system failure	An open or shorted condition detected in the EGR transducer solenoid circuit. Required change in fuel/air ratio not detected during diagnostic test.
33*	A/C clutch relay circuit	An open or shorted condition detected in the A/C clutch relay circuit.
34*	S/C solenoid circuits	An open or shorted condition detected in the speed control vacuum or vent solenoid circuit.
35*	Radiator fan relay	An open or shorted condition detected in the high or low speed radiator fan relay circuit.
41**	Generator field circuit	An open or shorted condition detected in the generator field control circuit.

42*	ASD relay control circuit or No ASD Relay Output voltage at PCM	An open or shorted condition detected in the auto shut down relay circuit. PCM did not detect ASD sense signal, after grounding ASD relay.
43**	Ignition coil # 1, 2 or 3 primary circuit	Peak primary circuit current not achieved with maximum dwell time.
46**	Charging voltage high	Battery voltage sense input above target charging voltage during engine operation.
47**	Charging voltage low	Battery voltage sense input below target charging voltage during engine operation. Also, no significant change detected in battery voltage during active test of generator output.
51**	Lean O2 signal	Oxygen sensor signal indicates lean fuel/air ratio condition during engine operation.
52**	Rich O2 condition or Excessive leaning	Oxygen sensor signal indicates rich fuel/air ratio condition during engine operation. Adaptive fuel value leaned excessively due to a sustained rich condition.
53*	Internal controller	Internal Powertrain Control Module (PCM) fault condition detected.
55*	None	Completion of Diagnostic Trouble Code display on the Malfunction Indicator Lamp (Check Engine Lamp).
62*	SRI miles	Unsuccessful attempt to update SRI mileage.
63*	EEPROM write denied	Unsuccessful attempt to write to an EEPROM location by the PCM.
N/A	Trouble code error	An unrecognized fault ID received by scan tool.

* Malfunction Indicator Lamp (MIL), (previously called the Check Engine Lamp), will not be illuminated at all times when this Diagnostic Trouble Code (DTC) is set. Cycle ignition key or use scan tool to access trouble code. SEE **HOW TO DISPLAY AND READ DIAGNOSTIC TROUBLE CODES**.

** Malfunction Indicator Lamp (MIL), (previously called the Check Engine Lamp), will illuminate during engine operation if this Diagnostic Trouble Code is set, (recorded in memory).