

DIAGNOSTIC TROUBLE CODES	DEFINITIONS
211	Profile Ignition Pickup (PIP) circuit failure
212	Loss of Ignition Diagnostic Monitor (IDM) input to PCM / SPOUT circuit grounded
213	SPOUT circuit open
214	Cylinder Identification (CID) circuit failure
215	PCM detected coil 1 primary circuit failure (EI)
216	PCM detected coil 2 primary circuit failure (EI)
217	PCM detected coil 3 primary circuit failure (EI)
218	Loss of Ignition Diagnostic Monitor (IDM) signal-left side (dual plug EI)
219	Spark timing defaulted to 10 degrees-SPOUT circuit open (EI)
221	Spark timing error (EI)
222	Loss of Ignition Diagnostic Monitor (IDM) signal-right side (dual plug EI)
223	Loss of Dual Plug Inhibit (DPI) control (dual plug EI)
224	PCM detected coil 1, 2, 3 or 4 primary circuit failure (dual plug EI)
225	Knock not sensed during dynamic response test KOER
226	Ignition Diagnostic Module (IDM) signal not received (EI)
232	PCM detected coil 1, 2, 3 or 4 primary circuit failure (EI)
238	PCM detected coil 4 primary circuit failure (EI)
241	ICM to PCM IDM pulsewidth transmission error (EI)
244	CID circuit fault present when cylinder balance test requested
311	AIR system inoperative during KOER (Bank # 1 w / dual HO2S)
312	AIR misdirected during KOER
313	AIR not bypassed during KOER
314	AIR system inoperative during KOER (Bank # 2 w / dual HO2S)
326	EGR (PFE / DPFE) circuit voltage lower than expected
327	EGR (EVP / PFE / DPFE) circuit below minimum voltage
328	EGR (EVP) closed valve voltage lower than expected
332	Insufficient EGR flow detected (EVP / PFE / DPFE)
334	EGR (EVP) closed valve voltage higher than expected
335	EGR (PFE / DPFE) sensor voltage higher or lower than expected during KOEO
336	Exhaust pressure high / EGR (PFE / DPFE) circuit voltage higher than expected
337	EGR (EVP / PFE / DPFE) circuit above maximum voltage
338	Engine Coolant Temperature (ECT) lower than expected (thermostat test)
339	Engine Coolant Temperature (ECT) higher than expected (thermostat test)
341	Octane adjust service pin open
411	Cannot control RPM during KOER low RPM check
412	Cannot control RPM during KOER high RPM check
415	Idle Air Control (IAC) system at maximum adaptive lower limit
416	Idle Air Control (IAC) system at upper adaptive learning limit
452	Insufficient input from Vehicle Speed Sensor (VSS) to PCM
453	Servo leaking down (KOER IVSC test)
454	Servo leaking up (KOER IVSC test)
455	Insufficient RPM increase (KOER IVSC test)
456	Insufficient RPM decrease (KOER IVSC test)
457	Speed control command switch(s) circuit not functioning (KOEO IVSC test)