

SERVICE CODE	SERVICE CODE DEFINITION
111 orc 112 or 113 or	▶ System PASS ▶ ACT indicated 123°C (254°F) / circuit grounded ▶ ACT indicated -40°C (-40°F) / circuit open
114 or 116 or 117 oc	▶ ACT out of Self-Test range ▶ ECT out of Self-Test range ▶ ECT indicated 123°C (254°F) / circuit grounded
118 oc 121 orc 122 oc	▶ ECT indicated -40°C (-40°F) / circuit open ▶ TP out of Self-Test range ▶ TP circuit below minimum voltage
123 oc 124 c 125 c	▶ TP circuit above maximum voltage ▶ TP circuit output higher than expected ▶ TP circuit output lower than expected
129 r 136 r 137 r	▶ Insufficient MAF change during Dynamic Response Test ▶ HEGO sensor indicates system lean (left side) ▶ HEGO sensor indicates system rich (left side)
139 c 144 c 157 rc	▶ No HEGO switching detected (left side) ▶ No HEGO switching detected (right side) ▶ MAF circuit below minimum voltage
158 orc 159 or 167 r	▶ MAF circuit above maximum voltage ▶ MAF out of Self-Test range ▶ Insufficient TP change during Dynamic Response Test
171 c 172 rc 173 rc	▶ No HEGO switching detected / adaptive fuel at limit (right side) ▶ HEGO sensor indicates system lean (right side) ▶ HEGO sensor indicates system rich (right side)
174 c 175 c 176 c	▶ HEGO switching time is slow (right side) ▶ No HEGO switching detected / adaptive fuel at limit (left side) ▶ HEGO sensor indicates system lean (left side)
177 c 178 c 179 c	▶ HEGO sensor indicates system rich (left side) ▶ HEGO switching time is slow (left side) ▶ Adaptive fuel lean limit is reached (right side)
181 c 182 c 183 c	▶ Adaptive fuel rich limit is reached (right side) ▶ Adaptive fuel lean limit is reached at idle (right side) ▶ Adaptive fuel rich limit is reached at idle (right side)
184 c 185 c 186 c	▶ MAF circuit output higher than expected ▶ MAF circuit output lower than expected ▶ Injector pulsewidth higher than expected
187 c 188 c 189 c	▶ Injector pulsewidth lower than expected ▶ Adaptive fuel lean limit is reached (left side) ▶ Adaptive fuel rich limit is reached (left side)
191 c 192 c 211 c	▶ Adaptive fuel lean limit is reached at idle (left side) ▶ Adaptive fuel rich limit is reached at idle (left side) ▶ PIP circuit failure
212 c 213 r 327 orc	▶ IDM circuit failure / SPOUT circuit grounded ▶ SPOUT circuit open ▶ DPFE circuit output below minimum voltage
326 rc 332 rc 335 o	▶ DPFE circuit voltage lower than expected ▶ EGR valve opening not detected ▶ DPFE sensor voltage higher or lower than expected