	OPD II Diagnostia Trouble Code Definitions	No	-4h	۸ma	ria					1			_			۱۸	04=0	alia	
	OBD-II Diagnostic Trouble Code Definitions	-	rtn .	Ame	eric	а		$\vdash$					-	urop	e	Au	Stra	alla	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	DEO	KOER Continuous	)E0	DER	ontinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	DER	A = Analog D = Digital F = Frequency I = Input
	Fuel and Air Matering and Auviliany Emission Controls	ŏ	ž :	<u> </u>	ž	조	ŭ	ᇫᇫ					ŭ	조 조		ŏ	ž	조	O = Output
P0000	Fuel and Air Metering and Auxiliary Emission Controls  SAE Reserved - Use Not Allowed		H		-	H		$\vdash$									-		
P0001	Fuel Volume Regulator Control Circuit / Open		H		-	H	D*	d d									-		FVR
P0002	Fuel Volume Regulator Control Circuit Range/Performance						D*	Ť											FVR
P0003	Fuel Volume Regulator Control Circuit Low						D*	d d											FVR
P0004	Fuel Volume Regulator Control Circuit High						D*	d d											FVR
P0005	Fuel Shutoff Valve "A" Control Circuit / Open	G																	
P0006	Fuel Shutoff Valve "A" Control Circuit Low		Ш																
P0007	Fuel Shutoff Valve "A" Control Circuit High		Ц					Щ								<u> </u>			
P0008	Engine Position System Performance (Bank 1)	_	Н	_		Н		$\vdash$	<u> </u>					_	<u> </u>	1		Ш	
P0009	Engine Position System Performance (Bank 2)			_				$\vdash$						_					
P000A	Intake (A) Camshaft Position Slow Response (Bank 1)	_	H	+	-	H		H		<u> </u>				+		<u> </u>	-	Н	
P000B	Exhaust (B) Camshaft Position Slow Response (Bank 1)  Intake (A) Camshaft Position Slow Response (Bank 2)		H		-	H											-		
P000C P000D	Exhaust (B) Camshaft Position Slow Response (Bank 2)	-	H	-				$\vdash$						-				H	
P000E	Fuel Volume Regulator Control Exceeded Learning Limit		H	+			D	H						+		<u> </u>		H	FVR
P000F	Fuel System Over Pressure Relief Valve Activated																		1 11
P0010	Intake (A) Camshaft Position Actuator Circuit / Open (Bank 1)	G*	g	q					M*	J*								П	
P0011	Intake (A) Camshaft Position Timing - Over-Advanced (Bank 1)	G*	_	g					М*				Е						
P0012	Intake (A) Camshaft Position Timing - Over-Retarded (Bank 1)	G*	_	g					M*				Е						
	Exhaust (B) Camshaft Position Actuator Circuit / Open (Bank 1)	G*	_	g												<u> </u>			
P0014 P0015	Exhaust (B) Camshaft Position Timing - Over-Advanced (Bank 1)  Exhaust (B) Camshaft Position Timing - Over-Retarded (Bank 1)	G*	_	g g		H		H						_				H	
P0016	Crankshaft Position - Camshaft Position Correlation (Bank 1 Sensor A)	G*		9			D*	H	M*					+		<u> </u>		H	
P0017	Crankshaft Position - Camshaft Position Correlation (Bank 1 Sensor B	Ť					_												
P0018	Crankshaft Position - Camshaft Position Correlation (Bank 2 Sensor A)	G*							М*										
P0019	Crankshaft Position - Camshaft Position Correlation (Bank 2 Sensor B)			_		Щ								_					
P001A P001B	Intake (A) Cam Profile Control Circuit / Open (Bank 1) Intake (A) Cam Profile Control Circuit Low (Bank 1)		H	-				$\vdash$						-				Н	
	Intake (A) Cam Profile Control Circuit High (Bank 1)																		
P001D	Intake (A) Cam Profile Control Circuit / Open (Bank 2)		H					H											
P001E	Intake (A) Cam Profile Control Circuit Low (Bank 2)																		
P001F	Intake (A) Cam Profile Control Circuit High (Bank 2)					Ш													
P0020	Intake (A) Camshaft Position Actuator Circuit / Open (Bank 2)	G*	g					$\vdash$	M*					_					
P0021 P0022	Intake (A) Camshaft Position Timing - Over-Advanced (Bank 2) Intake (A) Camshaft Position Timing - Over-Retarded (Bank 2)	G*	-	g g				$\vdash$	M* M*					-				H	
P0023	Exhaust (B) Camshaft Position Actuator Circuit / Open (Bank 2)	G*	g					H	IVI					+				H	
	Exhaust (B) Camshaft Position Timing - Over-Advanced (Bank 2)	G*		g															
P0025	Exhaust (B) Camshaft Position Timing - Over-Retarded (Bank 2)	G*		g		П								Ţ				П	
P0026	Intake Valve Control Solenoid Circuit Range/Performance (Bank 1)	<u> </u>	H	- -	1	H		$\vdash$	<u> </u>					- -			1	Н	
P0027 P0028	Exhaust Valve Control Solenoid Circuit Range/Performance (Bank 1)  Intake Valve Control Solenoid Circuit Range/Performance (Bank 2)	1	H	+	-	H		$\vdash$	-	<del>                                     </del>				+	1	1	-	H	
P0028	Exhaust Valve Control Solenoid Circuit Range/Performance (Bank 2)		H	+	$\vdash$	H		$\vdash$						+		$\vdash$	$\vdash$	H	
	Exhaust(B) Cam Profile Control Circuit / Open (Bank 1)		Ħ	$\top$		H		H						$\top$		T		H	
	Exhaust (B) Cam Profile Control Circuit Low (Bank 1)		П																
	Exhaust (B) Cam Profile Control Circuit High (Bank 1)		Ц	1		Ц		$oxed{oxed}$	<u> </u>					1	<u> </u>			Ц	
	Exhaust (B) Cam Profile Control Circuit / Open (Bank 2)	_	H	+	-	H		H		<u> </u>				+		<u> </u>	-	Н	
	Exhaust (B) Cam Profile Control Circuit Low (Bank 2)  Exhaust (B) Cam Profile Control Circuit High (Bank 2)		H	+	-	H		+		<del>                                     </del>				+			-	H	
	HO2S Heater Control Circuit (Bank 1 Sensor 1)	G*	H	g	1	H		H	M*				E*	+			1	H	
	HO2S Heater Control Circuit Low (Bank 1 Sensor 1)			1	L				М*	J*			E*				L		
P0032	HO2S Heater Control Circuit High (Bank 1 Sensor 1)	G*	Ц	g		Ц		Щ	M*	J*			E*					Ц	
P0033	Turbocharger/Supercharger Bypass Valve Control Circuit / Open	_	$\sqcup$		1	H	D*	d d	<u> </u>	<u> </u>					<u> </u>	<u> </u>	1	Н	
P0034 P0035	Turbocharger/Supercharger Bypass Valve Control Circuit Low Turbocharger/Supercharger Bypass Valve Control Circuit High		H	+	-	H		$\vdash$		<del>                                     </del>				+		<del>                                     </del>	-	H	
P0036	HO2S Heater Control Circuit (Bank 1 Sensor 2)		H	+	$\vdash$	H		$\vdash$					E*	+		$\vdash$	$\vdash$	H	
P0037	HO2S Heater Control Circuit Low (Bank 1 Sensor 2)		Ħ	丁	T	Ħ		╽	M*	J*			E*	丁		L	T	П	
P0038	HO2S Heater Control Circuit High (Bank 1 Sensor 2)		П						М*	J*			E*						
P0039	Turbocharger/Supercharger Bypass Valve Control Circuit Range/Performance	_	Н	_		Н		$\vdash$	<u> </u>					_	<u> </u>	1		Ш	
P003A	Turbocharger/Supercharger Boost Control "A" Position Exceeded Learning Limit	1	LL		<u> </u>	Щ		Щ	L	<u> </u>					<u> </u>	<u> </u>		Ш	

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Ame	eri.	ea l			ı	I			F	uror	ne .	Aus	stra	ıliə	
	ODD-II Diagnostic Trouble Code Definitions			7111	7110	Ja		+	$\vdash$	$\vdash$			-	u or	, <u>c</u>	Aus	-116	ına	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!					Ħ			_		_	_							A = Analog
	Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not	Continuous		KOER			non						Continuous			Continuous			D = Digital F = Frequency
	responsible for assigning these DTCs. Shading indicates change from previous version.	ntin	E E	ig E	ß	ER	ntin	KOEO KOER					rt i	KOEO KOER		Ę.	KOEO	ER	I = Input
		ပိ	8	5 8	8	8	ပ	S S					ပိ	중 중		ဒ	交	ठ	O = Output
P003B P003C	Turbocharger/Supercharger Boost Control "B" Position Exceeded Learning Limit  Intake (A) Camshaft Profile Control Performance or Stuck Off (Bank 1)		H	+	+	H		$\vdash$									H		
P003D	Intake (A) Camshaft Profile Control Stuck On (Bank 1)		H	+	t	H		H									H	H	
P003E	Intake (A) Camshaft Profile Control Performance or Stuck Off (Bank 2)																		-
P003F	Intake (A) Camshaft Profile Control Stuck On (Bank 2)			_				H											
P0040 P0041	Oxygen Sensor Signals Swapped Bank 1 Sensor 1 / Bank 2 Sensor 1 Oxygen Sensor Signals Swapped Bank 1 Sensor 2 / Bank 2 Sensor 2		H	g g	╁	H		$\vdash$									H	-	
P0042	HO2S Heater Control Circuit (Bank 1 Sensor 3)		H	9	╁	H											H		
P0043	HO2S Heater Control Circuit Low (Bank 1 Sensor 3)								M*										-
P0044	HO2S Heater Control Circuit High (Bank 1 Sensor 3)			_	1	Ш			M*								Ш		
P0045 P0046	Turbocharger/Supercharger Boost Control "A" Circuit / Open Turbocharger/Supercharger Boost Control "A" Circuit Range/Performance	<del>                                     </del>	${\color{blue}+}$	+	+	H	D*	d d		<u> </u>				H	D*	_	Н	$\dashv$	
P0046	Turbocharger/Supercharger Boost Control "A" Circuit Kanger Fenomiance  Turbocharger/Supercharger Boost Control "A" Circuit Low		H	+	$\dagger$	H	U	uu	1	$\vdash$					$\vdash$		H	H	
P0048	Turbocharger/Supercharger Boost Control "A" Circuit High		Ħ	士	İ	Ħ		ഥ						⋢	D*				
P0049	Turbocharger/Supercharger Turbine Overspeed						D												
P004A	Turbocharger/Supercharger Boost Control "B" Circuit / Open Turbocharger/Supercharger Boost Control "B" Circuit Range/Performance	<u> </u>	$\sqcup$	+	$\downarrow$	$\vdash$		$\vdash$	-	<u> </u>				$\vdash$	D*	_	Н	$\sqcup$	
P004B P004C	Turbocharger/Supercharger Boost Control "B" Circuit Ranger/Periormance  Turbocharger/Supercharger Boost Control "B" Circuit Low		${\mathbb H}$	+	+	H		+	1								H	$\dashv$	
P004D	Turbocharger/Supercharger Boost Control "B" Circuit High		H	-	╁	H									D*		H		
P004E	Turbocharger/Supercharger Boost Control "A" Circuit Intermittent/Erratic														D*				
P004F	Turbocharger/Supercharger Boost Control "B" Circuit Intermittent/Erratic					П									D*				
	HO2S Heater Control Circuit (Bank 2 Sensor 1)	G*		g	+	$\vdash$		-	N //*	1*							$\vdash$		
	HO2S Heater Control Circuit Low (Bank 2 Sensor 1) HO2S Heater Control Circuit High (Bank 2 Sensor 1)	G*	H	g	+	H		$\vdash$	M*								H		_
	HO2S Heater Resistance (Bank 1 Sensor 1)	G*	_	g	t	H		H	IVI	-			E*				H	H	
	HO2S Heater Resistance (Bank 1 Sensor 2)	G*	g										E*						
	HO2S Heater Resistance (Bank 1 Sensor 3)	G*	g	g	1	Ш											Ш		
P0056 P0057	HO2S Heater Control Circuit (Bank 2 Sensor 2) HO2S Heater Control Circuit Low (Bank 2 Sensor 2)			-	+	+		$\vdash$	M*	J*									
P0058	HO2S Heater Control Circuit High (Bank 2 Sensor 2)		H	+	t	H		H	M*								H	H	
P0059	HO2S Heater Resistance (Bank 2 Sensor 1)	G*	g	g	T	Ħ													
P005A	Exhaust (B) Camshaft Profile Control Performance or Stuck Off (Bank 1)																		
P005B	Exhaust (B) Camshaft Profile Control Stuck On (Bank 1)  Exhaust (B) Camshaft Profile Control Performance or Stuck Off (Bank 2)			-	+	$\vdash$		-									$\vdash$		
	Exhaust (B) Camshaft Profile Control Performance of Stuck Off (Barik 2)		H	-	+	H		-									H		_
	Turbocharger/Supercharger Boost Control "B" Supply Voltage Circuit Low		Ħ		t	Ħ		H										Ħ	
	Turbocharger/Supercharger Boost Control "B" Supply Voltage Circuit High																		
	HO2S Heater Resistance (Bank 2 Sensor 2)		g		1	Ш											Ш		
	HO2S Heater Resistance (Bank 2 Sensor 3) HO2S Heater Control Circuit (Bank 2 Sensor 3)	G*	g	g	+	+		$\vdash$						-			Н		
	HO2S Heater Control Circuit (Bank 2 Sensor 3)		H	+	t	H		$\vdash$	M*					H		-	H	$\dashv$	
P0064	HO2S Heater Control Circuit High (Bank 2 Sensor 3)								М*										
	Air Assisted Injector Control Range/Performance	G*		g	Ţ	П		LI		?							Ц		
	Air Assisted Injector Control Circuit or Circuit Low Air Assisted Injector Control Circuit High	G*	g	g	+	H		$\vdash$	1	?				$\vdash$	1	_	Н	$\dashv$	
	MAP / MAF - Throttle Position Correlation	G*	H	+	+	+		H	$\vdash$					H			H	$\dashv$	
P0069	MAP - Barometric Pressure Correlation	Ľ	Ħ	_	Ţ	Ħ	D*	Εt	İ	L					L		Ħ		
	MAP - Mass or Volume Air Flow Correlation (Bank 1)		П	I													П		
. 0000	MAP - Exhaust Pressure Correlation		$\sqcup$	$\perp$	-	H	D*	$\vdash$						H			Н	$\sqcup$	
	MAP - Turbocharger/Supercharger Inlet Pressure Correlation  Barometric Pressure - Turbocharger/Supercharger Inlet Pressure Correlation	1	$\forall$	+	+	Н		$\vdash$	1	1		$\vdash$		+	1	_	Н	$\dashv$	
P006E	Turbocharger/Supercharger Boost Control "A" Supply Voltage Circuit Low		H	$\dagger$	t	H		$\vdash$						$\vdash$			H	$\exists$	
P006F	Turbocharger/Supercharger Boost Control "A" Supply Voltage Circuit High		Ц																
P0070	Ambient Air Temperature Sensor Circuit		Ц	$\perp$	Ļ	$\sqcup$		Ш									Ш	Ц	AAT
P0071 P0072	Ambient Air Temperature Sensor Range/Performance  Ambient Air Temperature Sensor Circuit Low		H	+	+	H		$\vdash$	1	1			E*	$\vdash$	1	_	Н	$\dashv$	AAT AAT
P0072 P0073	Ambient Air Temperature Sensor Circuit Low  Ambient Air Temperature Sensor Circuit High		$\forall$	+	+	H		$\vdash$	1	1			E*	+	1	-	H	$\dashv$	AAT
P0074	Ambient Air Temperature Sensor Circuit Intermittent/Erratic		Ħ		1	Ħ				L					L		П		AAT
	Intake Valve Control Circuit (Bank 1)		П	I													П		
	Intake Valve Control Circuit Low (Bank 1) Intake Valve Control Circuit High (Bank 1)	ļ	$\vdash$	+	+	$\vdash$		$\vdash$	1	<u> </u>				$\vdash$	<u> </u>	_	H	$\dashv$	
	Exhaust Valve Control Circuit (Bank 1)		H	+	+	Н		$\vdash$	-	1				+	1	-	Н	$\dashv$	
. 5070		1	ш			ш		ш.	1	1	ı				1		ш		

**MEL Buminates **= CDD Concel Reshes, *= "Wirenon" light Buminates, and building a		OBD-II Diagnostic Trouble Code Definitions	Noi	rth /	Ame	eric	a			1				Е	urop	е	Aus	stra	alia	
Mazza, Nissa and Land Rover legacy DTCs are for reference, Food PTT vas not represented for assigning these DTCs.  Stratust Vater Carsal (ring less of the process)  Stratust Vater Carsal (ring less of the process)  Stratust Vater Carsal (ring less of the process)  PROPA Danapa Art Cooler Temperature Sensor Circuit Rapar@ferformance (Bank 1)  ROVID Carapa Art Cooler Temperature Sensor Circuit Rapar@ferformance (Bank 1)  ROVID Carapa Art Cooler Temperature Sensor Circuit Rapar@ferformance (Bank 1)  ROVID Carapa Art Cooler Temperature Sensor Circuit Rapar@ferformance (Bank 1)  ROVID Carapa Art Cooler Temperature Sensor Circuit Rapar@ferformance (Bank 1)  ROVID Carapa Art Cooler Temperature Sensor Circuit Rapar@ferformance (Bank 1)  ROVID Carapa Art Cooler Temperature Sensor Circuit Rapar@ferformance (Bank 1)  ROVID Carapa Art Cooler Temperature Sensor Circuit Rapar (Fast 1)  ROVID Carapa Art Cooler Temperature Sensor Circuit Rapar@ferformance (Bank 1)  ROVID Carapa Art Cooler Temperature Sensor Circuit Rapar@ferformance (Bank 1)  ROVID Carapa Art Cooler Temperature Sensor Circuit Rapar@ferformance (Bank 1)  ROVID Carapa Art Cooler Carapa (Fast 1)  ROVID Carapa Art Cooler Carapa (Fast 1)  ROVID Carapa Art Cooler Carapa (Fast 1)  ROVID Carapa Art Cooler Carapa (Fast 1)  ROVID Carapa Art Cooler Carapa (Fast 1)  ROVID Carapa Art Cooler Carapa (Fast 2)  ROVID Carapa Art Cooler Carapa (Fast 2)  ROVID Carapa (Fa		* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan		•		Spark Ignition			Component/ System and I/O Type
Pages   Pathwalt Valve Control Circuit Low (Bank 1)		Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	ontinuous	)EO	DER	DEO	DER	ontinuous	DEO DER					ontinuous	DEO DER		ontinuous	)EO	DER	D = Digital F = Frequency I = Input
CACT+   Charge Air Cocker Temperature Sensor Circuit (Bank 1)   CACT+   Charge Air Cocker Temperature Sensor Circuit (Bank 1)   CACT+   Charge Air Cocker Temperature Sensor Circuit (Bank 1)   CACT+   Charge Air Cocker Temperature Sensor Circuit (Bank 1)   CACT+   Charge Air Cocker Temperature Sensor Circuit (Bank 1)   CACT+   CACT	P0079	Exhaust Valve Control Circuit Low (Bank 1)	ర	₹ ;	<u> </u>	¥	포	ŏ	조 조	-				ర	조조		ర	¥	포	O = Output
CACT		, ,		H																CACT1
PROPOTE   Charge Air Cooler Temperature Sensor (crotal High (Bank 1)   CACT		• • • • • • • • • • • • • • • • • • • •		П																
CACT1		, ,		$\vdash$		-	H								_				$\vdash$	
PROPER   Charge Alf Cooler Temperature Sensor Bank 1 / 2 Correlation   Property   Prop				H			H								+				H	
PROBEST   Intake Valve Control Circuit (Eark 2)	P007F	· ,		Ħ																
PROBAS   Intake Valve Controt Circuit Low (Bank 2)	P0080																			
PROBABLE   A TRANSPORT   Control Circuit High (Bank 2)		,		H	-		H												Н	
PROBATE   Exhaust Valve Control Circuit (Bank 2)					-															
PROBRET   Full Ratification   Full Ratificat																				
PROBER Full Rails/System Pressure - Too Low		,		Ш																
PROBS   Full Pressure - Too High		9 ,		${\sf H}$	$\perp$	1	${\mathbb H}$	D*	$\perp$	1					-			<u> </u>	Н	
POBBB   Low Pressure Regulator Performance		•	G	H		-	_													
PROBSE   Full Couler Pump Control Circuit / Open				H			H							Е		D*			П	FPR
Prog86   Fuel Cooler Pump Control Circuit J Open   Prog86   Fuel Cooler Pump Control Circuit Low   Prog86   Fuel Cooler Pump Control Circuit High   Prog86   Fuel Cooler Pump Control Circuit High   Prog87   Fuel Cooler Pump Control Circuit High   Prog87   Prog87   Fuel Pressure Regulator Control Circuit High   Prog87   Prog87   Prog87   Prog87   Prog87   Prog87   Prog87   Prog88   Prog8		•						D	d											
Problem   Prob		,		Ш																
PROBSE   Flage Cooler Pump Control Circuit High		·		H		-									_					
PROBE   Engine Coolant Temperature   Fuel Temperature Correlation				H			H								_				H	
Pop   Fuel Pressure Regulator Control Circuit Low   Prop   Prop   Fersure Regulator Control Circuit High   Prop   Prop   Pressure Regulator Control Circuit High   Prop   Prop   Pressure Regulator Control Circuit High   Prop				H		T	H		d										H	
Poops   Fuel Pressure Regulator Control Circuit High   Proposal Fuel System Leak Detected - Large Leak   Poops   Fuel System Leak Detected - Small Leak   Poops   Fuel System Leak Detected - Small Leak   Poops   Fuel System Leak Detected - Small Leak   Poops   Fuel System Leak Detected - Small Leak   Poops   Fuel Pressure Sensor 2 Circuit (Range/Performance (Bank 1)   Proposal Intake Air Temperature Sensor 2 Circuit Low (Bank 1)   Proposal Intake Air Temperature Sensor 2 Circuit Low (Bank 1)   Proposal Intake Air Temperature Sensor 2 Circuit Low (Bank 1)   Proposal Intake Air Temperature Sensor 2 Circuit Low (Bank 1)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 1)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 1)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 1)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 1)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 1)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 2)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 2)   Proposal Intake Air Temperature Sensor 2 Circuit (Bank 2)   Proposal Intake Air Temperature Sensor Circuit Intermittent/Erratic (Bank 2)   Proposal Intake Air Temperature Sensor Circuit Intermittent/Erratic (Bank 2)   Proposal Intake Air Temperature Sensor Circuit Intermittent/Erratic (Bank 2)   Proposal Intake Air Temperature Sensor 2 Circuit (Bank 2)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 2)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 2)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 2)   Proposal Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 2)   Proposal Intake Air Temperature Sensor 1 Circuit Intermittent/Erratic (Bank 2)   Proposal Intake Air Temperature Sensor 1 Circuit Intermittent/Erratic (Bank 2)   Proposal	P0090	Fuel Pressure Regulator Control Circuit / Open							d d											
Fuel System Leak Detected - Large Leak				Ц			_	_								D*			Ш	
Pice  System Leak Detected - Small Leak				H		-		D*	d d	M*										FPR
Intake Air Temperature Sensor 2 Circuit (Bank 1)		·		H			H							_				-	H	
Propose   Intake Air Temperature Sensor 2 Circuit Low (Bank 1)   D' d d M'   IAT21	P0095	•																		IAT21
PRO989   Intake Air Temperature Sensor 2 Circuit High (Bank 1)   Dr   d   d   M*   IAT21	P0096						Ш													
Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 1)   D d d d   D d d d d		, ,		H	-		H												Н	
P009A Intake Air Temperature /Ambient Air Temperature Correlation P009B Fuel Pressure Relief Control Circuit / Open P009C Fuel Pressure Relief Control Circuit Low P009D Fuel Pressure Relief Control Circuit Low P009D Fuel Pressure Relief Control Circuit High P009E Fuel Pressure Relief Control Circuit High P009E Fuel Pressure Relief Control Stuck Off P009F Fuel Pressure Relief Control Stuck On P009F Fuel Pressure Relief Control Stuck On P009F Fuel Pressure Relief Control Stuck On P009F Fuel Pressure Relief Control Stuck On P009F Fuel Pressure Relief Control Stuck On P009F Fuel Pressure Relief Control Stuck On P009F Fuel Pressure Relief Control Stuck On P009F Fuel Pressure Relief Control Stuck On P009F Fuel Pressure Relief Control Stuck On P009F Fuel Pressure Relief Control Performance (Bank 2) P000A0 Charge Air Cooler Temperature Sensor Circuit Range/Performance (Bank 2) P00A1 Charge Air Cooler Temperature Sensor Circuit High (Bank 2) P00A2 Charge Air Cooler Temperature Sensor Circuit Range/Performance (Bank 2) P00A5 Intake Air Temperature Sensor 2 Circuit Range/Performance (Bank 2) P00A6 Intake Air Temperature Sensor 2 Circuit Range/Performance (Bank 2) P00A7 Intake Air Temperature Sensor 2 Circuit High (Bank 2) P00A8 Intake Air Temperature Sensor 2 Circuit High (Bank 2) P00A8 Intake Air Temperature Sensor 2 Circuit High (Bank 2) P00AB Intake Air Temperature Sensor 1 Circuit Range/Performance (Bank 2) P00AB Intake Air Temperature Sensor 1 Circuit Range/Performance (Bank 2) P00AB Intake Air Temperature Sensor 1 Circuit Range/Performance P00AB Intake Air Temperature Sensor 1 Circuit Range/Performance P00AB Intake Air Temperature Sensor 1 Circuit Range/Performance P00AB Intake Air Temperature Sensor 1 Circuit Range/Performance P00AB Intake Air Temperature Sensor 1 Circuit Range/Performance P00AB Intake Air Temperature Sensor 1 Circuit Range/Performance P00AB Radiator Coolant Temperature Sensor Circuit High P00BB Radiator Coolant Temperature Sensor Circuit High P00BB Radiator Coolant Temperature Sensor Circuit High				H			H								_				H	
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P00A7 Intake Air Temperature Sensor 2 Circuit Low (Bank 2)  P00A8 Intake Air Temperature Sensor 2 Circuit High (Bank 2)  P00A9 Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 2)  P00A9 Intake Air Temperature Sensor 1 Circuit (Bank 2)  P00AA Intake Air Temperature Sensor 1 Circuit (Bank 2)  P00AB Intake Air Temperature Sensor 1 Circuit Range/Performance (Bank 2)  P00AC Intake Air Temperature Sensor 1 Circuit Low (Bank 2)  P00AD Intake Air Temperature Sensor 1 Circuit High (Bank 2)  P00AD Intake Air Temperature Sensor 1 Circuit High (Bank 2)  P00AE Intake Air Temperature Sensor 1 Circuit Intermittent/Erratic (Bank 2)  P00AF Turbocharger/Supercharger Boost Control "A" Module Performance  P00B1 Radiator Coolant Temperature Sensor Circuit  P00B2 Radiator Coolant Temperature Sensor Circuit Low  P00B3 Radiator Coolant Temperature Sensor Circuit Low  P00B4 Radiator Coolant Temperature Sensor Circuit High  P00B5 Radiator Coolant Temperature Sensor Circuit Intermittent/Erratic	P00A5	Intake Air Temperature Sensor 2 Circuit (Bank 2)			1										I					
P00A8   Intake Air Temperature Sensor 2 Circuit High (Bank 2)   IAT22				Ц		L	Ц								$\bot$				Ц	
P00A9 Intake Air Temperature Sensor 2 Circuit Intermittent/Erratic (Bank 2)  P00AA Intake Air Temperature Sensor 1 Circuit (Bank 2)  P00AB Intake Air Temperature Sensor 1 Circuit Range/Performance (Bank 2)  P00AC Intake Air Temperature Sensor 1 Circuit Low (Bank 2)  P00AC Intake Air Temperature Sensor 1 Circuit Low (Bank 2)  P00AD Intake Air Temperature Sensor 1 Circuit High (Bank 2)  P00AD Intake Air Temperature Sensor 1 Circuit High (Bank 2)  P00AF Intake Air Temperature Sensor 1 Circuit Intermittent/Erratic (Bank 2)  P00AF Turbocharger/Supercharger Boost Control "A" Module Performance  P00B0 Turbocharger/Supercharger Boost Control "B" Module Performance  P00B1 Radiator Coolant Temperature Sensor Circuit Range/Performance  P00B2 Radiator Coolant Temperature Sensor Circuit Low  P00B4 Radiator Coolant Temperature Sensor Circuit Low  P00B5 Radiator Coolant Temperature Sensor Circuit High  P00B6 Radiator Coolant Temperature Sensor Circuit Intermittent/Erratic			1	Н	-	1	Н		-	1		$\vdash$				<u> </u>		-	Н	
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POOAC Intake Air Temperature Sensor 1 Circuit Low (Bank 2)  POOAD Intake Air Temperature Sensor 1 Circuit High (Bank 2)  POOAD Intake Air Temperature Sensor 1 Circuit High (Bank 2)  POOAE Intake Air Temperature Sensor 1 Circuit Intermittent/Erratic (Bank 2)  POOAE Turbocharger/Supercharger Boost Control "A" Module Performance  POOBO Turbocharger/Supercharger Boost Control "B" Module Performance  POOBO Turbocharger/Supercharger Boost Control "B" Module Performance  POOB1 Radiator Coolant Temperature Sensor Circuit  POOB2 Radiator Coolant Temperature Sensor Circuit Low  POOB3 Radiator Coolant Temperature Sensor Circuit High  POOB5 Radiator Coolant Temperature Sensor Circuit High  POOB6 Radiator Coolant Temperature Sensor Circuit Intermittent/Erratic				LΤ		T	Ħ								丁			L	Ħ	
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P00B0 Turbocharger/Supercharger Boost Control "B" Module Performance P00B1 Radiator Coolant Temperature Sensor Circuit P00B2 Radiator Coolant Temperature Sensor Circuit Range/Performance P00B3 Radiator Coolant Temperature Sensor Circuit Low P00B4 Radiator Coolant Temperature Sensor Circuit Low P00B5 Radiator Coolant Temperature Sensor Circuit High P00B5 Radiator Coolant Temperature Sensor Circuit Intermittent/Erratic	P00AE	, ,		H	+	1	Ħ		$\vdash$						$\dashv$				H	03114
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P00B4 Radiator Coolant Temperature Sensor Circuit High P00B5 Radiator Coolant Temperature Sensor Circuit Intermittent/Erratic			-	H	+	$\vdash$	H		$\vdash$	-					+		_	<u> </u>	Н	
P00B5 Radiator Coolant Temperature Sensor Circuit Intermittent/Erratic			1	$\forall$	+	+	H		+	1					+				H	
P00B6 Radiator Coolant Temperature / Engine Coolant Temperature Correlation				LΤ		T	Ħ								丁			L	Ħ	
	P00B6	Radiator Coolant Temperature / Engine Coolant Temperature Correlation																		

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-	OBD-II Diagnostic Trouble Code Definitions		rtn /	Ame	eric	a		-						uro	oe _	Aus	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	OEO	KOEK	OEO	OER	ontinuous	KOEO					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P00B7	Engine Coolant Flow Low/Performance	0	Σ.	¥ ()	×	x	٥	XX					C	XX		0	*	¥	o = output
	MAP - Mass or Volume Air Flow Correlation (Bank 2)																Ħ	П	
	Low Pressure Fuel System Pressure – Too Low, Low Ambient Temperature						D												
	Low Fuel Pressure – Forced Limited Power		H		-		D										Щ	$\blacksquare$	
	Fuel Injector Insufficient Flow – Forced Limited Power  Mass or Volume Air Flow "A" Circuit Range/Performance - Air Flow Too Low	G	H	+	-	H											H		
	Mass or Volume Air Flow "A" Circuit Range/Performance - Air Flow Too High		H	+	-	H											H	H	
	Mass or Volume Air Flow "B" Circuit Range/Performance - Air Flow Too Low																Ħ	П	
P00BF	Mass or Volume Air Flow "B" Circuit Range/Performance - Air Flow Too High																		
P00C0			Ш		<u> </u>										<u> </u>	<u> </u>	Ш		
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	Fuel and Air Metering		Ħ	T	T	П		╛									Ħ	Ħ	
P0100	Mass or Volume Air Flow "A" Circuit							d d				Ν	Е		D*				MAF/VAF [AI]
P0101	Mass or Volume Air Flow "A" Circuit Range/Performance	G*		_	<u> </u>	Ш	D*		M*				Е		<u> </u>	U	Ш		MAF/VAF [AI]
P0102 P0103	Mass or Volume Air Flow "A" Circuit Low	G*+	_	g		Н		d d	M* M*	J* J*			E*	е		U	Н	Н	MAF/VAF [AI] MAF/VAF [AI]
	Mass or Volume Air Flow "A" Circuit High  Mass or Volume Air Flow "A" Circuit Intermittent/Erratic	G*+	g	g	-	H	D	a a	IVI	J			E*	ее		U	H	H	MAF/VAF [AI]
	Manifold Absolute Pressure/BARO Circuit	G*	H	+	-	Н	D		М	J*			E*	$\vdash$	D*		H	Ħ	MAP/BARO
	Manifold Absolute Pressure/BARO Sensor Range/Performance	G*		g				d d	M*	J*			E*		1	U	Ħ	П	MAP/BARO
P0107	Manifold Absolute Pressure/BARO Sensor Low	G*	g	g					М*				E*	ее	:	U			MAP/BARO
	Manifold Absolute Pressure/BARO Sensor High	G*	g	g					M*	J*			E*	ее		U	Ш		MAP/BARO
	Manifold Absolute Pressure/BARO Sensor Intermittent	G	Н		-	$\blacksquare$	D	d d					E*				H	H	MAP/BARO
	Mass or Volume Air Flow "B" Circuit  Mass or Volume Air Flow "B" Circuit Range/Performance		$\vdash$	+	╁	H									<u> </u>		H	H	
	Mass or Volume Air Flow "B" Circuit Low		H	+													H		
	Mass or Volume Air Flow "B" Circuit High																Ħ		
	Mass or Volume Air Flow "B" Circuit Intermittent/Erratic																Ш		
	Mass or Volume Air Flow Sensor "A" / "B" Correlation		Ш	_	-												Щ		
	Intake Air Temperature Sensor 1 Circuit (Bank 1)	G*	Н	-	-	H	D*		M M*	J*		N	E*	-	D*	U	H	H	IAT [AI] IAT [AI]
	Intake Air Temperature Sensor 1 Circuit Range/Performance (Bank 1)  Intake Air Temperature Sensor 1 Circuit Low (Bank 1)	G*	g	а	-			d d	M*	-			E*	ее		U	H	H	IAT [AI]
	Intake Air Temperature Sensor 1 Circuit High (Bank 1)	G*	g	_		_			M*					ее	_	U	Ħ	Ħ	IAT [AI]
P0114	Intake Air Temperature Sensor 1 Intermittent/Erratic (Bank 1)	G	Ŭ	Ŭ			D						Е						IAT [AI]
	Engine Coolant Temperature Sensor 1 Circuit								М			Ν			D		Ш	Ш	ECT [AI]
	Engine Coolant Temperature Sensor 1 Circuit Range/Performance	G*	Н		-				M*				E*		-	U	Ц	Щ	ECT [AI]
	Engine Coolant Temperature Sensor 1 Circuit Low Engine Coolant Temperature Sensor 1 Circuit High	G*	g g		-				M*					e e		U	H	H	ECT [AI] ECT [AI]
P0119	Engine Coolant Temperature Sensor 1 Circuit Intermittent/Erratic	G	9	9	╁	H		d d		0			E	0 0		ľ	H	H	ECT [AI]
P011A	Engine Coolant Temperature Sensor 1 / 2 Correlation		Ħ														Ħ		
P011B	Engine Coolant Temperature / Intake Air Temperature Correlation		Ш														Ш		
P011C	Charge Air Temperature / Intake Air Temperature Correlation (Bank 1)		Ш	_	-												Щ		
P011D P011E	Charge Air Temperature / Intake Air Temperature Correlation (Bank 2)		H	+	-	H											H		
P011F			H	+		H											H	H	
P0120	Throttle/Pedal Position Sensor "A" Circuit	G*	Ħ	T	t	H			М			N	E*		T		Ħ	Ħ	TP-A [AI]
P0121	Throttle/Pedal Position Sensor "A" Circuit Range/Performance	G	_	g					М*				Е	е	_	U	П	Ш	TP-A [AI]
	Throttle/Pedal Position Sensor "A" Circuit Low	G*+	_	_	L				M*					ее		U	Щ	Ц	TP-A [AI]
P0123	Throttle/Pedal Position Sensor "A" Circuit High	G*+			1	Н	D*	d d	M*	J*				ее	1	<u> </u>	Н	Н	TP-A [AI]
P0124 P0125	Throttle/Pedal Position Sensor "A" Intermittent Insufficient Coolant Temp For Closed Loop Fuel Control	G G*	g	y	+	${\mathbb H}$	-	-	M M*	J*		N	E	+	+	1	H	H	TP-A [AI]
	Insufficient Coolant Temp For Stable Operation	[G]	H	$\dagger$	$\vdash$	H	D	1	M*	-		. 4	-	+	t	<b>-</b>	H	H	
P0127	Intake Air Temperature Too High	G	g	g	T	П			Ė								П	Ц	
	Coolant Thermostat (Coolant Temp Below Thermostat Regulating Temperature)	G*					D*		М*	J*									
	Barometric Pressure Too Low		Ц		1	Ц		_	_								Ц	Ц	BARO
	Turbocharger/Supercharger Inlet Pressure Sensor Circuit	C*		~	1	H		-	<u> </u>					+	1	<u> </u>	H	Н	
	Turbocharger/Supercharger Inlet Pressure Sensor Circuit Range/Performance Turbocharger/Supercharger Inlet Pressure Sensor Circuit Low	G*	g g	g a	+	${\mathbb H}$	-	-						+	+	1	H	H	
	Turbocharger/Supercharger Inlet Pressure Sensor Circuit High		g		t	H		+						$\vdash$	1		H	H	
	Turbocharger/Supercharger Inlet Pressure Sensor Circuit Intermittent/Erratic		g		t	H								Ħ	1		Ħ	H	
				•	•			•	•										

P016C

Revision Date: October 17, 2007

	OBD-II Diagnostic Trouble Code Definitions	No	rth	An	ner	ica	T	1						Е	urop	е	Aus	stra	lia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM			Standalone TCM		Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOER	Continuous	KOEO	KOER					Continuous	KOEO KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
P016D																				
P016E P016F				H	1	+	+											H	+	
P0170	Fuel Trim (Bank 1)			H	T	$\dagger$	+	T	H	М				Е				H	T	LTFT
P0171	System Too Lean (Bank 1)	G*								M*	J*			E*			U			LTFT
P0172	System Too Rich (Bank 1)	G*		Н	_	_				M*	J*		Ν	E*			U	Н	_	LTFT
P0173 P0174	Fuel Trim (Bank 2) System Too Lean (Bank 2)	G*		H	-	+	+	-	$\perp$	M M*	J*			E*			U	H	+	LTFT LTFT
	System Too Rich (Bank 2)	G*		Ħ	T	1				M*	J*			E*			U	Ħ	T	LTFT
P0176	Flexible Fuel Sensor Circuit	G*		g																FF [FI]
P0177	Flexible Fuel Sensor Circuit Range/Performance		Щ	Ц	$\prod$	$oldsymbol{\perp}$	Ļ	Ļ	Ц									Ц	1	FF [FI]
P0178 P0179	Flexible Fuel Sensor Circuit Low Flexible Fuel Sensor Circuit High		H	Н	-	+	+	+	+						$\vdash \vdash$			H	+	FF [FI]
P0179 P017A	I TEXINE E DELISOT OTICUIL FIIGH		H	$\forall$	$\dashv$	+	+	+	H	-		-			+		<del>                                     </del>	$\forall$	+	EF [FI]
P017B				◨		I	L	1										П	1	
P017C				Ц	Ţ	Ţ		Ţ										Ц	Ţ	
P017D P017E			H	${\mathbb H}$	4	+	+	+	H	-					$\vdash$		<u> </u>	$\vdash$	+	
P017E			H	H	$\dashv$	+	+	+	+	-					+			H	+	
	Fuel Temperature Sensor "A" Circuit	G*	g	g	T											D*		Ħ		FRT-A [AI]
	Fuel Temperature Sensor "A" Circuit Range/Performance			g			D													FRT-A [AI]
P0182	Fuel Temperature Sensor "A" Circuit Low	G*		g		_	D	_	d									Ш	_	FRT-A [AI]
P0183 P0184	Fuel Temperature Sensor "A" Circuit High Fuel Temperature Sensor "A" Circuit Intermittent	G*	g	g	_	+	D		l d									H	+	FRT-A [AI] FRT-A [AI]
	Fuel Temperature Sensor "B" Circuit			H	1	$\dashv$	+	<i>,</i> u	u									H	Ŧ	FRT-B [AI]
	Fuel Temperature Sensor "B" Circuit Range/Performance		g	g																FRT-B [AI]
P0187	Fuel Temperature Sensor "B" Circuit Low	G*	g											Е						FRT-B [AI]
P0188 P0189	Fuel Temperature Sensor "B" Circuit High Fuel Temperature Sensor "B" Circuit Intermittent	G*	g	g	_	_	-	-						Е					-	FRT-B [AI] FRT-B [AI]
	Fuel Pressure Sensor "B" Circuit			H	1	+	+	+	$\vdash$									H	$^+$	FRI-D [AI]
	Fuel Pressure Sensor "B" Circuit Range/Performance			H	T	T													T	
	Fuel Pressure Sensor "B" Circuit Low													Е						
	Fuel Pressure Sensor "B" Circuit High Fuel Pressure Sensor "B" Circuit Intermittent/Erratic			Н		_	-	-						Е					_	
	Fuel System Over Pressure Relief Valve Frequent Activation			H	+	_	+	+										H	+	
	Fuel Rail Pressure Sensor "A" Circuit	G*		H	T	+		+						Е		D*		H	1	FRP [AI]
	Fuel Rail Pressure Sensor "A" Circuit Range/Performance	G*		g			D,									D*				FRP [AI]
	Fuel Rail Pressure Sensor "A" Circuit Low	G*		g						M*				Е		<u> </u>		Ш		FRP [AI]
	Fuel Rail Pressure Sensor "A" Circuit High Fuel Rail Pressure Sensor "A" Circuit Intermittent/Erratic	G*	g	g	_	-	D	_	l d	M*	J*			Е				H	+	FRP [AI] FRP [AI]
	Engine Oil Temperature Sensor Circuit		H	H	+	+	L L	_	u						+			H	+	EOT [AI]
P0196	Engine Oil Temperature Sensor Range/Performance	G*		Ħ	╛	I	D	)*	d		J*				╧			Ճ	ቋ	EOT [AI]
P0197	Engine Oil Temperature Sensor Circuit Low	G*	g		I		D	_	d		J*							Ц	Ţ	EOT [AI]
P0198 P0199	Engine Oil Temperature Sensor Circuit High Engine Oil Temperature Sensor Circuit Intermittent/Erratic	G*	g	g	-	+	D	_	d	<u> </u>	J*	_			$\vdash$		<u> </u>	${oldsymbol{arphi}}$	+	EOT [AI]
P0199 P019A	Engine Oil reinperature Sensor Oilcuit Intermitteniveffattc	<del>                                     </del>	H	H	+	+	L	) a	$\vdash$		H				+	$\vdash$		H	+	EUT [AI]
P019B			Ħ	Ħ	1	$\top$	T	$\dagger$							$\Box$			Ħ	$\dagger$	
P019C				Ц														Ц		
P019D		-	H	dash	4	-	+	+	$\vdash$	-	-				$\sqcup \!\!\! \perp$	-		H	+	
P019E P019F			$\vdash$	H	$\dashv$	+	+	+	+	-					+			${\mathbb H}$	+	
. 0101	Fuel and Air Metering		H	H	+	$\dashv$	t	+	H						$\vdash$			H	$\dagger$	
	Injector Circuit							1							ее			П	1	INJ [DO]
	Cylinder 1 Injector Circuit / Open	G*	g	g	_	$\downarrow$	[	_	H	M	J*				ее			Н	$\downarrow$	INJ-1 [DO]
	Cylinder 2 Injector Circuit / Open  Cylinder 3 Injector Circuit / Open	G*	g	g g	4	+		_	+	M	J* J*				e e e e		U	${\color{blue}+}$	+	INJ-2 [DO] INJ-3 [DO]
	Cylinder 3 mjector Circuit / Open  Cylinder 4 Injector Circuit / Open	G*		g	+	+	L L	_	H	M	J*				e e		U	H	+	INJ-3 [DO]
P0205	Cylinder 5 Injector Circuit / Open	G*		g		I	[	_	Ħ	М	J*			E*	ее	_	U	Ħ	I	INJ-5 [DO]
	Cylinder 6 Injector Circuit / Open	G*		g	I			_		М	J*			E*	ее		U	П	Ţ	INJ-6 [DO]
	Cylinder 7 Injector Circuit / Open Cylinder 8 Injector Circuit / Open	G*		g	-	+	0	_	H	M	J* J*	_			$\vdash$		U	${oldsymbol{arphi}}$	+	INJ-7 [DO] INJ-8 [DO]
	Cylinder 8 Injector Circuit / Open  Cylinder 9 Injector Circuit / Open	G*	g	g a	+	+	L	+	H	IVI	J				+	$\vdash$	U	H	+	INJ-8 [DO]
	-, ,		J	J						·	<u> </u>					1				[]

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Ame	orio	<u> </u>				1				uror		Aus	ctr	alia	
	OBD-II Diagnostic Trouble Code Delinitions		I	AIIIE	T	a		_					-	urop	l	Au	Sur	alla	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	KOER	KOEO	KOER	Continuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
	Cylinder 1 Injection Timing																		
	Cylinder 2 Injection Timing		Ш		1			_										Ш	
	Cylinder 3 Injection Timing		H	_	+	H		_						-			-	H	
	Cylinder 4 Injection Timing Cylinder 5 Injection Timing		H	-	+	H		_						_				H	
	Cylinder 6 Injection Timing		H	+	+	H		_						+				H	
	Cylinder 10 Injector Circuit / Open	G*	g	g	T														INJ-10 [DO]
	Cylinder 11 Injector Circuit / Open	G*	g		Ī														INJ-11 [DO]
P0212	Cylinder 12 Injector Circuit / Open	G*	g	g															INJ-12 [DO]
	Cold Start Injector 1	G*																Ш	
	Cold Start Injector 2		$\sqcup$	+	1	Н			<u> </u>	-				_	<u> </u>	<u> </u>	1	Н	
	Engine Shutoff Solenoid		$\dashv$	+	+	H	D.	+	<u> </u>				-	+	D*	1	+	Н	
	Injector/Injection Timing Control Circuit Engine Coolant Over Temperature Condition	G	g	а	╁	H	D+	+	<u> </u>					+	יט	1	+	H	ECT
P0218	Transmission Fluid Over Temperature Condition	G		g T	*	H		_						+				H	TFT
P0219	Engine Overspeed Condition	G	9	T		Ħ	D	+	М				Е					H	
P021A	Cylinder 7 Injection Timing		Ħ		T												T	Ħ	
P021B	Cylinder 8 Injection Timing																		
	Cylinder 9 Injection Timing																		
	Cylinder 10 Injection Timing				-									_			_	Ш	
	Cylinder 11 Injection Timing		Н	-	+			-						_				H	
	Cylinder 12 Injection Timing		Н	_	+	H							E*	_			-	H	TD D [AI]
P0220	Throttle/Pedal Position Sensor/Switch "B" Circuit Throttle/Pedal Position Sensor/Switch "B" Circuit Range/Performance	G	g	α.	╁	H	D*	d d	M*				E	+			╁	H	TP-B [AI] TP-B [AI]
	Throttle/Pedal Position Sensor/Switch "B" Circuit Low	G*+	·	_	╁	H		d d	M*	J*				ее			╁	H	TP-B [AI]
P0223	Throttle/Pedal Position Sensor/Switch "B" Circuit High		_			Ħ		d d		J*				ее					TP-B [AI]
P0224	Throttle/Pedal Position Sensor/Switch "B" Circuit Intermittent	G	g						М	J			Е						TP-B [AI]
P0225	Throttle/Pedal Position Sensor/Switch "C" Circuit																	Ш	TP-C [AI]
P0226	Throttle/Pedal Position Sensor/Switch "C" Circuit Range/Performance	_	Ш		1		_	4.										Ш	TP-C [AI]
P0227 P0228	Throttle/Pedal Position Sensor/Switch "C" Circuit Low Throttle/Pedal Position Sensor/Switch "C" Circuit High	G	g	_	+	H		d d						-				H	TP-C [AI] TP-C [AI]
P0228 P0229	Throttle/Pedal Position Sensor/Switch "C" Circuit Intermittent	G	g g	g g	+	H	U	a a						-			+	H	TP-C [AI]
	Charge Air Cooler Bypass Control "A" Circuit /Open	6	y	y	+	H		+						+			+	H	IF-C [AI]
	Charge Air Cooler Bypass Control "A" Circuit Low				T	H												H	
	Charge Air Cooler Bypass Control "A" Circuit High		Ħ		T												T	Ħ	
	Charge Air Cooler Bypass Control "B" Circuit /Open																		
	Charge Air Cooler Bypass Control "B" Circuit Low																	Ш	
	Charge Air Cooler Bypass Control "B" Circuit High	_	Ш		1		_	4.	L.				_		_	ļ.,		Ш	
	Fuel Pump Primary Circuit	G	g		+	H		d d						ее		U	-	H	FP [DO]
P0231 P0232	Fuel Pump Secondary Circuit Low Fuel Pump Secondary Circuit High	G	g g	y	╁	H		d d						e e	יט	1	+	H	FP [DO] FP [DO]
P0233	Fuel Pump Secondary Circuit Intermittent		Э	+	+	H	_	<del>u</del> u					E	+	1	1	+	H	[50]
P0234	Turbocharger/Supercharger "A" Overboost Condition	G	g	g	t	H	D	1					-	$\dashv$	D		t	H	TC/SC
P0235	Turbocharger/Supercharger Boost Sensor "A" Circuit		Ĭ	Ť	T	П	D	1						1	D*		T	П	TC/SCB-A
P0236	Turbocharger/Supercharger Boost Sensor "A" Circuit Range/Performance		П				D*												TC/SCB-A
P0237	Turbocharger/Supercharger Boost Sensor "A" Circuit Low	G*	Ц					d d					[	_	<u> </u>	<u> </u>		Ш	TC/SCB-A
P0238	Turbocharger/Supercharger Boost Sensor "A" Circuit High	G*	$\sqcup$	+	1	$\sqcup$	D*	d d	<u> </u>	-				_	<u> </u>	<u> </u>	1	Н	TC/SCB-A
P0239	Turbocharger/Supercharger Boost Sensor "B" Circuit		H	+	+	Н		+	<u> </u>	-				+	-	<u> </u>	+	H	TC/SCB-B
	Charge Air Cooler Coolant Pump Control Circuit/Open Charge Air Cooler Coolant Pump Control Circuit Low		${\mathbb H}$	+	+	Н		+						+	1	1	+	Н	
	Charge Air Cooler Coolant Pump Control Circuit Low  Charge Air Cooler Coolant Pump Control Circuit High		H	+	+	H		$\dashv$					-	+	$\vdash$		H	H	
	Manifold Absolute Pressure - Turbocharger/Supercharger Boost Sensor "A" Correlate	ion	Ħ	$\top$	t	Ħ		$\exists$					-1	$\dashv$			t	Ħ	
	Manifold Absolute Pressure - Turbocharger/Supercharger Boost Sensor "B" Correlate		ΔŢ	1	Ī			╛						1			I	Ħ	
	Fuel Pump Secondary Circuit / Open		П																
P0240	Turbocharger/Supercharger Boost Sensor "B" Circuit Range/Performance		Ц			Ц							[					Ц	TC/SCB-B
P0241	Turbocharger/Supercharger Boost Sensor "B" Circuit Low		$\sqcup$	_	1	Ц			<u> </u>					_	<u> </u>		1	Н	TC/SCB-B
P0242 P0243	Turbocharger/Supercharger Boost Sensor "B" Circuit High	G		~	+	Н		+	1					-	D*		-	H	TC/SCB-B TCWGS-A
P0243 P0244	Turbocharger/Supercharger Wastegate Solenoid "A" Turbocharger/Supercharger Wastegate Solenoid "A" Range/Performance	b	g	y	+	H		+						+	יט"	1	+	Н	TCWGS-A
P0244	Turbocharger/Supercharger Wastegate Solenoid "A" Low		H	+	+	H		$\dashv$	M*					+	1		H	H	TCWGS-A
P0246	Turbocharger/Supercharger Wastegate Solenoid "A" High		$\dag \dag$	+	t	H		1	M*					$\dashv$			t	H	TCWGS-A
P0247	Turbocharger/Supercharger Wastegate Solenoid B		Δţ		İ				L						L	L	İ		TCWGS-B
	-							•						-				•	

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Am	ner	ica		П		1	1	1	Е	urop	oe .	Aus	stra	lia
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM			Standalone TCM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	КОЕО	KOER	Continuous	KOER	Continuous	KOEO					Continuous	KOEO KOER		Continuous	KOEO	A = Analog D = Digital F = Frequency I = Input O = Output
	Turbocharger/Supercharger Wastegate Solenoid "B" Range/Performance							$\sqcup$										TCWGS-B
P0249 P024A	Turbocharger/Supercharger Wastegate Solenoid "B" Low Charge Air Cooler Bypass Control "A" Range/Performance		H	-	+	-		++						+			H	TCWGS-B
	Charge Air Cooler Bypass Control "A" Stuck		H	H	+			+						+			H	
	Charge Air Cooler Bypass Position Sensor "A" Circuit				t												Ħ	
P024D	Charge Air Cooler Bypass Position Sensor "A" Circuit Range/Performance																	
	Charge Air Cooler Bypass Position Sensor "A" Circuit Low		H		4			$\bot \bot$									Ш	
	Charge Air Cooler Bypass Position Sensor "A" Circuit High Turbocharger/Supercharger Wastegate Solenoid "B" High				-			+									H	TCWGS-B
P0251	Injection Pump Fuel Metering Control "A"		Н			-		++	М	1				+	D*			1CWG3-B
	Injection Pump Fuel Metering Control "A" Range/Performance							T	T						D*			
P0253	Injection Pump Fuel Metering Control "A" Low					I	L	П									Ц	
P0254	Injection Pump Fuel Metering Control "A" High		Ш															
	Injection Pump Fuel Metering Control "A" Intermittent		H	$\dashv$	4	+	-	+	-	1	<u> </u>	<u> </u>		$\vdash$	D+	<u> </u>	dash	
P0256 P0257	Injection Pump Fuel Metering Control B Injection Pump Fuel Metering Control "B" Range/Performance		Н	+	+	+	┢	+	-	-				$\vdash$	D*	<u> </u>	H	+
P0258	Injection Pump Fuel Metering Control "B" Low		H	$\dashv$	$\dashv$	+	+	++		1				$\vdash$			H	+
P0259	Injection Pump Fuel Metering Control "B" High		П															
P025A	Fuel Pump Module Control Circuit/Open	G	g															
	Fuel Pump Module Control Circuit Range/Performance	G	g	g														
	Fuel Pump Module Control Circuit Low		Ш				-	+		<u> </u>							H	_
P025D P025E	Fuel Pump Module Control Circuit High		H	-	-	-		++		-				+			H	+
P025F			Н			-		++		1				+				+
	Injection Pump Fuel Metering Control "B" Intermittent		П															1
	Cylinder 1 Injector Circuit Low	G	g	g			D*		_				E*					INJ-1 [DO]
	Cylinder 1 Injector Circuit High	G	g	g	4		D,		_				E*		_	ļ.,	Ш	INJ-1 [DO]
	Cylinder 1 Contribution/Balance Cylinder 2 Injector Circuit Low	G	g	g	+		D,		t t	<u> </u>			E*		D	U	H	INJ-2 [DO]
	Cylinder 2 Injector Circuit Low  Cylinder 2 Injector Circuit High	G	g	g		-	D,			1			E*	+				INJ-2 [DO]
	Cylinder 2 Contribution/Balance		9	3			D		t						D	U		
	Cylinder 3 Injector Circuit Low	G	g				D*		t				E*					INJ-3 [DO]
	Cylinder 3 Injector Circuit High	G	g	g	_		D*		_	<u> </u>			E*				Ш	INJ-3 [DO]
P0269 P026A	Cylinder 3 Contribution/Balance		Н	-			D	-	t	<u> </u>					D	U	Н	
P026B			H	+	+		+	H		1							H	+
P026C			П		1			+									H	+
P026D																		
P026E																		
P026F P0270	Culinder 4 Injector Circuit Low	G	_	~			D,	d d	,	<u> </u>			E*				Н	IN LATROI
	Cylinder 4 Injector Circuit Low  Cylinder 4 Injector Circuit High	G	g g		$\dashv$	+	D,			1	<del>                                     </del>		E*	$\vdash$			H	INJ-4 [DO]
	Cylinder 4 Injector Great Fight  Cylinder 4 Contribution/Balance	Ť	Э	9	$\dashv$	t	D		_	1			-	$\vdash$	D	U	H	
P0273	Cylinder 5 Injector Circuit Low	G	g	g		1	D*	d d	t					◨				INJ-5 [DO]
	Cylinder 5 Injector Circuit High	G	g	g	Į		D,										Ц	INJ-5 [DO]
	Cylinder 5 Contribution/Balance	_	H	_	4	+	D			1	<u> </u>	<u> </u>		$\vdash$	<u> </u>	U	dash	INITOTOO
	Cylinder 6 Injector Circuit Low  Cylinder 6 Injector Circuit High	G	g g		$\dashv$	$\perp$	D,			1	<del>                                     </del>	<u> </u>		$\vdash$	1	<u> </u>	${\mathbb H}$	INJ-6 [DO]
	Cylinder 6 Injector Circuit High  Cylinder 6 Contribution/Balance	9	y	У	+	+	D	_	_	1	1	-		$\vdash$	<del>                                     </del>	U	H	וואט-ט [טטן
P0279	Cylinder 7 Injector Circuit Low	G	g	g	T	_	D'		_		L			<u></u>	L	Ĺ	Ħ	INJ-7 [DO]
P027A								П									П	
P027B			Ц	Ц	_[	Ţ	L	П	1					ЦĒ			Ц	
P027C P027D			H	+	+	+	-	+		-	1	-		$\vdash$			H	+
P027D P027E			H	$\dashv$	+	+	+	+	-	1		-		$\vdash$		1	H	+
P027E			H	$\dashv$	$\dashv$	+	$\vdash$	+	+	$\vdash$	$\vdash$			H			H	+
P0280	Cylinder 7 Injector Circuit High	G	g	g	Ţ	1	D,	d d	t	l	L				L	L	Ħ	INJ-7 [DO]
P0281	Cylinder 7 Contribution/Balance						D		_							U	П	
	Cylinder 8 Injector Circuit Low	G	g		4	-	D,			1	<u> </u>			oxdot	1	1	Н	INJ-8 [DO]
	Cylinder 8 Injector Circuit High Cylinder 8 Contribution/Balance	G	g	g	+	+	D,		_	-	1	-		$\vdash$		U	H	INJ-8 [DO]
	Cylinder 8 Contribution/Balance Cylinder 9 Injector Circuit Low		H	+	+	+	10	H	1	<del>                                     </del>				H		U	H	INJ-9 [DO]
. 0200	-ymissi s nysolo shoul son		ш							1		L	1		1	1		5 [50]

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Am	ner	ica		П	Т	T			E	urop	е	Au	stra	ilia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		MOT analabanto	Standalone I CIM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type A = Analog
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	КОЕО	KOER	Continuous	KOER	Continuous	KOEO	NOEK				Continuous	KOEO KOER		Continuous	KOEO	KOER	D = Digital F = Frequency I = Input O = Output
P0286	Cylinder 9 Injector Circuit High																		INJ-9 [DO]
	Cylinder 9 Contribution/Balance Cylinder 10 Injector Circuit Low							+	-					$\vdash$		<u> </u>	H		INJ-10 [DO]
P0289	Cylinder 10 Injector Circuit High					+											H		INJ-10 [DO]
P028A																			
P028B P028C					+	-		+									H		
P028D								+									H		
P028E																			
P028F P0290	Cylinder 10 Contribution/Balance			-	_	-		+	+					$\vdash$			H		
	Cylinder 11 Injector Circuit Low		H	$\dashv$	$\dagger$	+	$\vdash$	+	+	+	-			$\vdash$	<u> </u>	$\vdash$	H		INJ-11 [DO]
P0292	Cylinder 11 Injector Circuit High		П																INJ-11 [DO]
	Cylinder 11 Contribution/Balance					_			-					$\vdash$		<u> </u>	Ш		IN 1 40 (DO)
	Cylinder 12 Injector Circuit Low Cylinder 12 Injector Circuit High		Н	$\dashv$	+	+		+	+	+				$\vdash$	<u> </u>	1	H	$\dashv$	INJ-12 [DO] INJ-12 [DO]
	Cylinder 12 Contribution/Balance		Ħ	Ħ	_	士	T	力	士	T	L	L	L			L	Ħ	Ħ	
	Vehicle Overspeed Condition	G			1	Ī	D												
	Engine Oil Over Temperature Condition Turbocharger/Supercharger "A" Underboost Condition	G*			_	-	D,		-						D*		H		EOT
	Cylinder 1 – Fuel Trim at Max Limit				+	+	U	+	+					H	D		H		
	Cylinder 1 – Fuel Trim at Min Limit			T	T												Ħ	T	
	Cylinder 1 – Injector Restricted																		
	Cylinder 1 – Injector Leaking Cylinder 2 – Fuel Trim at Max Limit				_	-			+					$\vdash$		-	H		
	Cylinder 2 – Fuel Trim at Max Limit  Cylinder 2 – Fuel Trim at Min Limit					+		+	+								H		
	Cylinder 2 – Injector Restricted																		
	Cylinder 2 – Injector Leaking																		
	Cylinder 3 – Fuel Trim at Max Limit  Cylinder 3 – Fuel Trim at Min Limit			-	+			+						$\vdash$		1	Н		
	Cylinder 3 – Injector Restricted			Ħ	1	+											H		
	Cylinder 3 – Injector Leaking																		
	Cylinder 4 – Fuel Trim at Max Limit				_	-		$\perp$	-								H		
	Cylinder 4 – Fuel Trim at Min Limit  Cylinder 4 – Injector Restricted				+	+		+	+					H			H		
	Cylinder 4 – Injector Leaking							$\dagger \dagger$									H		
	Cylinder 5 – Fuel Trim at Max Limit																		
	Cylinder 5 – Fuel Trim at Min Limit Cylinder 5 – Injector Restricted		H	$\vdash$	4	+	┡	+	+	+	1	-		$\vdash$	├	-	Н	$\dashv$	
	Cylinder 5 – Injector Restricted  Cylinder 5 – Injector Leaking		H	$\dashv$	+	+		+	+	+				$\vdash$	$\vdash$	1	H	$\exists$	
P02AE	Cylinder 6 – Fuel Trim at Max Limit				1														
	Cylinder 6 – Fuel Trim at Min Limit		Щ	$oxed{igspace}$	4	-	_	+	+	-	1	<u> </u>		$\vdash \vdash$	<u> </u>	-	Н	4	
	Cylinder 6 – Injector Restricted  Cylinder 6 – Injector Leaking		H	$\vdash$	+	╁	┢	+	+	+	$\vdash$	<del>                                     </del>		$\vdash$	┢	1	H	$\exists$	
P02B2	Cylinder 7 – Fuel Trim at Max Limit		Ħ	⇈	_	士	T	力	士	T	L	L	L			L	Ħ		
	Cylinder 7 – Fuel Trim at Min Limit			$\Box$	1	I		П									П	$\Box$	
	Cylinder 7 – Injector Restricted  Cylinder 7 – Injector Leaking		H	$\vdash$	+	+	┡	+	+	+	1	-		$\vdash$	├	-	Н	$\dashv$	
	Cylinder 7 – Injector Leaking  Cylinder 8 – Fuel Trim at Max Limit		H	$\dashv$	+	+		+	+					H		1	H	$\dashv$	
P02B7	Cylinder 8 – Fuel Trim at Min Limit				1			Ш									П		
	Cylinder 8 – Injector Restricted		Ц	$\perp \downarrow$	4	$\bot$		$\prod$	1	1		<u> </u>		$oxed{oxed}$	<u> </u>	<u> </u>	Ш		
	Cylinder 8 – Injector Leaking Cylinder 9 – Fuel Trim at Max Limit		Н	$\dashv$	+	+	-	+	+	+	-	<u> </u>		$\vdash$	<u> </u>	1	Н	$\dashv$	
	Cylinder 9 – Fuel Trim at Min Limit		H	H	+	$\dagger$	t	$\dagger \dagger$	+	+				H	T	1	H	$\exists$	
	Cylinder 9 – Injector Restricted				1			П									П		
	Cylinder 9 – Injector Leaking Cylinder 10 – Fuel Trim at Max Limit		Н	4	4	+	-	++	+	+		-		$\vdash$	<u> </u>	1	H	$\sqcup$	
	Cylinder 10 – Fuel Trim at Max Limit  Cylinder 10 – Fuel Trim at Min Limit		H	$\dashv$	+	+	-	+	+	+	-			$\vdash$	<del>                                     </del>	1	H	$\dashv$	
P02C0	Cylinder 10 – Injector Restricted							Ⅱ	L										
	Cylinder 10 – Injector Leaking		Д	Ц	Ţ			ĮŢ	厂					Щ			П	Ц	
	Cylinder 11 – Fuel Trim at Max Limit Cylinder 11 – Fuel Trim at Min Limit		H	$\dashv$	+	+	-	+	+					$\vdash$		-	Н	$\dashv$	
1 0203	Oyimuon 11 1 uci 11iin at iviiii Einiit						<u> </u>	11		1	1	<u> </u>	<u> </u>	Щ	1	1	ш		

Г	OBD-II Diagnostic Trouble Code Definitions	No	-4h	Ame					1		1	1	_			Aus	-4	alia	
	OBD-II Diagnostic Trouble Code Delimitions		ui /	AIIIE	7110	a								urop	T	Au	Sura	alla	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,  [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!		H						2	7									A = Analog
	Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not	Continuous		Continuous			ous						Continuous			Continuous			D = Digital
	responsible for assigning these DTCs.	ţ.	0 6	취	o	2	tinu	O R					tinu	0 2		ţi	o	2	F = Frequency I = Input
	Shading indicates change from previous version.	ő	Š	2 8	Š	KOE	Con	KOEO KOER					Con	KOEO KOER		S	KOEO	KOE	O = Output
	Cylinder 11 – Injector Restricted																		
	Cylinder 11 – Injector Leaking					Ш													
	Cylinder 12 – Fuel Trim at Max Limit		$\vdash$	_	-	H								$\vdash$	-				
	Cylinder 12 – Fuel Trim at Min Limit Cylinder 12 – Injector Restricted	-	H	-	-	H		$\vdash$						H					
	Cylinder 12 – Injector Restricted  Cylinder 12 – Injector Leaking		H	+	+	H		$\vdash$						H				H	
	Turbocharger/Supercharger "B" Overboost Condition		Ħ																
	Turbocharger/Supercharger "B" Underboost Condition																		
	Cylinder 1 Fuel Injector Offset Learning at Min Limit			_	1		D												
	Cylinder 1 Fuel Injector Offset Learning at Max Limit Cylinder 2 Fuel Injector Offset Learning at Min Limit	-	${\mathbb H}$	+	+	${\mathbb H}$	D D	$\vdash\vdash$	1	1	-	_		$\vdash$	-	<u> </u>	$\vdash$	Н	
	Cylinder 2 Fuel Injector Offset Learning at Min Limit  Cylinder 2 Fuel Injector Offset Learning at Max Limit	1	$\dashv$	+	+	H	ם	$\vdash$	1	1	1			$\vdash$	$\vdash$	1	H	H	
	Cylinder 3 Fuel Injector Offset Learning at Min Limit		H	$\dagger$	t	Ħ	D	$\vdash$						H	1		Ħ	Ħ	
P02D1	Cylinder 3 Fuel Injector Offset Learning at Max Limit		◨	I	İ		D		L	L	L			ഥ					
	Cylinder 4 Fuel Injector Offset Learning at Min Limit		Ц	Ţ		Ц	D	Ш						Д		L	Щ		
	Cylinder 4 Fuel Injector Offset Learning at Max Limit	1	oxdapsilon	+	1	H	D	$\vdash$	1			<u> </u>		$\vdash$	-	<u> </u>	$\vdash$	Ш	
	Cylinder 5 Fuel Injector Offset Learning at Min Limit Cylinder 5 Fuel Injector Offset Learning at Max Limit	1	$\vdash$	-	╀	${\mathbb H}$	D D	$\vdash$	1	1		<u> </u>		$\vdash$	1	<del>                                     </del>	$\vdash$	Н	
	Cylinder 6 Fuel Injector Offset Learning at Min Limit		H	+	╁	H	D	$\vdash$						$\vdash$	+		H	H	
	Cylinder 6 Fuel Injector Offset Learning at Max Limit		H		1	Ħ	D											Ħ	
P02D8	Cylinder 7 Fuel Injector Offset Learning at Min Limit						D												
	Cylinder 7 Fuel Injector Offset Learning at Max Limit				L		D												
	Cylinder 8 Fuel Injector Offset Learning at Min Limit	-			-		D D												
	Cylinder 8 Fuel Injector Offset Learning at Max Limit Cylinder 9 Fuel Injector Offset Learning at Min Limit		+		-	H	U							$\vdash$	-				
	Cylinder 9 Fuel Injector Offset Learning at Max Limit		H																
P02DE	Cylinder 10 Fuel Injector Offset Learning at Min Limit																		
	Cylinder 10 Fuel Injector Offset Learning at Max Limit		Ш		1									Щ	<u> </u>	<u> </u>			
P02E0 P02E1	Diesel Intake Air Flow Control Circuit / Open Diesel Intake Air Flow Control Performance	-	$\vdash$	-	-	H								H	-				
P02E1	Diesel Intake Air Flow Control Performance	-	H		+	H								H				H	
	Diesel Intake Air Flow Control Circuit High		H																
	Diesel Intake Air Flow Control Stuck Open																		
	Diesel Intake Air Flow Control Stuck Closed		Ш		1									Щ	<u> </u>	<u> </u>			
	Diesel Intake Air Flow Position Sensor Circuit	-			-														
	Diesel Intake Air Flow Position Sensor Range/Performance Diesel Intake Air Flow Position Sensor Circuit Low		+		-	H								$\vdash$	-				
	Diesel Intake Air Flow Position Sensor Circuit High		H	+	-									$\vdash$	1				
P02EA	Diesel Intake Air Flow Position Sensor Circuit Intermittent/Erratic		Ħ																
	Diesel Intake Air Flow Control Motor Current Range/Performance		П	Ţ		П													
	Diesel Intake Air Flow Control System - High Air Flow Detected		$oxed{\perp}$	1	1	$\sqcup$		$\vdash \vdash$	<u> </u>	<u> </u>		<u> </u>		$\vdash$	╄		$\vdash$	$\vdash$	
	Diesel Intake Air Flow Control System - Low Air Flow Detected  Cylinder 1 Injector Circuit Range/Performance	1	$\dashv$	-	+	H		$\vdash$	1					$\vdash$	1	<del>                                     </del>	H	H	
	Cylinder 1 Injector Circuit Range/Performance  Cylinder 2 Injector Circuit Range/Performance		H	+	H	$\forall$		$\vdash$	1					+	1	1	H	H	
	Cylinder 3 Injector Circuit Range/Performance	L	Ħ		T	$\parallel \parallel$		Ħ	I	L				Ħ					
	Cylinder 4 Injector Circuit Range/Performance		П																_
	Cylinder 5 Injector Circuit Range/Performance	ļ	igdash	1	1	$\sqcup$		$oxed{oxed}$	1	<u> </u>		<u> </u>		$oxed{oldsymbol{oldsymbol{\perp}}}$	1	<u> </u>	Ц	Ц	
	Cylinder 6 Injector Circuit Range/Performance Cylinder 7 Injector Circuit Range/Performance	1	$\dashv$	-	+	H		$\vdash$	1					$\vdash$	1	<del>                                     </del>	H	H	
	Cylinder 7 Injector Circuit Range/Performance  Cylinder 8 Injector Circuit Range/Performance	1	$\dashv$	+	1	$\forall$		+	1	1		<del>                                     </del>		$\vdash$	1		H	H	
	Cylinder 9 Injector Circuit Range/Performance	1	H	$\dagger$	t	Ħ		$\vdash$						H	I			$\Box$	
	Cylinder 10 Injector Circuit Range/Performance																		
	Cylinder 11 Injector Circuit Range/Performance	1	oxdapsilon	+	1	H		$\vdash$	1			<u> </u>		$\vdash$	-	<u> </u>	$\vdash$	Ш	
P02F9 P02FA	Cylinder 12 Injector Circuit Range/Performance Diesel Intake Air Flow Position Sensor Minimum/Maximum Stop Performance	-	dash	+	+	H		$\vdash$	1			-		$\vdash$	D	1	H	Н	
FUZFA	Piesei intake Ali Flow Fosition Sensoi iviiliintum/iviaximum Stop Penormance	+	${}+$	+	+	H		$\vdash$	$\vdash$					+	טן	$\vdash$	H	H	
			H	1	t	Ħ		H	T					H	T			Ħ	
Door.	Ignition System or Misfire	_	Ц	1	1	Ц			1	ļ				$oxed{oxed}$			Щ	Ш	
P0300 P0301	Random Misfire Detected Cylinder 1 Misfire Detected	G*	$\vdash$	+	1	_	D* D*	$\vdash\vdash$	M*				E*	$\vdash$	1	<u> </u>	H	H	
	Cylinder 1 Misfire Detected Cylinder 2 Misfire Detected	G*	$\dashv$	+	+	H	D*	$\vdash$	M*		-		E*	$\vdash$	$\vdash$	1	H	H	
. 5502					1	<u>ш</u>		டட	1	٠,		··•			1	ь		ш	

**Mall, Burnivarians**, **— OID Ciscoel Rashes, **— "Wench' Ight Bluminates."   1		OBD-II Diagnostic Trouble Code Definitions	No	th /	hme	ric	a I			1				F	uror	ne.	Διι	stra	alis	1
A part   A		ODD-11 Diagnostic Trouble Code Delinitions		ui F	1116		a		+	1					.urop	<u>, e</u>	au	JU É	and	
Capital and armal langes betters, are used for whose in practice of the property of the prop		, , , , , , , , , , , , , , , , , , , ,	Spark Ignition PC		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			
Possible   Possible			<u>s</u>		s			s						s			S			A = Analog
Possible   Possible			non		non			non						non			non			
Possible   Possible		,	Ę.	9	티틀	EO	ER	nt in	의 R					ntin	)EO		ığ.	EO	ER	I = Input
Possible   Cylinder 4 Miletine Described	Doooo		ပိ	첫 첫	2 8	ž	잗	ပိ	<sup>첫</sup> 첫		1+		N.		ХX		ပိ	ž	¥	O = Output
Propose   Cylinder & Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Miller Description   Cylinder   Cylinder   Miller Description   Cylinder   Cylin				H	+						_				H				H	
PRINCED   Cylinder 1 Miletine Deceleded   G'   D'   M' 2'		-,		Ħ	+	H	_				_				H				Ħ	
P0300   Cylinder B Millefine Detected	P0306	Cylinder 6 Misfire Detected	G*					D*		M*	J*		Ν	E*						
PRINCE   Cylinder   Mislane Detected   Gr		,			_						_									
P0310   Cylinder II Misfer Detected			_	-	+			D*			_								H	
P0311   Cylindor 11 Misfer Detected					+	H	H												H	
P0314   Single Cynder Malfire (Cylinder not Specified)			_		+															
P0315   Carachard Position System Variation Not Learned   G   G   G   G   G   G   G   G   G		·								M*	J*									
P0316   Martin Position System Variation Not Learned   G'					_											D.*			$\blacksquare$	
PR316   Multiprocess   Multiproces			C*		-	-	H			-				<b>-</b> *		D*				
P0318   Rough Road Sensor VS (Signal Circuit   P0318   Rough Road Sensor VS (Signal Circuit   P0319   Rough Road Sensor VS (Signal Circuit   P0319   P0316   Rough Road Sensor VS (Signal Circuit   P0319   P0316   P0316   P0316   P0316   P0316   P0316   P0316   P0316   P0316   P0316   P0316   P0316   P0316   P0316   P0317   P0317   P0317   P0317   P0317   P0318   P0318   P0318   P0318   P0318   P0318   P0318   P0318   P0318   P0319   P0320		·		H	+	H	H		+	$\vdash$				_	$\vdash$		<b>!</b>	H	H	
P0314   P0318   P0318   P0316   P031			-																	
P031B	P0318	Rough Road Sensor "A" Signal Circuit					П													
P031B		Rough Road Sensor "B" Signal Circuit			4		Ц			<u> </u>										
P031D				-	+					-									Н	
P031E					-	H									$\vdash$				H	
P0320							H												Ħ	
P0320   Ignition/Distributor Engine Speed Input Circuit Range/Performance   G*+	P031E																			
P03221							Ш													2
P0322   Ignition/Distributor Engine Speed Input Circuit No Signal   G*		<u> </u>			-					М							U			
P0324   Ignition/Distributor Engine Speed Input Circuit Intermittent			_		-					-				_						_
P0325		<u> </u>	_		+					1										
Marcian   Marc							П							_						
Marcol   M		( /	_	_	_		H			M*	14		N	Е		D*	U			_
P0328   Knock Sensor 1 Circuit High (Bank 1)		<u> </u>	G.	- 9	9		H			M*				F			11		H	
P0329   Knock Sensor 1 Circuit Intermittent (Bank 1)		` '			+						_									
P032B   Knock Sensor 3 Circuit Range/Performance (Bank 1)		Knock Sensor 1 Circuit Intermittent (Bank 1)																		
P032C   Knock Sensor 3 Circuit Low (Bank 1)   KS-3   KS-2					4		Ц			<u> </u>										
P032D   Knock Sensor 3 Circuit High (Bank 1)   KS-3							H												H	
P032E					-	H									$\vdash$				H	
P0330   Knock Sensor 2 Circuit (Bank 2)   G   g																				
P0331   Knock Sensor 2 Circuit Range/Performance (Bank 2)   G* g   G   G   G   G   G   G   G   G   G	P032F																			
P0332   Knock Sensor 2 Circuit Low (Bank 2)		` '			_	Ш	Н		$oxed{oxed}$	М	<u>.</u>				H				Ц	
P0333   Knock Sensor 2 Circuit High (Bank 2)		· /	G*	(	J	$\vdash$	${oldsymbol{ert}}$		+	1					$\vdash$	1	1	H	H	
P0334   Knock Sensor 2 Circuit Intermittent (Bank 2)				+	+	H	H		+	$\vdash$					H			H	H	
P0336         Crankshaft Position Sensor "A" Circuit Range/Performance         D* d M* J*         E* D CKP           P0337         Crankshaft Position Sensor "A" Circuit Low         D* d D* d D*         E         CKP           P0338         Crankshaft Position Sensor "A" Circuit High         D* d D*         E         CKP           P0338         Crankshaft Position Sensor "A" Circuit Intermittent         D* d D*         E         CKP           P0339         Crankshaft Position Sensor "A" Circuit Intermittent         D* d D*         D* D*         CKP           P0339         Crankshaft Position Sensor "A" Circuit Intermittent         D* D* D*         D* D*         CKP           P0330         Crankshaft Position Sensor "A" Circuit Intermittent         D* D*         D* D*         D* D*         CKP           P0331         Knock Sensor 4 Circuit Range/Performance (Bank 2)         D* D*         D* D*         CKS-4           P0332         Knock Sensor 4 Circuit High (Bank 2)         Camshaft Position Sensor "A" Circuit (Bank 1 or single sensor)         G*         D* D*         D* D*         D* D*         CMP           P0340         Camshaft Position Sensor "A" Circuit Range/Performance (Bank 1 or single sensor)         D* D*         D* D*         D* D*         CMP           P0341         Camshaft Position Sensor "A" Circuit High (Bank 1 or singl	P0334	Knock Sensor 2 Circuit Intermittent (Bank 2)			Ī	Ħ	ΔŢ			L						L	L		Ħ	
P0337         Crankshaft Position Sensor "A" Circuit Low         D* d         E         CKP           P0338         Crankshaft Position Sensor "A" Circuit High         D* d         E         CKP           P0339         Crankshaft Position Sensor "A" Circuit Intermittent         D* d         E         CKP           P0339         Crankshaft Position Sensor "A" Circuit Intermittent         CKP         CKP           P0330         Knock Sensor 4 Circuit (Bank 2)         KS-4         KS-4           P0331         Knock Sensor 4 Circuit Low (Bank 2)         KS-4         KS-4           P0332         Knock Sensor 4 Circuit High (Bank 2)         KS-4         KS-4           P0333         Knock Sensor 4 Circuit Intermittent (Bank 2)         KS-4         KS-4           P0335         Knock Sensor 4 Circuit Intermittent (Bank 2)         KS-4         KS-4           P0336         Knock Sensor 4 Circuit Intermittent (Bank 2)         KS-4         KS-4           P0337         Knock Sensor 4 Circuit Intermittent (Bank 2)         KS-4         KS-4           P0340         Camshaft Position Sensor "A" Circuit (Bank 1 or single sensor)         G*         D* d         M* J* N E* D* U         CMP           P0341         Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)         D* d         M* J* N E* D*			[G]	1	I	П							N						П	
P0338         Crankshaft Position Sensor "A" Circuit High         D* d         E         CKP           P0339         Crankshaft Position Sensor "A" Circuit Intermittent         CKP         CKP           P033A         Knock Sensor 4 Circuit (Bank 2)         KS-4           P033B         Knock Sensor 4 Circuit Range/Performance (Bank 2)         KS-4           P033C         Knock Sensor 4 Circuit Low (Bank 2)         KS-4           P033D         Knock Sensor 4 Circuit High (Bank 2)         KS-4           P033E         Knock Sensor 4 Circuit Intermittent (Bank 2)         KS-4           P033F         Knock Sensor 4 Circuit Intermittent (Bank 2)         KS-4           P033F         D* U         D* U         CMP           P0340         Camshaft Position Sensor "A" Circuit (Bank 1 or single sensor)         G* D* U         D* U         D* U         CMP           P0341         Camshaft Position Sensor "A" Circuit Low (Bank 1 or single sensor)         D* U         D* U         CMP           P0342         Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)         G* D* U         D* U         CMP           P0343         Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)         G* D* U         M* U         CMP           P0345         Camshaft Position Sensor "A" Circuit Intermittent (		, i		H	$\perp$	Н	_				J*			_	$\vdash$	D	1	H	Н	
P0339   Crankshaft Position Sensor "A" Circuit Intermittent				+	+	Н	-								$\vdash$			H	H	
P033A   Knock Sensor 4 Circuit (Bank 2)		, i		+	$\dagger$	H	H	٦		+				-	$\vdash$			H	H	
P033C         Knock Sensor 4 Circuit Low (Bank 2)         KS-4           P033D         Knock Sensor 4 Circuit High (Bank 2)         KS-4           P033E         Knock Sensor 4 Circuit Intermittent (Bank 2)         KS-4           P033F         Knock Sensor 4 Circuit (Bank 1 or single sensor)         KS-4           P034D         Camshaft Position Sensor "A" Circuit (Bank 1 or single sensor)         G*         D*         d M* J*         N E*         D*         U CMP           P0341         Camshaft Position Sensor "A" Circuit Low (Bank 1 or single sensor)         G*         D*         d M* J*         E*         D*         CMP           P0343         Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)         D*         D         E         CMP           P0344         Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)         G*         D*         D         E         CMP           P0345         Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)         G*         D*         D         M*         CMP           P0345         Camshaft Position Sensor "A" Circuit (Bank 2)         G*         M*         M*         CMP	P033A	Knock Sensor 4 Circuit (Bank 2)																		KS-4
P033D         Knock Sensor 4 Circuit High (Bank 2)         KS-4           P033E         Knock Sensor 4 Circuit Intermittent (Bank 2)         KS-4           P033F         D* U         D* U         CMP           P0340         Camshaft Position Sensor "A" Circuit (Bank 1 or single sensor)         G* D* U         D* U         CMP           P0341         Camshaft Position Sensor "A" Circuit Range/Performance (Bank 1 or single sensor)         G* D* U         D* U         CMP           P0342         Camshaft Position Sensor "A" Circuit Low (Bank 1 or single sensor)         D* U         CMP           P0343         Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)         D* U         CMP           P0344         Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)         G* D* U         M*         CMP           P0345         Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)         G* D* U         M*         CMP		<u> </u>		Щ		Щ	Ц											Щ	Ц	
P033E         Knock Sensor 4 Circuit Intermittent (Bank 2)         KS-4           P033F         D*		, ,	<u> </u>	4	+	H	H		$\vdash \vdash$	-					$\vdash\vdash$		1	H	${\mathbb H}$	
P033F         P0340         Camshaft Position Sensor "A" Circuit (Bank 1 or single sensor)         G*         D*         d         M*         J*         N         E*         D*         U         CMP           P0341         Camshaft Position Sensor "A" Circuit Range/Performance (Bank 1 or single sensor)         G*         D*         d         M*         J*         E*         D*         CMP           P0342         Camshaft Position Sensor "A" Circuit Low (Bank 1 or single sensor)         D*         d         E         CMP           P0343         Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)         G*         D*         d         E         CMP           P0344         Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)         G*         D*         d         E         CMP           CMP         CMP         CMP         CMP         CMP         CMP         CMP         CMP				+	+	H	H		+	1					+	1	1	H	H	
P0340 Camshaft Position Sensor "A" Circuit (Bank 1 or single sensor)  P0341 Camshaft Position Sensor "A" Circuit (Bank 1 or single sensor)  P0342 Camshaft Position Sensor "A" Circuit Low (Bank 1 or single sensor)  P0343 Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)  P0344 Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)  P0345 Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)  P0346 Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)  P0347 Camshaft Position Sensor "A" Circuit (Bank 2)  P0348 Camshaft Position Sensor "A" Circuit (Bank 2)  P0349 Camshaft Position Sensor "A" Circuit (Bank 2)		( Sam 2)		H	$\dagger$	П	H		+	t					$\vdash$		t	Ħ	Ħ	
P0342 Camshaft Position Sensor "A" Circuit Low (Bank 1 or single sensor)  P0343 Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)  P0344 Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)  P0345 Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)  G*  D*  d  E  CMP  CMP  CMP  CMP  CMP  P0345 Camshaft Position Sensor "A" Circuit (Bank 2)  G*  M*  M*	P0340						П						Ν				U		Ш	
P0343 Camshaft Position Sensor "A" Circuit High (Bank 1 or single sensor)  P0344 Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)  G* D* d  CMP  P0345 Camshaft Position Sensor "A" Circuit (Bank 2)  G* M*			G*	4	$\downarrow$	Н	Ц				J*			_		D*	<u> </u>	ļ.,	Щ	
P0344 Camshaft Position Sensor "A" Circuit Intermittent (Bank 1 or single sensor)  G* D* d  CMP  P0345 Camshaft Position Sensor "A" Circuit (Bank 2)  G* M*			<u> </u>	$\perp$	+	$\vdash$	${oldsymbol{ert}}$	ט*	d	+	1				$\vdash$	1	1	H	H	
P0345 Camshaft Position Sensor "A" Circuit (Bank 2)  G*  M*  M*			G*	+	+	H	H	D*	d	1	1				+	1	1	H	H	
		, ,			1	Ħ	Ħ		Ħ		L				Ħ	L	L		Ħ	- "
	P0346	Camshaft Position Sensor "A" Circuit Range/Performance (Bank 2)	G*																	

	OBD-II Diagnostic Trouble Code Definitions	Noi	th /	١me	ric	а							Е	urop	e e	Aus	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,  [] = assigned but not used  Capital and small usage letters are used for visual impact only!	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type A = Analog
	Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	KOEO	Continuous	KOEO	KOER	Continuous	KOER					Continuous	KOEO KOER		Continuous	KOEO	KOER	D = Digital F = Frequency I = Input O = Output
P0347	Camshaft Position Sensor "A" Circuit Low (Bank 2)															<u> </u>	Ш	Н	
P0348 P0349	Camshaft Position Sensor "A" Circuit High (Bank 2)  Camshaft Position Sensor "A" Circuit Intermittent (Bank 2)	G*	$\vdash$	+		H											H	H	
P034A	Cambrial 1 Collect Corros A Circuit Morning (Barin 2)		T	$\top$		T											Ħ	Ħ	
P034B																			
P034C P034D			-	-		_		-								<u> </u>	Н	H	
P034D P034E				+	H			+									H	H	
P034F																	П	Ħ	
P0350	Ignition Coil Primary/Secondary Circuit	G*							М				E*			U		П	COP
P0351 P0352	Ignition Coil "A" Primary/Secondary Circuit Ignition Coil "B" Primary/Secondary Circuit	G*	$\vdash \mid$	+	$\vdash$	$\dashv$		+	M*	J* J*		_	E*	H	-	U	$\vdash$	$\dashv$	COP-A COP-B
P0352	Ignition Coil "C" Primary/Secondary Circuit	G*		-				-	M*	J*			E*			U	H	H	COP-B
	Ignition Coil "D" Primary/Secondary Circuit	G*	Ħ	T	Ħ	╚			M*	J*				⇈		U	Ħ	Ħ	COP-D
P0355	Ignition Coil "E" Primary/Secondary Circuit	G*			П				M*	J*							П	П	COP-E
P0356	Ignition Coil "F" Primary/Secondary Circuit	G*			Ш				M*	J*						<u> </u>	Ш	Щ	COP-F
P0357 P0358	Ignition Coil "G" Primary/Secondary Circuit Ignition Coil "H" Primary/Secondary Circuit	G*	_	-	Н			-		J* J*						<u> </u>	H	H	COP-G COP-H
P0359	Ignition Coil "I" Primary/Secondary Circuit	G*	$\dashv$			T		+		-							H	H	COP-I
P0360	Ignition Coil "J" Primary/Secondary Circuit	G*				ī											П	Ħ	COP-J
P0361	Ignition Coil "K" Primary/Secondary Circuit																Ш	П	COP-K
P0362	Ignition Coil "L" Primary/Secondary Circuit			_		_		-								<u> </u>	Ш	Н	COP-L
P0363 P0364	Misfire Detected - Fueling Disabled		_	-	Н	+		-								_	H	H	
P0365	Camshaft Position Sensor "B" Circuit (Bank 1)		Ħ			H											H	Ħ	CMP
P0366	Camshaft Position Sensor "B" Circuit Range/Performance (Bank 1)																		CMP
P0367	Camshaft Position Sensor "B" Circuit Low (Bank 1)																Ш	Щ	CMP
P0368 P0369	Camshaft Position Sensor "B" Circuit High (Bank 1)  Camshaft Position Sensor "B" Circuit Intermittent (Bank 1)		_	-	H			-								<u> </u>	H	H	CMP CMP
P0369	Canshar Fosition Sensor B. Circuit intermittent (Bank 1)				Н												H	H	CIVIE
P036B																			
P036C																L	Ш	Ш	
P036D P036E				-		_		-								_	H	Н	
P036F			$\exists$		Н	H											H	H	
	Timing Reference High Resolution Signal "A"					Ī											П	Ħ	
	Timing Reference High Resolution Signal "A" Too Many Pulses																Ш	П	
	Timing Reference High Resolution Signal "A" Too Few Pulses			_		_		-								<u> </u>	Ш	Н	
P0373 P0374	Timing Reference High Resolution Signal "A" Intermittent Timing Reference High Resolution Signal "A" No Pulses		+	+	Н	H		-								_	H	H	
P0375	Timing Reference High Resolution Signal B		$\forall$	$\dagger$	H	H		+						$\vdash$			H	Ħ	
P0376	Timing Reference High Resolution Signal "B" Too Many Pulses				Ш													Ⅱ	
P0377	Timing Reference High Resolution Signal "B" Too Few Pulses		4	$\bot$	Ш	$\sqcup$		_	1					H		₽	igspace	Ц	
P0378 P0379	Timing Reference High Resolution Signal "B" Intermittent Timing Reference High Resolution Signal "B" No Pulses		_	-	Н			-								<u> </u>	H	H	
P037A	gsioronoo mga moodalion olginar b 140 i alses		$\dashv$	$\dagger$	H	$\dashv$		+	1					+			H	H	
P037B				İ													Г		
P037C			Ц	Ţ	Ц	Ц		$\bot$							Ļ	匚	Ц	Ц	
	Glow Plug Sense Circuit Glow Plug Sense Circuit Low	<u> </u>	$\dashv$	+	$\vdash$	$\dashv$		+	1			<u> </u>		$\vdash$	D	$\vdash$	$\vdash$	${oldsymbol{ec{H}}}$	
	Glow Plug Sense Circuit Low Glow Plug Sense Circuit High		$\forall$	$\dagger$	H	$\forall$		+	t					H			H	$\forall$	
P0380	Glow Plug/Heater Circuit A			İ				d d						⋢	D*		Ħ	П	Glow Plug-A
P0381	Glow Plug/Heater Indicator Circuit		$\Box$			Д	D*	d d							D*	匚		П	Glow Plug
P0382	Glow Plug/Heater Circuit B	<u> </u>	4	+	$\vdash$	$\dashv$		$\perp$	1	<u> </u>				$\vdash$	1	₩	$\vdash$	${oxed{H}}$	Glow Plug-B
P0383 P0384	Glow Plug Control Module Control Circuit Low Glow Plug Control Module Control Circuit High		$\dashv$	+	$\vdash$	$\dashv$		+	1			<del>                                     </del>		+	1	$\vdash$	H	$\forall$	
P0385	Crankshaft Position Sensor "B" Circuit	G*	1	g	H	H		+						$\vdash$			H	Ħ	CKP-B
P0386	Crankshaft Position Sensor "B" Circuit Range/Performance				П												П		CKP-B
P0387	Crankshaft Position Sensor "B" Circuit Low		$\perp \downarrow$	1	Ш	4		_								igspace	igspace	Ц	CKP-B
P0388 P0389	Crankshaft Position Sensor "B" Circuit High Crankshaft Position Sensor "B" Circuit Intermittent		$\dashv$	+	$\vdash$	$\dashv$		+	1	1		_		$\vdash$	1	₩	$\vdash$	$\dashv$	CKP-B CKP-B
P038A	Oranicanan i Oanion Oenaor D. Onoun intermittent		$\dashv$	+	H	H		+								<del>                                     </del>	H	H	OINI"-D
				-1									•						

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Ame	rio	<u>.                                     </u>			1				_	uro	20	Aus	ctro	lia	
	Diagnostic Houble Code Delinitions	_	u 1	AIIIE	FIIC	а		+					-	uro		Aus	Jua	IIIa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCN		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	550	KOEK Continuous	EO	ER	ntinuous	KOEO KOER					Continuous	KOEO		Continuous	KOEO	ER	A = Analog D = Digital F = Frequency I = Input
P038B		ర	₹ ;	<u> </u>	잗	잗	ပိ	질					క	걸걸		8	ᅗ	푇	O = Output
P038C			H					_						H			H	H	
P038D																		Ճ	
P038E					Ш			_							<u> </u>	<u> </u>	Ц	Н	
P038F P0390	Camshaft Position Sensor "B" Circuit (Bank 2)		H					-						$\vdash$		$\vdash$	Н	H	CMP-B
P0391	Camshaft Position Sensor "B" Circuit Range/Performance (Bank 2)		Ħ		П												Ħ	П	CMP-B
P0392	Camshaft Position Sensor "B" Circuit Low (Bank 2)																	◨	CMP-B
P0393	Camshaft Position Sensor "B" Circuit High (Bank 2)		Н					-						$\vdash$			Щ	H	CMP-B
P0394 P0395	Camshaft Position Sensor "B" Circuit Intermittent (Bank 2)		H					-						$\vdash$		$\vdash$	Н	H	CMP-B
P0396			Ħ		H	1		_						H			Ħ	П	
P0397																		П	,
P0398			Н					-						$\vdash$			Щ	H	
P0399 P039A			H		H			_						H		_	H	H	
P039B			Ħ		H	1		_						H			Ħ	П	
P039C					П												П	П	
P039D			H													<u> </u>	Ц	Н	
P039E P039F			H		H	-		-						$\vdash$		_	Н	H	
1 0001	Auxiliary Emission Controls		Ħ					-									Ħ	H	
	Exhaust Gas Recirculation "A" Flow	G*	g	g					М	J*		Ν	E*	ее				Ճ	
	Exhaust Gas Recirculation "A" Flow Insufficient Detected	G*	Н			_	D*		M*				E*				Ш	Н	
	Exhaust Gas Recirculation "A" Flow Excessive Detected Exhaust Gas Recirculation "A" Control Circuit	G* G*	_	g g	H	_	D* D*	d d	M*			N	E*	ε	D*	<u> </u>	H	H	
	Exhaust Gas Recirculation "A" Control Circuit Range/Performance	G	y	y	Н		D*	u u	M					H	D*		H	H	
	Exhaust Gas Recirculation Sensor "A" Circuit Low	G*	g	g				d d		J*							П		
P0406	Exhaust Gas Recirculation Sensor "A" Circuit High	G*	g	g		_		d d		J*						L	Ш	П	
	Exhaust Gas Recirculation Sensor "B" Circuit Low  Exhaust Gas Recirculation Sensor "B" Circuit High		H	-	Н	_		d d						$\vdash$		<u> </u>	H	H	
	Exhaust Gas Recirculation Sensor "A" Circuit		H		Н	_	D*	u u						H	D*		H	H	
	Exhaust Gas Recirculation Temperature Sensor "A" Circuit																П		EGRT-A
	Exhaust Gas Recirculation Temperature Sensor "A" Circuit Range/Performance						D											П	EGRT-A
	Exhaust Gas Recirculation Temperature Sensor "A" Circuit Low  Exhaust Gas Recirculation Temperature Sensor "A" Circuit High		$\perp$		Н			d d						H	<u> </u>	_	Н	Н	EGRT-A EGRT-A
	Exhaust Gas Recirculation Temperature Sensor "A" Circuit High Exhaust Gas Recirculation Temperature Sensor "A" Circuit Intermittent/Erratic		H				D	d d						H			Н	H	EGRT-A
	Exhaust Gas Recirculation Temperature Sensor "A" / "B" Correlation						D										Ħ	П	
P0410	Secondary Air Injection System	G*	_	g					М								П	П	AIR SYS
P0411 P0412	Secondary Air Injection Incorrect Upstream Flow Detected Secondary Air Injection Switching Valve "A" Circuit	G* G*		g	Н			_	М	J*			E*	6		_	Н	Н	
P0412	Secondary Air Injection Switching Valve "A" Circuit Open	G*	g g					+	IVI	J*			E*	е е е е			Н	H	
P0414	Secondary Air Injection Switching Valve "A" Circuit Shorted	G*	g							J			E*	ее	_		Ħ	П	
P0415	Secondary Air Injection Switching Valve "B" Circuit												Е				П	П	
P0416 P0417	Secondary Air Injection Switching Valve "B" Circuit Open Secondary Air Injection Switching Valve "B" Circuit Shorted	G*	g	_	H	4		$\dashv$	├	<u> </u>				$\vdash$	$\vdash$	$\vdash$	$\dashv$	$\dashv$	
	Secondary Air Injection Switching Valve "B" Circuit Shorted Secondary Air Injection System Control "A" Circuit	G	g	y	H	+		$\dashv$	$\vdash$				_	$\vdash \vdash$	$\vdash$	$\vdash$	$\forall$	H	
	Secondary Air Injection System Control "B" Circuit		H	+	H	1		$\dashv$						$\vdash$	1		Ħ	П	
P041A	Exhaust Gas Recirculation Temperature Sensor "B" Circuit				П												$\square$	Ճ	EGRT-B
	Exhaust Gas Recirculation Temperature Sensor "B" Circuit Range/Performance		${\mathbb H}$	-	H		D*	٠ ام		<u> </u>				$\vdash \vdash$	<u> </u>	₩	$\dashv$	$\dashv$	EGRT-B
	Exhaust Gas Recirculation Temperature Sensor "B" Circuit Low Exhaust Gas Recirculation Temperature Sensor "B" Circuit High		H	+	H			d d						$\vdash$	1	<u> </u>	$\dashv$	$\vdash$	EGRT-B EGRT-B
	Exhaust Gas Recirculation Temperature Sensor "B" Circuit Intermittent/Erratic		H	+	H	+		d d						$\vdash$	1		$\forall$	П	EGRT-B
P041F	Secondary Air Injection Switching Valve "A" Circuit Low				П													◨	
	Catalyst System Efficiency Below Threshold (Bank 1)	G*	Ц	Ļ	Ц	_[	D*	$\bot$	M*	J*		N	E*	Щ		igsqcurl	Ц	Ц	TWC-1
	Warm Up Catalyst Efficiency Below Threshold (Bank 1)  Main Catalyst Efficiency Below Threshold (Bank 1)		Н	+	H	4		+	M*	<u> </u>				$\vdash$	1	$\vdash$	$\dashv$	$\dashv$	WU-TWC-1
	Heated Catalyst Efficiency Below Threshold (Bank 1)		H	+	H	+		$\dashv$	1					$\vdash$	1		$\forall$	$\vdash$	
	Heated Catalyst Temperature Below Threshold (Bank 1)		Ħ	1	П			╧						ธ			П	₫	
	Catalyst Temperature Sensor Circuit (Bank 1, Sensor Circuit 1)		Ц		Ц	Ţ								Ц		$\perp$	П	Ц	
	Catalyst Temperature Sensor Circuit Range/Performance (Bank 1, Sensor Circuit 1)		Н	-	H	4			1	J*				$\vdash \vdash$	<del> </del>	₩	$\sqcup$	$\dashv$	
P0427	Catalyst Temperature Sensor Circuit Low (Bank 1, Sensor Circuit 1)	<u> </u>	Ш	-1					1	J	<u> </u>				1	Щ		ш	

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Am	er	ica		П	1		1	1	E	urop	е	Aus	stra	lia
	SSS II Plagrisone Trouble Code Schilling	Spark Ignition PCM			Standalone I CIM		I PCM			_	Rover	u	Spark Ignition			Spark Ignition		SAE J1930 Component/
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark		·	Stand		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark		Diesel	Spark		System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	0:		snonus	KOER	Continuous	0 0	4				Continuous	o		Continuous	0:	A = Analog D = Digital F = Frequency I = Input
	Shading indicates change from previous version.	Con	KOEO	ĶO	3	<u>8</u>	ទ	KOEO	2				Cor	KOEO KOER		S	KOEO	O = Output
P0428	Catalyst Temperature Sensor Circuit High (Bank 1, Sensor Circuit 1)				_			+	-	J*				_			Н	
P0429 P042A	Catalyst Heater Control Circuit (Bank 1)  Catalyst Temperature Sensor Circuit (Bank 1, Sensor Circuit 2)			-	+			++	-					-		<del>                                     </del>	H	
P042B	Catalyst Temperature Sensor Circuit Range/Performance (Bank1, Sensor Circuit 2)							Ħ	1								Ħ	
P042C	Catalyst Temperature Sensor Circuit Low (Bank 1, Sensor Circuit 2)																П	
P042D	Catalyst Temperature Sensor Circuit High (Bank 1, Sensor Circuit 2)				_		D*	.	-					-			Н	
P042E P042F	Exhaust Gas Recirculation "A" Control Stuck Open Exhaust Gas Recirculation "A" Control Stuck Closed			-	+	-	D,		-					-			H	
P0430	Catalyst System Efficiency Below Threshold (Bank 2)	G*						+	М	* J*			E*				H	TWC-2
P0431	Warm Up Catalyst Efficiency Below Threshold (Bank 2)								М	_							Ħ	WU-TWC-2
	Main Catalyst Efficiency Below Threshold (Bank 2)			I	1	I		П						Ţ			Д	
	Heated Catalyst Efficiency Below Threshold (Bank 2)		H	$\perp$	4	-		+	_	-	-			$\perp$		lacksquare	${m \sqcup}$	-
P0434 P0435	Heated Catalyst Temperature Below Threshold (Bank 2)  Catalyst Temperature Sensor Circuit (Bank 2, Sensor Circuit 1)		H	+	+	+	_	+	-	-	1	<u> </u>		+	1	<u> </u>	${m H}$	
P0436	Catalyst Temperature Sensor Circuit (Bank 2, Sensor Circuit 1)  Catalyst Temperature Sensor Circuit Range/Performance (Bank 2, Sensor Circuit 1)				-	-		++	+	J*							H	
	Catalyst Temperature Sensor Circuit Low (Bank 2, Sensor Circuit 1)		H	$\dashv$	$\top$	$\dagger$		$\dagger \dagger$	$\top$	J*	t			$\top$			Ħ	
P0438	Catalyst Temperature Sensor Circuit High (Bank 2, Sensor Circuit 1)					Ţ		П		J*							П	
	Catalyst Heater Control Circuit (Bank 2)				1			Ш			<u> </u>					<u> </u>	Ш	
	Catalyst Temperature Sensor Circuit (Bank 2, Sensor Circuit 2)				_			+	-		-						$\vdash$	
	Catalyst Temperature Sensor Circuit Range/Performance (Bank 2, Sensor Circuit 2) Catalyst Temperature Sensor Circuit Low (Bank 2, Sensor Circuit 2)				+	-		++	+					-			H	
	Catalyst Temperature Sensor Circuit High (Bank 2, Sensor Circuit 2)							+	+								H	
	Evaporative Emission System Leak Detection Reference Orifice Low Flow																Ħ	
P043F	Evaporative Emission System Leak Detection Reference Orifice High Flow																П	
	Evaporative Emission System	G*			4			$\bot \bot$	M	_			Е			<u> </u>	Ш	EVAP SYS
P0441 P0442	Evaporative Emission System Incorrect Purge Flow Evaporative Emission System Leak Detected (small leak)	G*		-	-	-		++	M		-			-			H	
P0443	Evaporative Emission System Purge Control Valve Circuit	G*	g	g	+			Ħ	M		1		E*	ее		U	H	VMV
P0444	Evaporative Emission System Purge Control Valve Circuit Open		J	3				Ħ	М				E*			Ť	Ħ	
P0445	Evaporative Emission System Purge Control Valve Circuit Shorted								M	* J*							Ш	
P0446	Evaporative Emission System Vent Control Circuit	G*				-		$\sqcup$	M				Е	_		<u> </u>	Н	
P0447 P0448	Evaporative Emission System Vent Control Circuit Open Evaporative Emission System Vent Control Circuit Shorted				-			+		J*				_			H	
	Evaporative Emission System Vent Control Circuit Intermittent				+			Ħ	-	J	1					┢	H	
	Exhaust Gas Recirculation Sensor "C" Circuit							Ħ									Ħ	
	Exhaust Gas Recirculation Sensor "C" Range/Performance																П	
	Exhaust Gas Recirculation Sensor "C" Circuit Low				_			+	-		-						$\vdash$	
	Exhaust Gas Recirculation Sensor "C" Circuit High  Exhaust Gas Recirculation Sensor "C" Circuit Intermittent/Erratic				-			+						_			H	
	Secondary Air Injection Switching Valve "A" Circuit High				+			Ħ	-		1					┢	H	
	Evaporative Emission System Pressure Sensor/Switch					Ť		ΙT	М	* J*	L	L			L		П	
	Evaporative Emission System Pressure Sensor/Switch Range/Performance	G*	g	I	1	I		П	М					Ţ			Д	
	Evaporative Emission System Pressure Sensor/Switch Low	G*	g		4	-		+	M					-		$ldsymbol{f eta}$	${m \sqcup}$	FTPT
	Evaporative Emission System Pressure Sensor/Switch High Evaporative Emission System Pressure Sensor/Switch Intermittent	G* G*	g	g	+	+		+	M M		1			+		<del>                                     </del>	$\forall$	FTPT
	Evaporative Emission System Pressure Sensor/Switch Intermittent  Evaporative Emission System Leak Detected (gross leak/no flow)	G*	H	$\dashv$	+	+		+	M		1			+	1	$\vdash$	H	+
	Evaporative Emission System Leak Detected (gress leaking leak)	G*	Ħ	1	$\dagger$	$\dagger$		$\dagger\dagger$	M		1			$\top$			Ħ	
	Evaporative Emission System Leak Detected (fuel cap loose/off)	G*			1			П									П	
	Evaporative Emission System Purge Control Valve Circuit Low		Щ	4	4	1	<u> </u>	$\prod$			<u> </u>		E*	_		$ldsymbol{oxedsymbol{oxedsymbol{eta}}}$	Ц	
	Evaporative Emission System Purge Control Valve Circuit High  Exhaust Gas Recirculation "B" Control Circuit		H	$\dashv$	+	-	1	+	+		1		E*	+		$\vdash$	${\it H}$	
	Exhaust Gas Recirculation "B" Control Circuit  Exhaust Gas Recirculation "B" Control Circuit Range/Performance		H	+	+	+		+	+	-	1	$\vdash$	H	+	<del>                                     </del>	$\vdash$	H	
	Exhaust Gas Recirculation "B" Control Circuit Low		H	$\exists$	$\dagger$	$\dagger$		+	1		1	t		$\dashv$	t	$\vdash$	Ħ	
	Exhaust Gas Recirculation "B" Control Circuit High							П									П	
	Exhaust Gas Recirculation "B" Control Stuck Open		Ц	Ц	$oldsymbol{\downarrow}$	Ţ	L	$\prod$	$\bot$	1				$\bot$		oxdot	Ц	
	Exhaust Gas Recirculation "B" Control Stuck Closed Fuel Level Sensor "A" Circuit	G*	Ļ	~	+	-	D*	d d	4 14	J*	<u> </u>	<u> </u>		0 6	<u> </u>	₩	${m H}$	FLI
	Fuel Level Sensor "A" Circuit Fuel Level Sensor "A" Circuit Range/Performance	G*	g	y	+	+		d			+	<del>                                     </del>	_	ее	<del>                                     </del>	$\vdash$	H	FLI
P0462	Fuel Level Sensor "A" Circuit Low	G*	g	g	$\dagger$	+		d			1			+			Ħ	FLI
P0463	Fuel Level Sensor "A" Circuit High	G*				İ	Ĺ	Ħ	M	*				丁			П	FLI
	Fuel Level Sensor "A" Circuit Intermittent		Ц	I	1	Ţ		П	M	*			Ш	Ţ		匚	Ц	FLI
P0465	Evaporative Emission System Purge Flow Sensor Circuit	i			- 1	- 1	1	1 1	1	1	1	1		1	1	1	1 1	1

	000 110: 11 0 1 0 1 0 11																<u>.                                    </u>		
	OBD-II Diagnostic Trouble Code Definitions		rth /	٩me	ric	а		-					<u> </u>	urop	е	Aus	stra	ılıa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	OEO	Continuous	OEO	OER	ontinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input
P0466	Evaporative Emission System Purge Flow Sensor Circuit Range/Performance	Ö	ス ;	20	¥	¥	Ö	ᅐᅐ					O	ᅐᅐ		ပ	×	포	O = Output
	Evaporative Emission System Purge Flow Sensor Circuit Low		H		H	H											Ħ	$\exists$	
P0468	Evaporative Emission System Purge Flow Sensor Circuit High																	I	
P0469	Evaporative Emission System Purge Flow Sensor Circuit Intermittent		Ш		Н	$\sqcup$											Щ	4	
P046A P046B	Catalyst Temperature Sensor 1 / 2 Correlation (Bank 1) Catalyst Temperature Sensor 1 / 2 Correlation (Bank 2)		H	+	H	H		-						-			H	$\dashv$	
	Exhaust Gas Recirculation Sensor "A" Range/Performance			+	H	H		$\perp$									H	$\dashv$	
	Exhaust Gas Recirculation Sensor "A" Intermittent/Erratic					Ħ											Ħ	$\exists$	
	Exhaust Gas Recirculation Sensor "B" Range/Performance																	I	
	Exhaust Gas Recirculation Sensor "B" Intermittent/Erratic				Ш	Ц		_	L						L.		Ш	4	
P0470	Exhaust Pressure Sensor "A" Circuit				H	H	D* D*	d	М						D*		${f H}$	4	EP EP
P0471	Exhaust Pressure Sensor "A" Circuit Range/Performance  Exhaust Pressure Sensor "A" Circuit Low		$\vdash$		H	H		d d									${f H}$	$\dashv$	EP EP
	Exhaust Pressure Sensor "A" Circuit High			+	H	_	D*	d d									H	$\dashv$	EP
P0474	Exhaust Pressure Sensor "A" Circuit Intermittent/Erratic				Ħ	Ħ	D	d d									П	T	EP
P0475	Exhaust Pressure Control Valve "A"						D*	d										$\prod$	
P0476	Exhaust Pressure Control Valve "A" Range/Performance		Щ	_	Ш	Ц		d									Ш	_	
P0477 P0478	Exhaust Pressure Control Valve "A" Low Exhaust Pressure Control Valve "A" High		$\vdash$	-	H	H	D*	_						-			${f H}$	$\dashv$	
	Exhaust Pressure Control Valve "A" Intermittent				H	H											H	$\dashv$	
P047A	Exhaust Pressure Sensor "B" Circuit		Ħ			H											Ħ		
P047B	Exhaust Pressure Sensor "B" Circuit Range/Performance																	I	
	Exhaust Pressure Sensor "B" Circuit Low																Ш	Ц	
	Exhaust Pressure Sensor "B" Circuit High Exhaust Pressure Sensor "B" Circuit Intermittent/Erratic				H	H											${f H}$	4	
	Exhaust Pressure Centrol Valve "A" Stuck Open				H	H											H	$\dashv$	
P0480	Fan 1 Control Circuit	G	g	g	H	H	D	d d	М				Е	ее		U	H	$\exists$	FC-1
P0481	Fan 2 Control Circuit	G	g	_					М					ее		U			FC-2
P0482	Fan 3 Control Circuit	G	g	_	Ш	Ц			М	J			Е	ее			Ш	4	FC-3
P0483 P0484	Fan Performance Fan Current	G	Н	g	H	H								-			H	$\dashv$	FC FC
	Fan Power/Ground Circuit		H	-	H	H		-						-			H	_	FC
	Exhaust Gas Recirculation Sensor "B" Circuit		Ħ			H									D*		Ħ		
P0487	Exhaust Gas Recirculation Throttle Control Circuit "A" / Open							d d							D*				
P0488	Exhaust Gas Recirculation Throttle Control Circuit "A" Range/Performance		Ш		Ш	Ш	D+	d d	_						D*		Ш	┙	
	Exhaust Gas Recirculation "A" Control Circuit Low				H	H			M*								${f H}$	4	
	Exhaust Pressure Control Valve "A" Stuck Closed  Exhaust Pressure Control Valve "A" Position Sensor/Switch Circuit		$\vdash$		H	H											${f H}$	$\dashv$	
	Exhaust Pressure Control Valve "A" Position Sensor/Switch Circuit Range/Performal	nce	H		H	H											H	$\exists$	
P048D	Exhaust Pressure Control Valve "A" Position Sensor/Switch Circuit Low																◩	I	
	Exhaust Pressure Control Valve "A" Position Sensor/Switch Circuit High		Ц	Ţ	Ц	Ц		$\bot$						$\bot$			Ц	$oldsymbol{oldsymbol{oldsymbol{oldsymbol{I}}}$	
P048F P0490	Exhaust Pressure Control Valve "A" Position Sensor/Switch Circuit Intermittent/Errat Exhaust Gas Recirculation "A" Control Circuit High	IC	H	+	Н	${\mathbb H}$		+	M*					+			H	+	
P0490 P0491	Secondary Air Injection System Insufficient Flow (Bank 1)	G*	H	g	H	H	-	+	IVI					+			H	+	
	Secondary Air Injection System Insufficient Flow (Bank 1)	_	H	3	H	H		$\dashv$						+			Ħ	$\dashv$	
P0493	Fan Overspeed (clutch locked)																◨	I	
	Fan Speed Low		Ш		Ш	Ш	D	d									Ш	┙	
	Fan Speed High				H	H	D	d									${f H}$	4	
	Evaporative Emission System High Purge Flow Evaporative Emission System Low Purge Flow		${\sf H}$	+	H	H		+	<del>                                     </del>					+			H	+	
	Evaporative Emission System Low Funge Flow  Evaporative Emission System Vent Control Circuit Low		$\forall$	$\dagger$	H	H		$\dashv$						+			Ħ	+	
	Evaporative Emission System Vent Control Circuit High		□	İ	Ħ			土						上			♬	⇉	
	Exhaust Gas Recirculation "B" Flow		Ц		П	Ц		$\bot$	$ldsymbol{oxedsymbol{oxedsymbol{oxed}}}$					$\bot$			Ц	Д	
	Exhaust Gas Recirculation "B" Flow Insufficient Detected		$\dashv$	+	Н	${oldsymbol{arphi}}$		+						+			${m \sqcup}$	$\dashv$	
	Exhaust Gas Recirculation "B" Flow Excessive Detected  Exhaust Gas Recirculation "A" Control Position Exceeded Learning Limit		${\sf H}$	+	Н	${\mathbb H}$		+					-	+			H	+	
	Exhaust Gas Recirculation "B" Control Position Exceeded Learning Limit  Exhaust Gas Recirculation "B" Control Position Exceeded Learning Limit		H	+	H	H		$\dashv$						+		-	H	$\dashv$	
	Exhaust Pressure Control Valve B		Ħ		Ħ	Ħ								┰			Ħ	$\exists$	
	Exhaust Pressure Control Valve "B" Range/Performance		П			Ц												I	
	Exhaust Pressure Control Valve "B" Low		Ц	1	Н	Ц		_	<u> </u>					_			igspace	$\dashv$	
	Exhaust Pressure Control Valve "B" High Exhaust Pressure Control Valve "B" Intermittent		${\color{black} +}$	+	Н	${\it H}$		+						+			${m H}$	+	
1 04/13	Exhaust i lessure control vaive D litternittent		ш		ш	ш			<u> </u>	<u> </u>				I			ш	L	

** MILL (Iluminates * = OID Control flathers, * = "Winnorshipht illuminates, *   1		ODD II Disamostis Tax 11 O 1 D 7 W						1	1 1	1	1		1	_	•				- 11	
Capital and small usage letters are used for visual impact only   Mazzah, Risana and Land Risker Beggo / TRCs are for freference. Ford PT was not responsible for assigning letter 0.10x.   Shading and colored sharper from proteons version.   Shading and colored sharper from proteons version.   Shading and colored sharper from proteons version.   Shading and colored sharper from proteons version.   Shading and colored sharper from proteons colored shar		OBD-II Diagnostic Trouble Code Definitions	_	rth	Am	ıer	ıca	$\vdash$	+	-	-			E	urop	ре	Aus	stra	alia	
Mazda. Nissan and Land Rover legacy DTCs are for reference. Food PTT was not responsible for assigning interest PTCs.  PST Mandrag indicates change from previous version.  PST Mandrag indicates change from previous version.  PST March Reference of the		[] = assigned but not used	Spark Ignition PCI			Standalone TCM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
POBASE   Exhaust Pressure Control Valve "18" Stack Chopen POBASE   Exhaust Pressure Control Valve "18" Stack Chopen POBASE   Exhaust Pressure Control Valve "18" Position Sereor/Switch Cross POBASE   Exhaust Pressure Control Valve "18" Position Sereor/Switch Cross POBASE   Exhaust Pressure Control Valve "18" Position Sereor/Switch Cross POBASE   Exhaust Pressure Control Valve "18" Position Sereor/Switch Circuit High POBASE   Exhaust Pressure Control Valve "18" Position Sereor/Switch Circuit High POBASE   Exhaust Pressure Control Valve "18" Position Sereor/Switch Circuit High POBASE   Exhaust Pressure Control Valve "18" Position Sereor/Switch Circuit High POBASE   Exhaust Pressure Control Valve "18" Position Sereor/Switch Circuit High POBASE   Exhaust Pressure Control Valve "18" Position Sereor/Switch Circuit High POBASE   Exhaust Pressure Control Valve "18" Position Sereor/Switch Circuit High POBASE   Valve   Valv		Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	KOEO	KOER	Continuous	KOER	Continuous	KOEO	S C				Continuous	KOEO		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
Policy   Change   Pressure Control Valve 'S' Position Sensor/Switch Circuit Range/Performance	P04A4	Exhaust Pressure Control Valve "B" Stuck Open						Ĭ												
Policy   Carbonary Pressure Control Valve '8' Position Sensor/Switch Circuit Low   Policy   Policy Propriety Propr																				
PAMAB   Exhaust Pressure Control Valve 'SP Position Sensor/Switch Circuit High   PAMA   Exhaust Pressure Control Valve 'B' Position Sensor/Switch Circuit Intermittent/Erratic					Ш	4			$\bot \bot$		<u> </u>									
PARAA Exhaust Pressure Control Valve "B" Position Sensor/Switch Circuit Intermittent/Erraic    April	_	ů	nce		H	+	+		₩		-								H	
Postana   Pressure Control Valve 'B'   Position Sensor/Switch Circuit Intermittent/Erratic					H	$\dashv$			+		-								H	
Vehicle Speed, Idle Control and Auxiliary Inputs			ic		H	$\dashv$		1	+		1								H	
POSD0   Vahicle Speed Sensor 'A' Rangel/Performance   G	101/01	Exhaust 1 1000010 Control valvo D 1 Control Control Circuit International Enter			H	+			+										П	
POSD0   Valhicle Speed Sensor 'A' Rangel/Performance   G					П	7			Ħ											
POSD0   Valhicle Speed Sensor 'A' Rangel/Performance   G																				
POSD0   Valhicle Speed Sensor 'A' Rangel/Performance   G																				
POSD0   Valhicle Speed Sensor 'A' Rangel/Performance   G					Ш	4	_		Ш											
POSD0   Valhicle Speed Sensor 'A' Rangel/Performance   G				_	${oldsymbol{arphi}}$	4	+	1	+	+	<u> </u>	igspace			igwdapper	┞		_	Ц	
POSD0   Valhicle Speed Sensor 'A' Rangel/Performance   G				_	Н	4	_		++		<u> </u>							_		
POSD0   Valhicle Speed Sensor 'A' Rangel/Performance   G	-			-	H	+	+	$\vdash$	+	+	1	$\vdash$		-	$\vdash$	1	1	-	Н	
POSD0   Valhicle Speed Sensor 'A' Rangel/Performance   G			-	┢	H	+	+	$\vdash$	++	+	$\vdash$		-		H	1		┢	H	
POSD0   Valhicle Speed Sensor 'A' Rangel/Performance   G		Vehicle Speed, Idle Control and Auxiliary Inputs			H	$\dashv$		1	+		1								H	
Vahicle Speed Sensor "A" Range/Performance   G	P0500		G*	T	H	+	$\top$	D,	d o	d M*	J*		N	E*	h	D*	U	T	П	VSS
Nehicle Speed Sensor "A" Intermittent/Erratic/High   G	P0501	•	G			1		_												VSS
PROSON   Brake Switch "A" /"B" Correlation   G   G   D   D   D   D   D   D   D   D																				
Description   Description		·																		VSS
Description   Description			G		Ш	4	_	D	d (											
POSOTO   Idle Air Control System RPM Higher Than Expected   G*   G*   G*   G*   G*   G*   G*   G		·	0.		g	4	_	-	++		1+		N		е	-			Н	
P0508   Idle Air Control System Circuit Low   Fe   Ida   I					H	+	+	-	++		_			_	$\vdash$		_			
POSD90   Idle Air Control System Circuit High		,	5	-	H	+	-	-	++	IVI	J						U	-		
POSSOB   Cold Start Ilgrition Timing Performance   G*		·			Ħ	+	$\top$		+		<del>                                     </del>								Н	
POSCO  Cold Start Engine Coolant Temperature Performance			G*			1			tt											
POSOD   Cold Start Rough Idle	P050B	Cold Start Ignition Timing Performance	G*			T														
POSDE   Cold Start Engine Exhaust Temperature Too Low	P050C	Cold Start Engine Coolant Temperature Performance																		,
POSOF   Brake Assist Vacuum Too Low		ŭ				_														
P0510   Closed Throttle Position Switch		ů i	G*			4			11											
P0511   Idle Air Control Circuit   G* g g g   G   G   G   G   G   G   G   G					Н	4	_	-	+	B 4+	-									OTD
P0512   Starter Request Circuit   G   G   G   G   G   G   G   G   G			C*	~	_	+	+	-	++		+			E*	$\vdash$	-		-	Н	CIP
P0513   Incorrect Immobilizer Key						+	+		+	IVI				_				-	Н	
P0515   Battery Temperature Sensor Circuit   P0516   Battery Temperature Sensor Circuit Low			Ť		Ħ	+	+		t											
P0516   Battery Temperature Sensor Circuit Low	P0514	Battery Temperature Sensor Circuit Range/Performance				1			tt											
P0517   Battery Temperature Sensor Circuit High		,														D				
P0518   Idle Air Control Circuit Intermittent		· ·		Ĺ	Ц	$oldsymbol{ol}}}}}}}}}}}}}}}}$		L	П			$\Box$			Щ			Ĺ	Ц	
P0519   Idle Air Control Circuit System Performance			_		$\sqcup$	_		_	+	1	1				Ш	1	<u> </u>		Н	
P051A   Crankcase Pressure Sensor Circuit			G	1	${oldsymbol{ert}}$	4	-	1	+	-	1			_	$\vdash$	1	1	1	$\vdash$	
P051B Crankcase Pressure Sensor Circuit Range/Performance  P051C Crankcase Pressure Sensor Circuit Low  P051D Crankcase Pressure Sensor Circuit High  P051E Crankcase Pressure Sensor Circuit High  P051E Crankcase Pressure Sensor Circuit Intermittent  P051F Positive Crankcase Ventilation Filter Restriction  P051F P0520 Engine Oil Pressure Sensor/Switch Circuit Range/Performance  P0521 Engine Oil Pressure Sensor/Switch Circuit Range/Performance  P0522 Engine Oil Pressure Sensor/Switch Circuit High  P0523 Engine Oil Pressure Sensor/Switch Circuit High  P0524 Engine Oil Pressure Sensor/Switch Circuit High  P0525 Cruise Control Servo Control Circuit Range/Performance  P0526 Fan Speed Sensor Circuit Range/Performance  P0527 Fan Speed Sensor Circuit Range/Performance  P0528 Fan Speed Sensor Circuit Intermittent  P0529 Fan Speed Sensor Circuit Intermittent  P0520 Fan Speed Sensor Circuit Intermittent  P0521 Fan Speed Sensor Circuit Intermittent  P0522 Fan Speed Sensor Circuit Intermittent  P0523 Fan Speed Sensor Circuit Intermittent  P0524 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)  P0525 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)  P0526 Fan Speed Sensor Circuit Intermittent		•		1	H	+	+	1	++	+	-	$\vdash$	_		$\vdash$	-	1	1	Н	
P051C Crankcase Pressure Sensor Circuit Low  P051D Crankcase Pressure Sensor Circuit High  P051E Crankcase Pressure Sensor Circuit Intermittent  P051F Positive Crankcase Ventilation Filter Restriction  P0520 Engine Oil Pressure Sensor/Switch Circuit Range/Performance  P0521 Engine Oil Pressure Sensor/Switch Circuit Low  P0522 Engine Oil Pressure Sensor/Switch Circuit Low  P0523 Engine Oil Pressure Sensor/Switch Circuit High  P0524 Engine Oil Pressure Sensor/Switch Circuit High  P0525 Cruise Control Servo Control Circuit Range/Performance  P0526 Fan Speed Sensor Circuit Range/Performance  P0527 Fan Speed Sensor Circuit No Signal  P0528 Fan Speed Sensor Circuit Intermittent  P0529 Fan Speed Sensor Circuit Intermittent  P0520 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)  P0521 Crankcase Pressure Sensor Circuit Low  P0522 Control Servo Control Timing Over-Advanced (Bank 1)  P0523 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)  P0524 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)				┢	H	$\dashv$	+	$\vdash$	+	+	$\vdash$	$\vdash$			H	╁		┢	H	
P051D Crankcase Pressure Sensor Circuit High  P051E Crankcase Pressure Sensor Circuit Intermittent  P051F Positive Crankcase Ventilation Filter Restriction  P0520 Engine Oil Pressure Sensor/Switch Circuit  P0521 Engine Oil Pressure Sensor/Switch Circuit Range/Performance  P0522 Engine Oil Pressure Sensor/Switch Circuit Low  P0523 Engine Oil Pressure Sensor/Switch Circuit Low  P0524 Engine Oil Pressure Sensor/Switch Circuit High  P0525 Engine Oil Pressure Sensor/Switch Circuit High  P0526 Engine Oil Pressure Too Low  P0527 Engine Oil Pressure Too Low  P0528 Fan Speed Sensor Circuit Range/Performance  P0529 Fan Speed Sensor Circuit Range/Performance  P0529 Fan Speed Sensor Circuit No Signal  P0529 Fan Speed Sensor Circuit Intermittent  P0520 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)  P0521 Fan Speed Sensor Circuit Intermittent  P0522 Fan Speed Sensor Circuit Intermittent  P0523 Fan Speed Sensor Circuit Intermittent  P0524 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)  P0524 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)				H	Ħ	$\dashv$	+	H	$\dagger\dagger$	+					${\dag}{\dag}$	t		H	H	
P051E Crankcase Pressure Sensor Circuit Intermittent  P051F Positive Crankcase Ventilation Filter Restriction  P0520 Engine Oil Pressure Sensor/Switch Circuit  P0521 Engine Oil Pressure Sensor/Switch Circuit Range/Performance  P0522 Engine Oil Pressure Sensor/Switch Circuit Low  P0523 Engine Oil Pressure Sensor/Switch Circuit Low  P0524 Engine Oil Pressure Sensor/Switch Circuit High  P0525 Cruise Control Servo Control Circuit Range/Performance  P0526 Fan Speed Sensor Circuit Range/Performance  P0527 Fan Speed Sensor Circuit Range/Performance  P0528 Fan Speed Sensor Circuit No Signal  P0529 Fan Speed Sensor Circuit Intermittent  P0520 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)  P0521 Fan Speed Sensor Circuit Intermittent  P0522 Fan Speed Sensor Circuit Intermittent  P0523 Fan Speed Sensor Circuit Intermittent  P0524 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)  P0525 Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1)				t	Ħ	7	$\dagger$	t	TT	T	t				Ħ	t	t	t	H	
P0520   Engine Oil Pressure Sensor/Switch Circuit   Range/Performance   Range/Perfor		ÿ		L		╛	Ţ	L	П	I						L		L		
P0521 Engine Oil Pressure Sensor/Switch Circuit Range/Performance  Engine Oil Pressure Sensor/Switch Circuit Low  Engine Oil Pressure Sensor/Switch Circuit Low  Engine Oil Pressure Sensor/Switch Circuit High  Engine Oil Pressure Sensor/Switch Circuit High  Engine Oil Pressure Too Low  EOP  EOP  EOP  EOP  EOP  EOP  EOP  EO					П	I		Γ	П						П				П	
P0522         Engine Oil Pressure Sensor/Switch Circuit Low         Image: Control of the control of		ů .			Ц	_[			Ш			Ш			Ш				Ц	
P0523         Engine Oil Pressure Sensor/Switch Circuit High         Image: Control Pressure Too Low         Image: Control Pressure T				_	$\sqcup$	4	_	1_	+	+	<u> </u>	lacksquare			$\vdash$	<u> </u>	<u> </u>	_	Ш	
P0524         Engine Oil Pressure Too Low         Image: Control Service Control Serv				1	$\dashv$	+	+	1	+	+	<u> </u>				$\vdash$	1	1	1	Н	
P0525         Cruise Control Servo Control Circuit Range/Performance         g         I		Ü		1	$\vdash$	+	+	-	+	+	1	$\vdash$		-	$\vdash$	1	1	1	$\vdash$	
P0526         Fan Speed Sensor Circuit         Image: Control of the c		· ·		C	$\vdash$	+	+	1	+	+	1			<del>                                     </del>	$\vdash$	1	1	⊢	Н	EUP
P0527         Fan Speed Sensor Circuit Range/Performance         Image: Control of the control of th				Э	H	$\dashv$	+	$\vdash$	+	+	1				${\mathsf H}$	1		H	H	
P0528         Fan Speed Sensor Circuit No Signal         G         g         D         d         d         Image: Control of the c				H	Ħ	$\dashv$	+	H	$\dagger\dagger$	+					${\dag}{\dag}$	t		H	H	
P0529 Fan Speed Sensor Circuit Intermittent P052A Cold Start Intake (A) Camshaft Position Timing Over-Advanced (Bank 1) G* D d d D D d d D D D D D D D D D D D D			G	T	g	7	T	D	d	t					Ħ	t		T	П	
		-			Ū															
		` ' '	_						П											
P052B Cold Start Intake (A) Camshaft Position Timing Over-Retarded (Bank 1) G*	P052B	Cold Start Intake (A) Camshaft Position Timing Over-Retarded (Bank 1)	G*		Ш						<u> </u>									

*** MM. illuminates. ^ = OID Carool fishes, + = "Wrench' light illuminates."    1]		ODD II Diam. of T. III O. I. T. O.						1	1 1	1	1	1		-					
Copied and armal strategy eletters are used for visual impact only!   Mazdo, Nisopan and Lund Rover Region (Tics are for reference, Ford PT was not reported for assigning these DTCs.   Strategy and contacts charge (tors provide a strategy)   Strategy		OBD-II Diagnostic Trouble Code Definitions		rth	Am	eri	ıca	<u> </u>	+	-	-			E	urop	Э	Aus	trali	a T
Madda, Alisan and Land Rover legacy DTCs are for reference, Ford PTT vas not responsible for assigning finesed DTCs.  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **Sunding incicates change from provious version.**  **According incidence of the provious v		[] = assigned but not used	Spark Ignition PCN		MOT on cloback	Standalone I CIM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		Component/ System and I/O Type
Deciding			S			2		S						SI			SI		
Deciding			on			9		9						non			non		F = Frequency
Deciding			nt in	EO	ER			ıţi	ED	į				ntin	ER ER		ntin		l = Input
Description   Description	Dono	0.110, .11, .11, .10, 0.11, .17, .10, .11, .17, .10,		ᇫ	ᅗ	3 5	길모	ၓ	잘	<u>:</u>				ပိ	조 조		ပိ	조 호	O = Output
Positive Crankcase Ventilation Regulator Valve Performance				H		-	-		++	-								-	+
		( )	G	H	-	+	+		++	+-								+	+
90831 AC Refrigerant Pressure Sensor 'A Cricuit Indo         G         0         D         d         U. J. ACRP           90832 AC Refrigerant Pressure Sensor 'A Cricuit Indo         G         0         0         M         M         E         U. J. ACRP           90833 AC Refrigerant Pressure Sensor Cricuit Helph         G         0         0         M         M         E         U. J. ACRP           90834 AC Refrigerant Pressure Sensor Cricuit Range/Performance         G         9         J. M         M         E         U. J. ACRP           90835 AC Evaporator Temperature Sensor Cricuit Low         G         9         J. M         M         J. ACRP           90835 AC Evaporator Temperature Sensor Cricuit Infermitient         G         9         J. M         M         J. ACRP           90835 AC Evaporator Temperature Sensor Cricuit Infermitient         G         J. D. M         M         J. ACRP           90835 AC Evaporator Temperature Sensor Cricuit Infermitient         G         J. D. M         M         J. D. M         J. D. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M         J. D. J. M	P052F	Total Column Care Political Color Teacher Color Care Color Care Color Care Care Care Care Care Care Care Car							T									1	
200323	P0530	A/C Refrigerant Pressure Sensor "A" Circuit																	A/CRP
PRISSA   AC Refrigerant Pressure Sensor Circuit High						1		D	(								_		
Postar		ů				4			++					_				_	
20,000   A.C. Evaporation Temperature Sensor Circuit Range-Performance		ů		g	g	+	-		++	IVI				E			_	+	A/CRP
Description   Description			_	П		+			H								U	+	+
2009   2009		·		П		T			$\dagger \dagger$									1	
2005   2005			G							М									
Positive Crankcase Ventilation Heater Control Circuit / Open   G		· · · · · · · · · · · · · · · · · · ·	G	g	g	_[			Ш	М								_ [	
Positive Crankcase Vertillation Heater Control Circuit Low 90336 Positive Crankcase Vertillation Heater Control Circuit High 90367 Positive Crankcase Vertillation Heater Control Circuit High 90368 Positive Crankcase Vertillation Heater Control Circuit High 90369 Intake Air Heater 'A' Control Circuit 90369 Intake Air Heater 'A' Control Low 90360 Intake Air Heater 'A' Control Low 90360 Intake Air Heater 'A' Control Low 90361 Intake Air Heater 'A' Circuit High 90362 Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 1) 90363 Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 1) 90364 Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 1) 90365 Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 1) 90366 Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 1) 90367 Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 1) 90368 Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 1) 90369 Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 1) 90360 Cold Start Exhaust (B) Camshaft Position Timing Over-Advanced (Bank 1) 90360 Cold Start Exhaust (B) Camshaft Position Timing Over-Advanced (Bank 2) 90360 Cold Start Exhaust (B) Camshaft Position Timing Over-Advanced (Bank 2) 90360 Power Steering Pressure Sensor/Switch Circuit High 90365 Power Steering Pressure Sensor/Switch Circuit High 90365 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Pressure Sensor/Switch Circuit High 90366 Power Steering Power Sensor/Switch Circuit High 90366 Power Steerin		·	_	H		4			++									_	+
Positive Crankcase Ventilation Heater Control Circuit High		<u> </u>	G	Н	$\dashv$	+	+	$\vdash$	++	+	1			Н	+			+	+
90590   9059	P053C			П		+			H									+	+
19636	P053D	<u>.</u>				Ť			Ħ									T	
Intake Air Heater 'A' Control Circuit	P053E																		
	P053F					1			$\coprod$	<u> </u>									
Intake Air Heater "A" Circuit High				Н		-	-	<u> </u>	₩	+-						-		_	
				Н		-	-	-	-	_						-		_	
19544   Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 1)		<del>-</del>		H		4		D	(	1				_				_	
Dr d d   Dr d d   Dr d d   Dr d d   Dr d d   Dr d d   Dr d d   Dr d d   Dr d d   Dr d d   Dr d d   Dr d d   Dr d d   Dr d d d d   Dr d d d d d   Dr d d d d d   Dr d d d d d   Dr d d d d d d   Dr d d d d d d d d d d d d d d d d d d		,		H		-		D*	d (	1								_	FGT11
Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 1)		. , , ,			T		+											-	
Exhaust Gas Temperature Sensor Circuit Low (Bank 2 Sensor 1)		, , , , , , , , , , , , , , , , , , , ,		П				D*	d d	t								T	EGT11
Edition   Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 1)	P0547	. , , ,																	
Cold Start Exhaust (B) Camshaft Position Timing Over-Advanced (Bank 1)		, , , , , , , , , , , , , , , , , , , ,		Ш	_	_	_		+	-								_	
Cold Start Exhaust (B) Camshaft Position Timing Over-Retarded (Bank 1)		i i i		H		+			++	-								_	EG 121
Post   Cold Start Exhaust (B) Camshaft Position Timing Over-Advanced (Bank 2)		( )		Н		-	-		++	-								-	+
POSATE				П		Ť			$\dagger \dagger$									1	
Post   Power Steering Pressure Sensor/Switch Circuit   PSP [Al]	P054D																		
Possion   Power Steering Pressure Sensor/Switch Circuit   Power Steering Pressure Sensor/Switch Circuit Range/Performance   Possion   Power Steering Pressure Sensor/Switch Circuit Low   G   g   Power Steering Pressure Sensor/Switch Circuit High   G   g   Power Steering Pressure Sensor/Switch Circuit High   G   g   Power Steering Pressure Sensor/Switch Circuit High   Possion   Power Steering Pressure Sensor/Switch Circuit High   Possion   Power Steering Pressure Sensor/Switch Circuit High   Possion   Power Steering Pressure Sensor/Switch Circuit High   Possion   Power Steering Pressure Sensor Circuit Range/Performance   Possion   Power Steering Pressure Sensor Circuit Range/Performance   Possion   Power Steering Pressure Sensor Circuit Range/Performance   Possion   Power Steering Pressure Sensor Circuit Low   Possion   Possion   Possion   Possion   Possion   Possion   Possion   Power Steering Pressure Sensor Circuit High   Possion	P054E																		
Post   Power Steering   Pressure Sensor/Switch Circuit Range/Performance		Decree Otsering Decrees Occasion Original Original		Н	_	4	-		++	N 4+	-					-		_	DOD [A1]
Power Steering Pressure Sensor/Switch Circuit Low   G   g   G   G   G   G   G   G   G   G		ŭ .		H	-	+	-		++									+	
Post   Power Steering Pressure Sensor/Switch Circuit High   PSP [Al]			G		q		+		$\dagger \dagger$	IVI								-	
Property   Property	P0553	Power Steering Pressure Sensor/Switch Circuit High				₫	I		廿	L	L		L			L		╧	
Property   Property		<u> </u>		Ц	I	Ţ			П									Ţ	PSP [AI]
Property   Property				Н	4	4	+	<u> </u>	++	-	-				4	1		$\downarrow$	+
Property   Property		v		Н	$\dashv$	+	-		++	+					$\vdash$	1		+	+
Property   Property	P0557		-	H	$\dashv$	+	+	$\vdash$	++	1	1				+	1		+	+
	P0559			Ħ	$\dashv$	$\dagger$	$\dagger$		$\dagger\dagger$	1					$\vdash$			$\dagger$	1
Possible   Possible	P055A								Ш									1	
PO55D	P055B			Ц	Ц	$oldsymbol{oldsymbol{oldsymbol{oldsymbol{I}}}$	Ţ	$oxedsymbol{oxedsymbol{oxed}}$	П									Ţ	
P055E	P055C			Н	4	4	+	<u> </u>	++	-	-				$\perp$	-		4	+
Description   Description				Н	$\dashv$	+	+	┢	+	+	-				$\vdash$	$\vdash$		+	+
T   D   d   d   J*   E   e   D	P055F			H	$\dashv$	$\dashv$	$\dagger$		$\dagger\dagger$	1					+	1		+	†
Post   System Voltage Low   G g g T*   D* d d   E D U   System Voltage High   G g g T*   D* d d   E D D   System Voltage High   G g g T*   D d d   E D D   System Voltage High   G g g T*   D d d   E D D   System Voltage High   G D D   System Voltage High   G D D D D D D D D D D D D D D D D D D		System Voltage		П		Т	1	D	d d	t	J*			Е	е	D		⇈	
Post   Post									П										
P0564   Cruise Control Multi-Function Input "A" Circuit		, ,					1										U	1	
P0565         Cruise Control ON Signal         G         D         d         d         J         I         I           P0566         Cruise Control OFF Signal         G         D         d         J         J         I		, , ,	G	g	g	1 *	+	D	d		1	_	-	Е	$\vdash$			+	+
P0566         Cruise Control OFF Signal         G         D         d         J         I			G	H	$\dashv$	+	+	D	Ч		_				$\vdash$	U		+	+
P0567 Cruise Control RESUME Signal G D d d J				H	+	$\dagger$	+				_				+	H		+	+
P0568   Cruise Control SET Signal         G         D         D         D         J         I		ů	G		◨	₫	I	D	d d	Ŀ	_		L			L		↥	
	P0568	Cruise Control SET Signal	G	Ц				D	d d	d	J								

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Am	le"	ice	1	- [ - [	Т	- 1				F	urop	10	Δ	stra	lio	
	טוויים שומשוויים ווייםם שומשויים ווייםם וויי		u i	AIII	iei i	ıca		+	$\dashv$		$\dashv$	+	$\dashv$	-	urop		Aus	ou d	ııa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		MOL on clop noto	Standalone I CM		Diesel PCM			Mazda	Jaguar	Land Kover	Nissan	Spark Ignition		Diesel	Spark Ignition		(	SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	0	2	snonu	KOER	Continuous	0	~					Continuous	0 &		Continuous	0	. I	A = Analog D = Digital F = Frequency
	Shading indicates change from previous version.	Cont	KOE	KOE	Son	KOE	Cont	KOEO	KOE					Cont	KOE0		Cont	KOEO	KOER	I = Input O = Output
	Cruise Control COAST Signal Cruise Control INCREASE DISTANCE Signal	G					D	) d	d		J				_					
P056B	Cruise Control DECREASE DISTANCE Signal					-		+				+								
P056C	•																			
P056D P056E			$\vdash$	$\vdash$	_	_	_	+						_				H		
P056F						-		+				+								
P0570	Cruise Control ACCEL Signal	G			1			d			J									
	Brake Switch "A" Circuit	G	Ш	H	_	_	D,	* d	d	M*	J		_	Е	_	D		H		
	Brake Switch "A" Circuit Low Brake Switch "A" Circuit High	G G*	H	H	+			+					+	_				H		
	Cruise Control System - Vehicle Speed Too High				1															
	Cruise Control Input Circuit															D				
	Cruise Control Input Circuit Low Cruise Control Input Circuit High	<u> </u>	Н	dash	$\downarrow$	+	-	+	$\dashv$	_		-	+	_	+	-		H	+	
	Cruise Control Multi-Function Input "A" Circuit Stuck		H	$\vdash$		-	D	)	d									H		
P0579	Cruise Control Multi-Function Input "A" Circuit Range/Performance	G			1		D		d											
P057A			Щ	oxdapsilon	4	-		+			_	-	4	[	- -			Н	-	
P057B P057C			H	${\color{black} H}$	+	+	-	+	$\dashv$	$\dashv$	-	+	+	-	+	-		H	+	
P057D			Ħ	Ħ	J	士	İ	力	╛			J		╛	ᆂ	L		Ħ		
P057E			П	Д	Ţ	I		Д	1	7	1	I	Ţ		1			П	Ţ	-
P057F P0580	Cruise Control Multi-Function Input "A" Circuit Low	<u> </u>	Н	dash	+	+	-	+	$\dashv$	$\dashv$		+	+	_	+	-		H	+	
P0580 P0581	Cruise Control Multi-Function Input "A" Circuit Low Cruise Control Multi-Function Input "A" Circuit High	G	g	g	$\dagger$	+	1	+	+				+	_	+		-	H	+	
	Cruise Control Vacuum Control Circuit /Open		Ĭ	Ĭ																
	Cruise Control Vacuum Control Circuit Low Cruise Control Vacuum Control Circuit High			H	4	-	-	+	4					_				H	-	
	Cruise Control Multi-Function Input "A" / "B" Correlation		Н	H	+	-		+										H		
	Cruise Control Vent Control Circuit / Open																			
P0587	Cruise Control Vent Control Circuit Low			$\perp$	4	-							_	_	_					
P0588 P0589	Cruise Control Vent Control Circuit High Cruise Control Multi-Function Input "B" Circuit		H	1	+	_		+				-	-	_	-			H		
P058A	Ordice Control main i director input D Circuit			Ħ	Ť	$\vdash$		Ħ	Ħ									H		
P058B																				
P058C P058D				H	-	-		+				_	_		_			H		
P058E			H	$\vdash$	$\dagger$	+	1	+	+				+	_	+		-	H	+	
P058F					1													П	1	
	Cruise Control Multi-Function Input "B" Circuit Stuck		Щ	oxdapsilon	4	-		+			_	-	4	[	- -			Н	-	
	Cruise Control Multi-Function Input "B" Circuit Range/Performance Cruise Control Multi-Function Input "B" Circuit Low		H	${\color{black} H}$	+	+	-	+	$\dashv$	$\dashv$	-	+	+	-	+	-		H	+	
P0593	Cruise Control Multi-Function Input "B" Circuit High		Ħ	Ħ	J		t	力	Ħ			J	_	_	╅	L		Ħ	╛	
P0594	Cruise Control Servo Control Circuit / Open	G		П	Ţ			Д				1	1					П	1	
	Cruise Control Servo Control Circuit Low Cruise Control Servo Control Circuit High	<u> </u>	Н	dash	$\downarrow$	+	-	+	$\dashv$	_		-	+	_	+	-		H	+	
P0596 P0597	Thermostat Heater Control Circuit / Open	G*	g	g	$\dagger$	+	1	$\forall$	$\dashv$		+	+	+	_	$\dashv$			H	-	
P0598	Thermostat Heater Control Circuit Low		Ĭ	Ĭ	1	I	L	Ш				1	1					П	1	
P0599	Thermostat Heater Control Circuit High		Щ	$oxed{oldsymbol{eta}}$	$\downarrow$	_		+		_	_		4	_	- -			$\coprod$	- -	
P059A P059B			H	$\dashv$	+	-	<u> </u>	+	$\dashv$			-	+	_	+			H	+	
P059C			H	H	$\dagger$	╅	l	Ħ					_†			L		Ħ		
P059D				П	1	I		$\blacksquare$	$\Box$			1	1					П	I	
P059E P059F		<u> </u>	Н	dash	+	+	-	+	$\dashv$	$\dashv$		+	+	_	+	-		H	+	
1 0095	Computer and Auxiliary Outputs		H	$\vdash$	$\dagger$	+	1	+	+				+	_	+		-	H	+	
	Serial Communication Link	G*+			l		D	d		M*			N							
P0601	Internal Control Module Memory Check Sum Error	C+	Ц		Γ* Γ*	-	Ļ			M*	_	- -	4	_	- -			$\coprod$	- -	
P0602 P0603	Powertrain Control Module Programming Error Internal Control Module Keep Alive Memory (KAM) Error	G*	g	g T	I* T	+	D'	) d * d		M* M*	J*	-	+	E	е		U	H	+	KAM
P0604	Internal Control Module Random Access Memory (RAM) Error	G*	9		Γ*	t	D	) d		M*	Ĭ	J		Е	Ť	L	Ě	Ħ		RAM
P0605	Internal Control Module Read Only Memory (ROM) Error	G*	g		Γ*		D	) d		M*	J		N	E	е	D*	U	Ш		ROM

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Am	۵ri	ce	1	1 1	1	1			-	uror	10	Δ174	stra	lia	
	Obb-ii Diagnostic Trouble Code Delinitions	-	u i	AIII	CII	ud.		+	+					-ui of	,e	Aus	ou d	ııd	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCN		Standalone TCM	Standarone i Oil		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	•	31010	enonu	KOER	Continuous						Continuous	0 ~		Continuous			A = Analog D = Digital F = Frequency
	Shading indicates change from previous version.	Conti	KOEO	KOER	KOF	KOE I	Conti	KOEO	i				Conti	KOEO KOER		Conti	KOEO	KOEK	I = Input O = Output
	Control Module Processor	G*					D*		M*	J			Е	е	D*	U			PCM
	Control Module Performance	G*			-	_		H	M				Е		D			-	
P0608 P0609	Powertrain Control Module Vehicle Speed Output "A"  Powertrain Control Module Vehicle Speed Output B		H		+	+		(	1					H	U		H	+	
P060A	Internal Control Module Monitoring Processor Performance	G*+			t			Ħ									Ħ	T	
P060B	Internal Control Module A/D Processing Performance	G*+					D+								D				•
P060C	Internal Control Module Main Processor Performance	G*+					D+												
P060D	Internal Control Module Accelerator Pedal Position Performance	G*	H		-		D+	1										+	
P060E P060F	Internal Control Module Throttle Position Performance Internal Control Module Engine Coolant Temperature Performance	G	Н		-			H						$\vdash$			H	+	
	Control Module Vehicle Options Error	G	Н	-	Т	+	D	H	M*	J			Е	H	D		H	$^{+}$	
	Fuel Injector Control Module Performance				T		D*	d c						Ħ	D		Ħ		
	Fuel Injector Control Module Relay Control Circuit																		
	TCM Processor		Ц	T	* 1	t		$\prod$	1.	<u> </u>		$oxed{oxed}$		$\coprod$	<u> </u>		Ц	4	
	ECM / TCM Incompatible Starter Relay Circuit		Н	+	-	+	D	d d	M				Е	$\vdash$	D		H	4	
	Starter Relay Circuit Low		H	H	+	+	ט	u	1		<u> </u>	$\vdash$	E	H	D	<del>                                     </del>	H	+	
	Starter Relay Circuit High		П				D	d d	i				E		D		H	T	
P0618	Alternative Fuel Control Module KAM Error																		
	Alternative Fuel Control Module RAM/ROM Error																		
	Internal Control Module Torque Performance	C*.	H		-		Б.								_			+	
	Internal Control Module Torque Calculation Performance Internal Control Module Engine RPM Performance	G*+ G*+	Н		-	+	D+		+					H	D D		H	+	
	Internal Control Module Engine Krim Performance	G*+	Н				דט	+							, D			+	
	Internal Control Module Brake Signal Performance		П															T	
	Internal Control Module Throttle Actuator Controller Performance	G*																	
	Generator Control Circuit	G	H		-		D	d c	i				Е		D		Ш	4	
	Generator Lamp Terminal Circuit Generator Field Terminal Circuit	G	H	q	+		D	d d	,				Е	$\vdash$			H	+	
	Generator Lamp Control Circuit	0	H	9	t		D								D		Ħ	Ŧ	
	Fuel Cap Lamp Control Circuit							Ħ						Ħ			Ħ		
	Generator Field Terminal Circuit Low	G		g			D	(					Е						
	Generator Field Terminal Circuit High	G		g	-		D						E					_	
	Fuel Pump "A" Control Circuit / Open Fuel Pump "A" Control Circuit Low	G	g	g	+	-	D	d d					E	$\vdash$			H	+	
	Fuel Pump "A" Control Circuit High		H		+		D	d					E				H	+	
	Fuel Pump "A" Control Circuit Range/Performance						Ť	Ť					_				Ħ		
	Internal Control Module Fuel Injector Control Performance	G													D				
	Internal Control Module Vehicle Speed Performance	G*																	
	Fuel Injector Driver Circuit Performance (Bank 1) Fuel Injector Driver Circuit Performance (Bank 2)		H		+	-		d d							D		Н	+	
	Internal Control Module EEPROM Error	G	H	╁	*		U	u	M					$\vdash$			H	+	
	VIN Not Programmed or Incompatible - ECM/PCM	Ŭ	П	Η.				Ħ									H	T	
P0631	VIN Not Programmed or Incompatible - TCM																		
	Odometer Not Programmed - ECM/PCM		П	I	Ţ	I		П									П	Ţ	
	Immobilizer Key Not Programmed - ECM/PCM		Н	4		$\bot$	1	$\vdash$	-	<u> </u>		$\sqcup$		$\vdash$	<u> </u>	<b>!</b>	Н	4	
	PCM / ECM / TCM Internal Temperature "A" Too High Power Steering Control Circuit		Н	Т	7	+	D	++	1	J		$\vdash$		$\vdash$		<u> </u>	Н	+	
	Power Steering Control Circuit Low		H	+	+	+	$\vdash$	+	+	1				$\vdash$	1	1	H	+	
	Power Steering Control Circuit High		П		1	╧		Ħ	1	L					L	L	Ħ	T	
P0638	Throttle Actuator Control Range/Performance (Bank 1)							П	M*										
	Throttle Actuator Control Range/Performance (Bank 2)		Ц	Ц	Ţ	$oldsymbol{oldsymbol{\perp}}$	Ĺ	$\prod$	M*					Щ			Ц	Ţ	
	Generator Voltage Sense Circuit		Н	H	+	+	1	₩	+	-	-	$\vdash$		$\vdash$	-	<u> </u>	Н	+	
	Generator Voltage Sense Circuit Range/Performance Generator Voltage Sense Circuit Low		Н	+	+	+		+	+					$\vdash$		1	$\forall$	+	
	Generator Voltage Sense Circuit Low Generator Voltage Sense Circuit High		H	H	$\dagger$	+		H	t			$\vdash$		H			H	+	
	Auto Configuration Throttle Input Not Present		П	$\top$	Ť	T	T	$\dagger \dagger$						H			П	$\dagger$	
	Auto Configuration Engine Coolant Temperature Input Not Present							Ц											
	Intake Air Heater Control Circuit		Н	4		$\bot$	D	d d	i	<u> </u>		$\sqcup$	F*	$\vdash$	D.*	<b>!</b>	Н	4	
	Sensor Reference Voltage "A" Circuit/Open Sensor Reference Voltage "A" Circuit Low	G*	_		*	+	D*	d d	+	J		$\vdash$	E*		D*	<del>                                     </del>	H	+	
	Sensor Reference Voltage "A" Circuit Low Sensor Reference Voltage "A" Circuit High	G*			+	+		d d					E*	e	D	<del>                                     </del>	H	+	
	and the second s		J	٦				1-1	-	-	•								

Companies   Companies   Control		OBD-II Diagnostic Trouble Code Definitions	No	rth 4	Δm	eri	са		П	I	l I			F	uro	oe .	Aus	stra	alia	
Capital and small sange eletters are used for visual irrepairs only   Mazufa, Neuron and Land Ropen (page) TOTCs are for reference, Ford P/T was not responsible for assigning head DTCs.   Shefing indicates change from provide velocities   Shefing   Shefi		OBD II Diagnosiis Troubis Gode Dominions					T									Ī				
Capital and small analyses gletters are used for vessal impact only!   Mazzla, Nissan and Land Rowellay (1705)   The Section of Capital Section (1705)   The Section of Capital Section (1705)   The Section of Capital Section (1705)   The Section of Capital Section (1705)   The Section of Capital Section (1705)   The Section of Capital Section (1705)   The Section of Capital Section (1705)   The Section of Capital Section (1705)   The Section of Capital Section (1705)   The Section (1705		· · · · · · · · · · · · · · · · · · ·	Spark Ignition PC		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			Component/ System and
Proceedings   Process		, , ,	sno		Sno	2		sno						sno			sno			
Proceedings   Process		responsible for assigning these DTCs.	ontinuo	OEO	OFF	OEO	OER	ontinuo	OEO	į				ontinuo	OEO		ontinuo	OEO	OER	I = Input
PROSECUTION   Relay Control Circuit Low	P0644	Driver Display Serial Communication Circuit	0	X 3	2 0	, <u>x</u>	<u>×</u>	0	X X						e e		0	×	×	0 - Output
PRINCED   Management   Manage		·	G	g	g											_				
PROMES   PRIVATE   Large Control Circuit		·		H	-	+									-	_			H	
PROSEA   Price Transport Medule		· ·				+		D	u	+				_	H					ACC
PROSEC   Glow Pig. Centrel Module   P.								D	d c	ı						D				
DROAD   Claim Module   Claim Module   DROAD   Claim Module   Cla		'	<u> </u>	Н		-									L		<u> </u>			
POS44   Internal Control Module OZ Sensor Processor Performance (Bank 1)   G*   g*   g*   g*   g*   g*   g*   g*				H		+									$\vdash$					
Decision     Decision   Decisio		Ÿ	G*	g	g										Ħ					
PROSES   Sensor Reference Voltage   "5" Circuit / Open   MIL   PROSES   Sensor Reference Voltage   "5" Circuit / Copen   MIL   PROSES   Sensor Reference Voltage   "5" Circuit / Lopen   MIL   PROSES   Sensor Reference Voltage   "5" Circuit High   MIL			G*	g	g															
PROSES   Sansor Reference Voltage   1º Cricuit Low			-	${oldsymbol{arphi}}$	+	+			Н					Г				H	Н	MU
PROSESS   Sensor Reference Voltage   18 Circuit Llow		· ·		H	+	+	-		H						ее			H	H	IVIIL
Posses   Engine RPM Output Circuit		ů '		H		$\dagger$		D*	d c	1					H					
P0656   Engine Hot Lamp Cutput Control Circuit	P0653	Sensor Reference Voltage "B" Circuit High						D*	d c	I										
P0656   Fuel Isend Output Circuit		ů i		Щ	1	1			$oxed{oxed}$					Е	$oxed{\bot}$	D		igspace	Ц	
PROSES   Actuator Supply Voltage "A' Circuit Low		ů i i		H	-	╁								F	6 6	,				
P0658   Actuator Supply Voltage "A' Circuit Low				H	Т	* t	:	D*	d c	ı	J			_		,				
P06556   Generator System Performance																				
PROSEC   Generator Control Circuit Range/Performance		117 0		Ш	T	* t	i													
PROSED   Generator Mechanical Performance		·	G	$\vdash$		-		Ь							$\vdash$					
PROSED   Intake Manifold Tuning Valve Performance (Bank 1)		,	- 6	H				U						Е	H					
P0656  Intake Manifold Tuning Valve Control Circuit Low (Bank 1)	P065D	Reductant System Malfunction Lamp Control Circuit																		
Pose   Intake Manifold Tuning Valve Control Circuit / Open (Bank 1)																				
P0661   Intake Manifold Tuning Valve Control Circuit Low (Bank 1)			G	~	~	+				N.//*					$\vdash$					
PG662   Intake Manifold Tuning Valve Control Circuit High (Bank 1)		• • • • • • • • • • • • • • • • • • • •	- 6	y	y										H					
PROBES   Intake Manifold Tuning Valve Control Circuit Low (Bank 2)	P0662									M*										
P0665   Intake Manifold Tuning Valve Control Circuit High (Bank 2)			G	g	g	1														
P0666   PCM / ECM / TCM Internal Temperature Sensor "A" Circuit   P067   PCM / ECM / TCM Internal Temperature Sensor "A" Range/Performance   T"   D   D   M   D   D   M   D   D   D   D				H		+									$\vdash$					
PO667   PCM / ECM / TCM Internal Temperature Sensor "A" Range/Performance				H	Т	П					J*				H					
P0669   PCM / ECM / TCM Internal Temperature Sensor "A" Circuit High   D   D   D   D   D   D   D   D   D	P0667	PCM / ECM / TCM Internal Temperature Sensor "A" Range/Performance																		
P066A   Cylinder 1 Glow Plug Circuit Low				Ш																
P066B   Cylinder 1 Glow Plug Circuit High			1	$\vdash$		-		D	$\vdash$	М					H					
P066C         Cylinder 2 Glow Plug Circuit Low         Image: Company of the company				H	+	+	-								$\vdash$				H	
P066E   Cylinder 3 Glow Plug Circuit Low	P066C	Cylinder 2 Glow Plug Circuit Low		$\Box \dagger$	_	T	İ	L	丗	L	L				Ħ	L	L			
P066F   Cylinder 3 Glow Plug Circuit High   P0670   Glow Plug Control Module Control Circuit / Open   P0671   Cylinder 1 Glow Plug Circuit / Open   P0672   Cylinder 2 Glow Plug Circuit / Open   P0673   Cylinder 3 Glow Plug Circuit / Open   P0674   Cylinder 3 Glow Plug Circuit / Open   P0675   Cylinder 4 Glow Plug Circuit / Open   P0676   P0676   Cylinder 5 Glow Plug Circuit / Open   P0676   P0676   Cylinder 6 Glow Plug Circuit / Open   P0677   Cylinder 7 Glow Plug Circuit / Open   P0678   Cylinder 8 Glow Plug Circuit / Open   P0679   Cylinder 9 Glow Plug Circuit / Open   P0679   Cylinder 9 Glow Plug Circuit / Open   P0679   Cylinder 9 Glow Plug Circuit / Open   P0679   Cylinder 9 Glow Plug Circuit / Open   P0679   Cylinder 9 Glow Plug Circuit / Open   P0679   Cylinder 9 Glow Plug Circuit / Open   P0679   Cylinder 9 Glow Plug Circuit / Open   P0679   Cylinder 9 Glow Plug Circuit / Open   P0679   Cylinder 9 Glow Plug Circuit / Open   P0679   Cylinder 9 Glow Plug Circuit / Open   P0670   Cylinder 9 Glow Plug Circuit / Open   P0670   Cylinder 9 Glow Plug Circuit Low   P0670   Cylinder 5 Glow Plug Circuit Low   Cylinder 5 Glow Plug Circuit High   Cylinder 6 Glow Plug Circuit High   Cylinder 6 Glow Plug Circuit Low   Cylinder 6 Glow Plug Circuit High   Cylinder 6 Glow Plug Circuit High   Cylinder 6 Glow Plug Circuit High   Cylinder 6 Glow Plug Circuit High   Cyli				Ц		Ţ													П	
P0670   Glow Plug Control Module Control Circuit / Open   D			-	H	+	+	-		${+}$	-					$\vdash$	-		H	Н	
P0671   Cylinder 1 Glow Plug Circuit / Open			+	$\forall$	+	+	-	D*	d c	+	<del>                                     </del>				$\vdash$	$\vdash$		H	Н	
P0673       Cylinder 3 Glow Plug Circuit / Open       D° d d       d       D° d d       d       D° d d       d       D° d d				Ħ		İ	İ	D*	d c	I					广	╧	L	Ħ	Ħ	
P0674       Cylinder 4 Glow Plug Circuit / Open       D° d d       d       D° d d       d       D° d d       d       D° d d				П	I	I	Γ		d c										П	
P0675       Cylinder 5 Glow Plug Circuit / Open       D° d d       d       D° d d       d       D° d d       d       D° d d       d       D° d		·	-	${oldsymbol{arphi}}$	+	+					1				$\vdash \vdash$		_	H	Н	
P0676       Cylinder 6 Glow Plug Circuit / Open       D* d d       D* d       <			+	$\forall$	+	+	-								$\vdash$	-		H	Н	
P0677       Cylinder 7 Glow Plug Circuit / Open       D* d d       D* d       D* d d       D* d d       D* d       D* d d       D* d d       D* d       <				H	$\dagger$	T									H	1		Ħ	H	
P0679       Cylinder 9 Glow Plug Circuit / Open       Image: Cylinder 4 Glow Plug Circuit Low       Image: Cylinder 4 Glow Plug Circuit Low       Image: Cylinder 4 Glow Plug Circuit High       Image: Cylinder 5 Glow Plug Circuit Low       Image: Cylinder 5 Glow Plug Circuit Low       Image: Cylinder 5 Glow Plug Circuit High       Image: Cylinder 5 Glow Plug Circuit High       Image: Cylinder 6 Glow Plug Circuit Low       Image: Cylinder 6 Glow Plug Circuit Low       Image: Cylinder 6 Glow Plug Circuit High       Image: Cylinder 6 Glow Plug Circuit High       Image: Cylinder 6 Glow Plug Circuit High       Image: Cylinder 10 Glow Plug Circuit Jopen       I	P0677	Cylinder 7 Glow Plug Circuit / Open		П	I	Ţ			d c	I					Д				П	
P067A         Cylinder 4 Glow Plug Circuit Low         Image: Cylinder 4 Glow Plug Circuit High         Image: Cylinder 4 Glow Plug Circuit High         Image: Cylinder 5 Glow Plug Circuit Low         Image: Cylinder 5 Glow Plug Circuit High         Image: Cylinder 5 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit Low         Image: Cylinder 6 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit Jopen         Image: Cylinder			-	${oldsymbol{arphi}}$	+	+		D*	d c	1					$\vdash$			H	Н	
P067B         Cylinder 4 Glow Plug Circuit High         Image: Cylinder 5 Glow Plug Circuit High         Image: Cylinder 5 Glow Plug Circuit Low         Image: Cylinder 5 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit Low         Image: Cylinder 6 Glow Plug Circuit Low         Image: Cylinder 6 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit High         Image: Cylinder 10 Glow Plug Circuit / Open         Image: Cylinder 10 Glow			1	${\mathbb H}$	+	+	-		${\mathbb H}$	1	1				$\vdash$	1	_	$\vdash$	Н	
P067C         Cylinder 5 Glow Plug Circuit Low         Image: Cylinder 5 Glow Plug Circuit High         Image: Cylinder 5 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit Low         Image: Cylinder 6 Glow Plug Circuit High         Image: Cylinder 6 Glow Plug Circuit High         Image: Cylinder 10 Glow Plug Circuit / Open         Image: Cylinde				H	+	t			H						$\vdash$			H	H	
P067E         Cylinder 6 Glow Plug Circuit Low           P067F         Cylinder 6 Glow Plug Circuit High           P0680         Cylinder 10 Glow Plug Circuit / Open	P067C	Cylinder 5 Glow Plug Circuit Low							П											
P067F         Cylinder 6 Glow Plug Circuit High           P0680         Cylinder 10 Glow Plug Circuit / Open				Щ	1	1			Ш						oxdot				Ц	
P0680 Cylinder 10 Glow Plug Circuit / Open				${\mathbb H}$	+	+	-		${+}$		1				$\vdash$			$\vdash$	Н	
				H	+	$\dagger$	$\vdash$		${\mathsf H}$	-	1	1	H		$\vdash$	-		H	H	
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**MIL Burninases, ^= C/DC Corned Rathes, += "Wrench" ight illuminasies,   1		OBD-II Diagnostic Trouble Code Definitions	No	rth /	Δme	ario	٠,		1 1	1				F	uror	20	Aus	etrs	lia	
Capital and armal usage letters are used for visual impact only!   March, Neston and Land Rome Pengoy TOCs are for reference, Ford PT was not responsible for assigning misca DTCs.   See provide visual miscand provide and the provided of		ODD II Diagnosiic Housie Gode Delinitions			1	T 1	Ju		$\vdash$	T			H		-ui 0	<del>]</del>	-Au		a	
Capital and a mail usage gletters are used for visual impact only!  Mazzia, Nazian and Land Nove Rejay DTCs are for reference, Ford PtT was not important to the subject of		, , , , , , , , , , , , , , , , , , , ,	Spark Ignition PC		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			Component/ System and
Process   Government   Grown Process   Grown			s		s			s						s			s		П	
Process   Government   Grown Process   Grown			non		ng			non						non			non		ı	
Process   Government   Grown Process   Grown			II.	입	티틀	B	R	ntin	입법					ntin	임띪		ntin	BO	Ä	
Division   Division			ဒ	8 8	2 8	8	8	ပိ	S S	<u> </u>				ပိ	중 8		ပိ	8	ջ	O = Output
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PROBES   CAMPOM Power Relay Control Circuit Joyne		ů	-	H	+	-	H											H	$\dashv$	
PROBES   CEMPCM Power Relay Control Croust High		Š	G	H	+	-	H			1				Е	ее	D		H	Π	
PROBES   CEMPTOM Power Relay Sense Circuit   G   Power Relay		· ·		Ħ			П												T	
PROSES   CEMPFOM Power Relay Sense Circuit Low	P0687	, ş						D	d					Е				П	Д	
PORSES   CEMPFOM Power Relay De-Energized -1 Too Late		·	_			1	Ш								ее			Ш	$\dashv$	
PRISSE   ECMPCAN   Power Relay Ce-Energized - Too Late		·	G	+	-	-	H			-						-		${f H}$	$\dashv$	
PROBED   Cylinder 7 Glow Plug Circuit Low		, , ,		H	$\pm$	-	H											H	$\dashv$	
PRISE   Clinidate   Slow Plug Circuit   Low		· ·		H		1	H											H	T	
PROBSE   Colined Register   Control Circuit High   G   D   D   D   D   D   D   D   D   D	P068D	Cylinder 7 Glow Plug Circuit High				L									Ш			◩	◨	
PRINCES   PRINCE				Ц	Ţ	L	Ц		Щ						Щ			Ц	Д	
PR091   Pan 1 Control Circuit Lingh		, ,		$\vdash$	_	-	H		$\vdash$	-						-		Н	$\dashv$	
PG683   Fan 2 Control Circuit High		, ,	G	$\dashv$	+	+	Н	D	44		<del>                                     </del>			F	$\vdash$	П	-	H	$\dashv$	FC-1
P0693 Fan 2 Control Circuit High P0694 Fan 2 Control Circuit High P0694 Fan 3 Control Circuit High P0695 Fan 3 Control Circuit High P0696 Fan 3 Control Circuit High P0696 Fan 3 Control Circuit High P0697 Control Circuit High P0697 Control Circuit High P0698 Fan 3 Control Circuit High P0698 Fan 3 Control Circuit High P0698 Sensor Reference Voltage °C' Circuit Low P0699 Sensor Reference Voltage °C' Circuit Low P0699 Sensor Reference Voltage °C' Circuit High P0690 Cylinder 9 Glow Plug Circuit Low P0690 Cylinder 10 Glow Plug Circuit High P0690 Cylinder 10 Glow Plug Circuit High P0690 Cylinder 10 Glow Plug Circuit High P0690 Cylinder 10 Glow Plug Circuit High P0690 Cylinder 10 Glow Plug Circuit High P0690 Cylinder 10 Glow Plug Circuit High P0690 Cylinder 10 Glow Plug Circuit High P0690 Cylinder Actuator Control Circuit P0690 Cylinder Actuator Control Circuit P0690 Cylinder Actuator Control Circuit High P0690 Cylinder Reference Voltage °C' Circuit Low P0600 Cylinder Reference Voltage °C' Circuit High P0600 Sensor Reference Voltage °C' Circuit High P0600 Sensor Reference Voltage °C' Circuit High P0600 Sensor Reference Voltage °C' Circuit High P0600 Sensor Reference Voltage °C' Circuit High P0600 Sensor Reference Voltage °C' Circuit High P0600 Sensor Reference Voltage °C' Circuit High P0600 Sensor Reference Voltage °C' Circuit High P0600 Sensor Reference Voltage °C' Circuit Renge/Performance P0600 Sensor Reference Voltage °C' Circuit Renge/Performance P0600 Sensor Reference Voltage °C' Circuit Renge/Performance P0600 Sensor Reference Voltage °C' Circuit Renge/Performance P0600 Sensor Reference Voltage °C' Circuit Renge/Performance P0600 Sensor Power Supply 'A' Circuit Renge/Performance P0600 Sensor Power Supply 'A' Circuit High P0600 Sensor Power Supply 'A' Circuit High P0600 Sensor Power Supply 'A' Circuit High P0600 Sensor Power Supply 'A' Circuit High P0600 Sensor Power Supply 'A' Circuit High P0600 Sensor Power Supply 'A' Circuit High P0600 Sensor Power Supply 'A' Circuit High P0600 Sensor Power Supply 'A' Circuit			1	H	+	+	H								H		1	H	一	
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PG696   Fan 3 Control Circuit High	P0694	Fan 2 Control Circuit High												Е					J	FC-2
P0693 Sansor Reference Voltage "C" Circuit Low P0693 Sensor Reference Voltage "C" Circuit Low P0694 Sensor Reference Voltage "C" Circuit High P0695 Cylinder 9 Glow Plug Circuit Low P0696 Cylinder 10 Glow Plug Circuit High P0696 Cylinder 10 Glow Plug Circuit High P0696 Cylinder 10 Glow Plug Circuit High P0696 Cylinder 10 Glow Plug Circuit High P0696 Cylinder 10 Glow Plug Circuit High P0696 Cylinder 40 Glow Plug Circuit High P0697 Throtte Actuator Control Circuit P0698 Fluel Pump Control Module Requested MIL Illumination P0698 Throtte Actuator Control Circuit Low P0698 Throtte Actuator Control Circuit Low P0698 Throtte Actuator Control Circuit Low P0690 Cylinder Actuator Control Circuit Low P0604 Variable AC Compressor Control Circuit Low P0604 Variable AC Compressor Control Circuit High P0605 Sensor Reference Voltage "D" Circuit High P0606 Sensor Reference Voltage "D" Circuit High P0606 Sensor Reference Voltage "D" Circuit High P0606 Sensor Reference Voltage "D" Circuit High P0607 Sensor Reference Voltage "D" Circuit High P0608 Sensor Reference Voltage "D" Circuit High P0608 Sensor Reference Voltage "D" Circuit High P0608 Sensor Reference Voltage "D" Circuit Range/Performance P0609 Sensor Reference Voltage "D" Circuit Range/Performance P0608 Sensor Reference Voltage "D" Circuit Range/Performance P0608 Sensor Reference Voltage "D" Circuit Range/Performance P0608 Sensor Reference Voltage "D" Circuit Range/Performance P0608 P0608 Flow Toth Internal Temperature Sensor "B" Circuit High P0608 P0608 Flow Toth Internal Temperature Sensor "B" Circuit High P0608 P0608 Flow Toth Internal Temperature Sensor "B" Circuit High P0608 P0608 Flow Toth Internal Temperature Sensor "B" Circuit High P0608 Sensor Power Supply "A" Circuit Low P0608 Sensor Power Supply "A" Circuit Low P0608 Sensor Power Supply "B" Circuit High P0608 Sensor Power Supply "B" Circuit High P0608 Sensor Power Supply "B" Circuit High P0608 Sensor Power Supply "B" Circuit High P0608 Sensor Power Supply "B" Circuit High P0608 Sensor Power Supply "B" Circuit Hig																		Ш	П	
P0698   Sensor Reference Voltage "C" Circuit Low						-												${f H}$	$\vdash$	FC-3
P0698			-	H	+	-	H		$\vdash$							n		H	$\dashv$	
P069B Cylinder 9 Glow Plug Circuit Low P069B Cylinder 9 Glow Plug Circuit High P069C Cylinder 10 Glow Plug Circuit High P069C Cylinder 10 Glow Plug Circuit High P069F Cylinder 10 Glow Plug Circuit High P069F Thorite Actuator Control Lamp Control Circuit P069F Thorite Actuator Control Lamp Control Circuit P06AD Variable A/C Compressor Control Circuit P06AD Variable A/C Compressor Control Circuit P06AD Variable A/C Compressor Control Circuit High P06A3 Sensor Reference Voltage "D" Circuit High P06A3 Sensor Reference Voltage "D" Circuit High P06A3 Sensor Reference Voltage "D" Circuit High P06A5 Sensor Reference Voltage "D" Circuit High P06A6 Sensor Reference Voltage "Circuit High P06A6 Sensor Reference Voltage "Circuit High P06A6 Sensor Reference Voltage "Circuit Range/Performance P06A7 Sensor Reference Voltage "Circuit Range/Performance P06A8 Sensor Reference Voltage "Circuit Range/Performance P06A9 Sensor Reference Voltage "Circuit Range/Performance P06A9 Sensor Reference Voltage "Circuit Range/Performance P06A9 Sensor Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06A9 P0A9 Reference Voltage "Circuit Range/Performance P06B9 Voltage "Circuit Range/Performance P06B9 Voltage "Circuit Range/P				H	+	-	H		$\vdash$	1					H			H	П	
P069D   Cylinder 10 Glow Plug Circuit Low   P069D   Cylinder 10 Glow Plug Circuit High   P069E   Fuel Pump Control Module Requested MIL Illumination   P069F   Fuel Pump Control Module Requested MIL Illumination   P069F   Fuel Pump Control Module Requested MIL Illumination   P069F   Pump Control Module Requested MIL Illumination   P069A   Variable AVC Compressor Control Circuit   P060A   Variable AVC Compressor Control Circuit High   P060A   Variable AVC Compressor Control Circuit High   P060A   Variable AVC Compressor Control Circuit High   P060A   Sensor Reference Voltage 'D' Circuit Low   P060A   Sensor Reference Voltage 'D' Circuit Low   P060A   Sensor Reference Voltage 'D' Circuit High   P060A   Sensor Reference Voltage 'T' Circuit Range/Performance   P060A   Sensor Reference Voltage 'C' Circuit Range/Performance   P060A   Sensor Reference Voltage 'C' Circuit Range/Performance   P060A   Sensor Reference Voltage 'C' Circuit Range/Performance   P060A   Sensor Reference Voltage 'C' Circuit Range/Performance   P060A   Sensor Reference Voltage 'C' Circuit Range/Performance   P060A   P	P069A	Cylinder 9 Glow Plug Circuit Low																Ħ	I	
P0691																		Ш	Ц	
Fuel Pump Control Module Requested MIL Illumination		·		H	-	-	H											H	$\vdash$	
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P06A1 Variable A/C Compressor Control Circuit Low P06A2 Variable A/C Compressor Control Circuit High P06A3 Sensor Reference Voltage "D" Circuit Cow P06A3 Sensor Reference Voltage "D" Circuit High P06A5 Sensor Reference Voltage "D" Circuit High P06A6 Sensor Reference Voltage "D" Circuit High P06A6 Sensor Reference Voltage "A" Circuit Range/Performance P06A7 Sensor Reference Voltage "B" Circuit Range/Performance P06A8 Sensor Reference Voltage "B" Circuit Range/Performance P06A9 Sensor Reference Voltage "C" Circuit Range/Performance P06A9 Sensor Reference Voltage "C" Circuit Range/Performance P06A9 Sensor Reference Voltage "C" Circuit Range/Performance P06A9 Sensor Reference Voltage "C" Circuit Range/Performance P06A9 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit P06A9 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06A0 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06A0 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06A0 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A1 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A2 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A3 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A4 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A5 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A6 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A7 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A8 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A9 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A9 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06B0 Sensor Power Supply "A" Circuit Low P06B0 Sensor Power Supply "B" Circuit Low P06B0 Sensor Power Supply "B" Circuit High P06B0 Internal Control Module Knock Sensor Processor 1 Performance P06B0 Cylinder 3 Glow Plug Circuit Range/Performance P06B0 Cylinder 3 Glow Plug Circuit Range/Performance P06B0 Cylinder 3 Glow Plug Cir		· ·		H		1	H											H	T	
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P06A3   Sensor Reference Voltage "D" Circuit/Open																		Ш	Ц	
P06A5 Sensor Reference Voltage "D" Circuit Low P06A5 Sensor Reference Voltage "D" Circuit High P06A6 Sensor Reference Voltage "C" Circuit Range/Performance P06A7 Sensor Reference Voltage "B" Circuit Range/Performance P06A8 Sensor Reference Voltage "D" Circuit Range/Performance P06A9 Sensor Reference Voltage "D" Circuit Range/Performance P06A9 Sensor Reference Voltage "D" Circuit Range/Performance P06A9 Sensor Reference Voltage "D" Circuit Range/Performance P06A0 P0A0 P0		1 0				-												${f H}$	$\vdash$	
P06A5 Sensor Reference Voltage "D" Circuit High P06A6 Sensor Reference Voltage "C" Circuit Range/Performance P06A7 Sensor Reference Voltage "C" Circuit Range/Performance P06A8 Sensor Reference Voltage "C" Circuit Range/Performance P06A8 Sensor Reference Voltage "D" Circuit Range/Performance P06A9 Sensor Reference Voltage "D" Circuit Range/Performance P06A0 Sensor Reference Voltage "D" Circuit Range/Performance P06A1 PCM / ECM / TCM Internal Temperature "B" Too High P06A2 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit P06A3 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit P06A4 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06A5 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06A6 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A7 Torque Management System - Forced Engine Shutdown P06B8 Sensor Power Supply "A" Circuit/Open P06B9 Sensor Power Supply "A" Circuit Low P06B9 Sensor Power Supply "A" Circuit Low P06B9 Sensor Power Supply "A" Circuit Low P06B9 Sensor Power Supply "B" Circuit Low P06B9 Sensor Power Supply "B" Circuit Low P06B9 Sensor Power Supply "B" Circuit Low P06B9 Internal Control Module Knock Sensor Processor 1 Performance P06B9 Internal Control Module Knock Sensor Processor 2 Performance P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06B8 Cylinder 1 Glow Plug Circuit Range/Performance P06B8 Cylinder 1 Glow Plug Circuit Range/Performance P06B8 Cylinder 4 Glow Plug Circuit Range/Performance P06B8 Cylinder 5 Glow Plug Circuit Range/Performance P06B8 Cylinder 6 Glow Plug Circuit Range/Performance				+	-	-	H											${f H}$	$\dashv$	
P06A6 Sensor Reference Voltage "A" Circuit Range/Performance P06A7 Sensor Reference Voltage "Circuit Range/Performance P06A8 Sensor Reference Voltage "Circuit Range/Performance P06A9 Sensor Reference Voltage "Circuit Range/Performance P06A9 Sensor Reference Voltage "Circuit Range/Performance P06A9 Sensor Reference Voltage "Circuit Range/Performance P06A0 Sensor Reference Voltage "Circuit Range/Performance P06A1 PCM / ECM / TCM Internal Temperature "B" Too High P06A2 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit P06A4 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06A5 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06A6 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06A7 Torque Management System - Forced Engine Shutdown P06A8 Sensor Power Supply "A" Circuit Low P06B1 Sensor Power Supply "A" Circuit High P06B2 Sensor Power Supply "A" Circuit High P06B3 Sensor Power Supply "B" Circuit Low T" P06B4 Sensor Power Supply "B" Circuit Low T" P06B5 Sensor Power Supply "B" Circuit Low T" P06B6 Internal Control Module Knock Sensor Processor 1 Performance P06B7 Internal Control Module Knock Sensor Processor 2 Performance P06B8 Internal Control Module Knock Sensor Processor 2 Performance P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06B9 Cylinder 2 Glow Plug Circuit Range/Performance P06B9 Cylinder 4 Glow Plug Circuit Range/Performance P06B8 Cylinder 4 Glow Plug Circuit Range/Performance P06B8 Cylinder 4 Glow Plug Circuit Range/Performance P06B8 Cylinder 5 Glow Plug Circuit Range/Performance P06B8 Cylinder 6 Glow Plug Circuit Range/Performance P06B8 Cylinder 6 Glow Plug Circuit Range/Performance				H	+	-	H											H	π	
P06A8 Sensor Reference Voltage "C" Circuit Range/Performance P06A9 Sensor Reference Voltage "D" Circuit Range/Performance P06A9 Sensor Reference Voltage "D" Circuit Range/Performance P06A0 PCM / ECM / TCM Internal Temperature "B" Too High P06A0 PCM / ECM / TCM Internal Temperature Sensor "B" Circuit P06AC PCM / ECM / TCM Internal Temperature Sensor "B" Circuit P06AC PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06AC PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06AC PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06AF Torque Management System - Forced Engine Shutdown P06BF Sensor Power Supply "A" Circuit Low P06BB Sensor Power Supply "A" Circuit Low P06BB Sensor Power Supply "A" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit High P06BB Sensor Power Supply "B" Circuit Range/Performance P06BB Cylinder 1 Glow Plug Circuit Range/Performance P06BB Cylinder 2 Glow Plug Circuit Range/Performance P06BB Cylinder 4 Glow Plug Circuit Range/Performance P06BB Cylinder 6 Glow Plug Circuit Range/Performance P06BB Cylinder 6 Glow Plug Circuit Range/Performance	P06A6	Sensor Reference Voltage "A" Circuit Range/Performance																Ħ	I	
P06A9 Sensor Reference Voltage "D" Circuit Range/Performance P06AA PCM / ECM / TCM Internal Temperature "B" Too High P06AB PCM / ECM / TCM Internal Temperature Sensor "B" Circuit P06AC PCM / ECM / TCM Internal Temperature Sensor "B" Range/Performance P06AC PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06AC PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06AC PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06AE PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06AE PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06AE Torque Management System - Forced Engine Shutdown P06BO Sensor Power Supply "A" Circuit/Open P06BO Sensor Power Supply "A" Circuit Low P06BO Sensor Power Supply "B" Circuit High P06BO Sensor Power Supply "B" Circuit High P06BO Sensor Power Supply "B" Circuit Low P06BO Sensor Power Supply "B" Circuit Low P06BO Sensor Power Supply "B" Circuit High P06BO Internal Control Module Knock Sensor Processor 1 Performance P06BO Internal Control Module Knock Sensor Processor 2 Performance P06BO Internal Control Module Knock Sensor Processor 2 Performance P06BO Sylinder 1 Glow Plug Circuit Range/Performance P06BO Cylinder 2 Glow Plug Circuit Range/Performance P06BO Cylinder 3 Glow Plug Circuit Range/Performance P06BO Cylinder 4 Glow Plug Circuit Range/Performance P06BO Cylinder 6 Glow Plug Circuit Range/Performance P06BO Cylinder 6 Glow Plug Circuit Range/Performance P06BO Cylinder 6 Glow Plug Circuit Range/Performance																		Ш	П	
P06AA   PCM / ECM / TCM Internal Temperature "B" Too High   P06AB   PCM / ECM / TCM Internal Temperature Sensor "B" Circuit   P06AC   PCM / ECM / TCM Internal Temperature Sensor "B" Range/Performance   P06AD   PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low   P06AE   PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low   P06AE   PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High   P06AF   Torque Management System - Forced Engine Shutdown   P06BO   Sensor Power Supply "A" Circuit/Open   P06BI   Sensor Power Supply "A" Circuit Low   P06BI   Sensor Power Supply "A" Circuit High   P06BI   Sensor Power Supply "B" Circuit High   P06BI   Sensor Power Supply "B" Circuit Low   P06BI   Sensor Power Supply "B" Circuit Low   P06BI   Sensor Power Supply "B" Circuit Low   P06BI   Sensor Power Supply "B" Circuit High   P06BI   Sensor Power Supply "B" Circuit High   P06BI   Internal Control Module Knock Sensor Processor 1 Performance   P06BI   Internal Control Module Knock Sensor Processor 2 Performance   P06BI   Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error   G"   P06BI   Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error   G"   P06BI   Cylinder 1 Glow Plug Circuit Range/Performance   P06BI   Cylinder 3 Glow Plug Circuit Range/Performance   P06BI   Cylinder 4 Glow Plug Circuit Range/Performance   P06BI   Cylinder 5 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit Range/Performance   P06BI   Cylinder 6 Glow Plug Circuit R		5				1	Ш											Ш	$\dashv$	
PO6AB   PCM / ECM / TCM Internal Temperature Sensor "B" Circuit   PO6AC   PCM / ECM / TCM Internal Temperature Sensor "B" Range/Performance   PO6AD   PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low   PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High   PO6AF   PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High   PO6AF   Torque Management System - Forced Engine Shutdown   PO6BO   Sensor Power Supply "A" Circuit/Open   PO6BO   Sensor Power Supply "A" Circuit Low   T"   PO6BO   Sensor Power Supply "A" Circuit Low   T"   PO6BO   Sensor Power Supply "B" Circuit High   T"   PO6BO   Sensor Power Supply "B" Circuit Low   T"   PO6BO   Sensor Power Supply "B" Circuit Low   T"   PO6BO   Sensor Power Supply "B" Circuit Low   T"   PO6BO   Sensor Power Supply "B" Circuit High   T"   PO6BO   Sensor Power Supply "B" Circuit High   T"   PO6BO   Sensor Power Supply "B" Circuit High   T"   PO6BO   Sensor Power Supply "B" Circuit High   T"   PO6BO   Sensor Power Supply "B" Circuit High   T"   PO6BO   Internal Control Module Knock Sensor Processor 1 Performance   PO6BO   Internal Control Module Knock Sensor Processor 2 Performance   PO6BO   Internal Control Module Knock Sensor Processor 2 Performance   PO6BO   Cylinder 1 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 4 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 4 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 4 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 4 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 4 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 4 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 4 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 6 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 6 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 6 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 6 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 6 Glow Plug Circuit Range/Performance   PO6BO   Cylinder 6 Glow Plug Circuit Range/Performance   PO6BO   Cylin			1	${} +$	+	+	H		$\vdash$	1	1				$\vdash$	1		Н	$\dashv$	
P06AC PCM / ECM / TCM Internal Temperature Sensor "B" Range/Performance P06AD PCM / ECM / TCM Internal Temperature Sensor "B" Circuit Low P06AE PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06AF Torque Management System - Forced Engine Shutdown P06BO Sensor Power Supply "A" Circuit/Open P06B1 Sensor Power Supply "A" Circuit High P06B2 Sensor Power Supply "B" Circuit High P06B3 Sensor Power Supply "B" Circuit High P06B4 Sensor Power Supply "B" Circuit High P06B5 Sensor Power Supply "B" Circuit Low P06B6 Internal Control Module Knock Sensor Processor 1 Performance P06B6 Internal Control Module Knock Sensor Processor 2 Performance P06B7 Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error P06B8 Cylinder 1 Glow Plug Circuit Range/Performance P06BC Cylinder 2 Glow Plug Circuit Range/Performance P06BC Cylinder 4 Glow Plug Circuit Range/Performance P06BC Cylinder 4 Glow Plug Circuit Range/Performance P06BC Cylinder 4 Glow Plug Circuit Range/Performance P06BC Cylinder 5 Glow Plug Circuit Range/Performance P06BC Cylinder 5 Glow Plug Circuit Range/Performance P06BC Cylinder 6 Glow Plug Circuit Range/Performance P06BC Cylinder 6 Glow Plug Circuit Range/Performance P06BC Cylinder 6 Glow Plug Circuit Range/Performance P06BC Cylinder 6 Glow Plug Circuit Range/Performance P06BC Cylinder 6 Glow Plug Circuit Range/Performance			1	H	+	+	H		$\vdash$	1					$\forall$	1	1	H	十	
P06AE PCM / ECM / TCM Internal Temperature Sensor "B" Circuit High P06AF Torque Management System - Forced Engine Shutdown P06B0 Sensor Power Supply "A" Circuit/Open P06B1 Sensor Power Supply "A" Circuit Low P06B2 Sensor Power Supply "A" Circuit High P06B3 Sensor Power Supply "B" Circuit High P06B4 Sensor Power Supply "B" Circuit Low P06B5 Sensor Power Supply "B" Circuit Low P06B6 Sensor Power Supply "B" Circuit High P06B6 Internal Control Module Knock Sensor Processor 1 Performance P06B7 Internal Control Module Knock Sensor Processor 2 Performance P06B8 Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06B0 Cylinder 2 Glow Plug Circuit Range/Performance P06B0 Cylinder 3 Glow Plug Circuit Range/Performance P06B0 Cylinder 4 Glow Plug Circuit Range/Performance P06B0 Cylinder 5 Glow Plug Circuit Range/Performance P06B0 Cylinder 5 Glow Plug Circuit Range/Performance P06B0 Cylinder 6 Glow Plug Circuit Range/Performance	P06AC	PCM / ECM / TCM Internal Temperature Sensor "B" Range/Performance		Ħ	╛	T	$\prod$											Ħ	♂	
P06AF Torque Management System - Forced Engine Shutdown P06B0 Sensor Power Supply "A" Circuit/Open P06B1 Sensor Power Supply "A" Circuit Low P06B2 Sensor Power Supply "A" Circuit High P06B3 Sensor Power Supply "B" Circuit High P06B4 Sensor Power Supply "B" Circuit Low P06B5 Sensor Power Supply "B" Circuit Low P06B6 Sensor Power Supply "B" Circuit High P06B6 Internal Control Module Knock Sensor Processor 1 Performance P06B7 Internal Control Module Knock Sensor Processor 2 Performance P06B8 Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error G* P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06BB Cylinder 2 Glow Plug Circuit Range/Performance P06BC Cylinder 3 Glow Plug Circuit Range/Performance P06BC Cylinder 4 Glow Plug Circuit Range/Performance P06BC Cylinder 5 Glow Plug Circuit Range/Performance P06BC Cylinder 5 Glow Plug Circuit Range/Performance P06BC Cylinder 5 Glow Plug Circuit Range/Performance		·		П	I	I	П											П	Д	
P06B0 Sensor Power Supply "A" Circuit/Open P06B1 Sensor Power Supply "A" Circuit Low P06B2 Sensor Power Supply "A" Circuit High P06B3 Sensor Power Supply "B" Circuit/Open P06B4 Sensor Power Supply "B" Circuit Low P06B5 Sensor Power Supply "B" Circuit Low P06B6 Sensor Power Supply "B" Circuit High P06B6 Internal Control Module Knock Sensor Processor 1 Performance P06B7 Internal Control Module Knock Sensor Processor 2 Performance P06B8 Internal Control Module Knock Sensor Processor 2 Performance P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06B0 Cylinder 2 Glow Plug Circuit Range/Performance P06B0 Cylinder 3 Glow Plug Circuit Range/Performance P06B0 Cylinder 4 Glow Plug Circuit Range/Performance P06B0 Cylinder 5 Glow Plug Circuit Range/Performance P06B0 Cylinder 6 Glow Plug Circuit Range/Performance			_	$oxed{\perp}$	+	-	$\sqcup$		$\vdash \vdash$	-	<u> </u>				$\vdash \vdash$	-		$\sqcup$	$\dashv$	
P06B1 Sensor Power Supply "A" Circuit Low P06B2 Sensor Power Supply "A" Circuit High P06B3 Sensor Power Supply "B" Circuit/Open P06B4 Sensor Power Supply "B" Circuit Low P06B5 Sensor Power Supply "B" Circuit Low P06B6 Internal Control Module Knock Sensor Processor 1 Performance P06B7 Internal Control Module Knock Sensor Processor 2 Performance P06B8 Internal Control Module Knock Sensor Processor 2 Performance P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06B0 Cylinder 2 Glow Plug Circuit Range/Performance P06B0 Cylinder 4 Glow Plug Circuit Range/Performance P06B0 Cylinder 5 Glow Plug Circuit Range/Performance P06B0 Cylinder 6 Glow Plug Circuit Range/Performance P06B0 Cylinder 6 Glow Plug Circuit Range/Performance			1	$\vdash$	+	+	H		$\vdash$	1	1				+	1	<del>                                     </del>	${oldsymbol{arphi}}$	$\dashv$	
P06B2 Sensor Power Supply "A" Circuit High P06B3 Sensor Power Supply "B" Circuit/Open P06B4 Sensor Power Supply "B" Circuit Low P06B5 Sensor Power Supply "B" Circuit High P06B6 Internal Control Module Knock Sensor Processor 1 Performance P06B7 Internal Control Module Knock Sensor Processor 2 Performance P06B8 Internal Control Module Knock Sensor Processor 2 Performance P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06B0 Cylinder 2 Glow Plug Circuit Range/Performance P06B0 Cylinder 3 Glow Plug Circuit Range/Performance P06B0 Cylinder 4 Glow Plug Circuit Range/Performance P06B0 Cylinder 5 Glow Plug Circuit Range/Performance P06B0 Cylinder 6 Glow Plug Circuit Range/Performance P06B0 Cylinder 6 Glow Plug Circuit Range/Performance			1-	$\dashv$	T	*	H		$\vdash$	+	1				+	+	1	H	$\dashv$	
P06B3 Sensor Power Supply "B" Circuit/Open P06B4 Sensor Power Supply "B" Circuit Low P06B5 Sensor Power Supply "B" Circuit High P06B6 Internal Control Module Knock Sensor Processor 1 Performance P06B7 Internal Control Module Knock Sensor Processor 2 Performance P06B8 Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error P06B8 Cylinder 1 Glow Plug Circuit Range/Performance P06BA Cylinder 2 Glow Plug Circuit Range/Performance P06BB Cylinder 3 Glow Plug Circuit Range/Performance P06BC Cylinder 4 Glow Plug Circuit Range/Performance P06BC Cylinder 5 Glow Plug Circuit Range/Performance P06BC Cylinder 6 Glow Plug Circuit Range/Performance		11.7		Ħ			$\dagger \dagger$		tt	t					tt	t		Ħ	$\dashv$	
P06B5 Sensor Power Supply "B" Circuit High P06B6 Internal Control Module Knock Sensor Processor 1 Performance P06B7 Internal Control Module Knock Sensor Processor 2 Performance P06B8 Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06BA Cylinder 2 Glow Plug Circuit Range/Performance P06BB Cylinder 3 Glow Plug Circuit Range/Performance P06BC Cylinder 4 Glow Plug Circuit Range/Performance P06BC Cylinder 5 Glow Plug Circuit Range/Performance P06BC Cylinder 6 Glow Plug Circuit Range/Performance	P06B3	Sensor Power Supply "B" Circuit/Open		П			П		Ц									П	耳	
P06B6 Internal Control Module Knock Sensor Processor 1 Performance P06B7 Internal Control Module Knock Sensor Processor 2 Performance P06B8 Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06B0 Cylinder 2 Glow Plug Circuit Range/Performance P06B0 Cylinder 3 Glow Plug Circuit Range/Performance P06B0 Cylinder 4 Glow Plug Circuit Range/Performance P06B0 Cylinder 5 Glow Plug Circuit Range/Performance P06B0 Cylinder 5 Glow Plug Circuit Range/Performance P06B0 Cylinder 6 Glow Plug Circuit Range/Performance				Ц	_	_	Щ		$\coprod$		<u> </u>				$\Box$		<u> </u>	Щ	$\dashv$	
P06B7 Internal Control Module Knock Sensor Processor 2 Performance P06B8 Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06BA Cylinder 2 Glow Plug Circuit Range/Performance P06BB Cylinder 3 Glow Plug Circuit Range/Performance P06BC Cylinder 4 Glow Plug Circuit Range/Performance P06BD Cylinder 5 Glow Plug Circuit Range/Performance P06BC Cylinder 6 Glow Plug Circuit Range/Performance P06BC Cylinder 6 Glow Plug Circuit Range/Performance		11.7	1	${\mathbb H}$	T	1	H		$\vdash$	<u> </u>	1			<u> </u>	$\vdash$	<u> </u>	<u> </u>	${m H}$	$\dashv$	
P0688 Internal Control Module Non-Volatile Random Access Memory (NVRAM) Error G*			1-	$\dashv$	+	+	H		$\vdash$	1	1				+	1	1	H	$\dashv$	
P06B9 Cylinder 1 Glow Plug Circuit Range/Performance P06BA Cylinder 2 Glow Plug Circuit Range/Performance P06BB Cylinder 3 Glow Plug Circuit Range/Performance P06BC Cylinder 4 Glow Plug Circuit Range/Performance P06BD Cylinder 5 Glow Plug Circuit Range/Performance P06BD Cylinder 6 Glow Plug Circuit Range/Performance			G*	$\forall$	+	+	H		H	$\vdash$					H	$\vdash$	<del>                                     </del>	H	$\dashv$	
P06BB Cylinder 3 Glow Plug Circuit Range/Performance P06BC Cylinder 4 Glow Plug Circuit Range/Performance P06BD Cylinder 5 Glow Plug Circuit Range/Performance P06BE Cylinder 6 Glow Plug Circuit Range/Performance		, ,	Ė	Ħ	Ī	İ	Ħ			Ĺ	L					Ĺ	L	Ħ	╛	
P06BC Cylinder 4 Glow Plug Circuit Range/Performance P06BD Cylinder 5 Glow Plug Circuit Range/Performance P06BE Cylinder 6 Glow Plug Circuit Range/Performance		·		П			П		Ц						Щ			Ц	Д	
P06BD Cylinder 5 Glow Plug Circuit Range/Performance P06BE Cylinder 6 Glow Plug Circuit Range/Performance		, ,		$oldsymbol{arphi}$	+	1	$\sqcup$		$\vdash \vdash$	-	<u> </u>				$\vdash$	-	<u> </u>	${m \sqcup}$	$\dashv$	
P06BE Cylinder 6 Glow Plug Circuit Range/Performance		, ,		$\dashv$	+	+	H		$\vdash$	+					H	+	-	H	$\dashv$	
		, ,		H	+	+	H		$\vdash$	+					H	+	1	H	一	
		Cylinder 7 Glow Plug Circuit Range/Performance		Ħ	T	t	Ħ		Ħ	1						1		Ħ	T	

PROCC   Optimide 17 Glow Plug Circuit Range-Performance		OBD-II Diagnostic Trouble Code Definitions	No	rth /	١me	rica	а							Е	urop	е	Aus	stra	alia	ı
Mazza, Alsan and Land Rover legacy DTCs are for reference. Ford PT was not responsible for assigning thread DTCs.  Springer of seasigning thread DTCs.  Springer of seasigning thread DTCs.  Springer of seasigning thread DTCs.  Springer of seasigning thread DTCs.  Springer of seasigning thread DTCs.  Springer of seasigning thread DTCs.  Springer of seasigning thread DTCs.  Springer of seasing thread DTCs.  Springer of seasing thread DTCs.  Springer of seasing thread DTCs.  Springer of seasing thread DTCs.  Springer of Stock Plag Cross thread PTCs.  Springer of Stock Plag Cross thread PTCs.  Springer of Stock Plag Cross thread PTCs.  Springer of Stock Plag Cross thread PTCs.  Springer of Stock Plag Cross thread PTCs.  Springer of Stock Plag Incomest.  POSCS.  Springer of Stock P		* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan				Spark Ignition			Component/ System and I/O Type
Procedure   Proc		Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	ontinuous	)EO	ontinuous	DEO	ER	ontinuous	DER DER					ontinuous	DEO DER		ontinuous	)EO	DER	D = Digital F = Frequency I = Input
Proc.   Cylinder 9 Clow Plag Circus RangePerformance	P06C0	Cylinder & Glow Plug Circuit Range/Performance	ŏ	¥ 3	žŏ	¥ :	포	<u>ن</u>	조 포					ŏ	ᇫᇫ		ŏ	본	포	O = Output
POPCID   Colored   1 Glow Plug   Cross Range Performance		, , , , , , , , , , , , , , , , , , , ,			$\dagger$	H												٣	Ħ	
Process   Syndred 12 Glow Plug Incorrect		, , , , , , , , , , , , , , , , , , , ,				П														
POCCO   Cylinder   Glave Plug Incorrect		, , , , , , , , , , , , , , , , , , , ,			_		_											L	Н	
POCCO   Cylinder 2 Glave Plug Incorrect		,	-		+	H	_											۳	H	
PRINCE   Cylinder 5 Glave Plug Incorrect		,		H	+	H	1											۲	H	
PROCEC   Cylinder 6 Glow Plug Incorrect		,																T	Ħ	
POISCE   Cylinder G Glow Plug Incorrect																				
PROCCO Cylinder & Glow Plug Incorrect PROCCO Cylinder & Glow Plug Incorrect PROCCO Cylinder & Glow Plug Incorrect PROCCO Cylinder & Glow Plug Incorrect PROCCO Cylinder & Glow Plug Incorrect PROCCO Cylinder & Clow Plug Incorrect PROCCO Cylinder & Clow Plug Incorrect PROCCO Cylinder & Clow Plug Incorrect PROCCO Cylinder & Clow Plug Incorrect PROCO Cylinder & Clow Plug Incorrect Proco Cylinder & Clow Plug Incorrect Plug		,			_		_											L	Н	
PROCEO   Cylinder & Glow Plug Incorrect		,	Н	${\mathbb H}$	+	H	+	_	-			H				<u> </u>		$\vdash$	Н	
PROCE Quinder 9 Glow Plug Incorrect PROCE Quinder 10 Glow Plug Incorrect PROCE Quinder 11 Glow Plug Incorrect PROCE Quinder 11 Glow Plug Incorrect PROCE Quinder 11 Glow Plug Incorrect PROCE Quinder 11 Glow Plug Incorrect PROCE Quinder 11 Glow Plug Incorrect PROCE Quinder 11 Glow Plug Incorrect PROCE Quinder 11 Glow Plug Incorrect PROCE Quinder 11 Glow Plug Incorrect PROCE Quinder 11 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE Quinder 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect PROCE QUINDER 12 Glow Plug Incorrect Plug Incorrec		,		${\mathsf H}$	+	H	+		+			H			$\vdash$			H	Н	
PROCE Cydinder 10 Glow Plug Incorrect PROSO Cydinder 12 Glow Plug Inco		, , , , , , , , , , , , , , , , , , , ,		H	$\dagger$	Ħ	+	$\dashv$		t								Ħ	Ħ	
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Port   Transmission Control System (MIL Request)			-				4											₽	H	
P0700   Transmission Control System (MIL Request)   P0701   Transmission Control System Range/Performance	PU6DT	Internal Control Module Ignition Coll Control Module Performance		H	-	H	+											H	H	
P0700   Transmission Control System (MIL Request)   P0701   Transmission Control System Range/Performance					+	H	1											H	H	
P0700   Transmission Control System (MIL Request)   P0701   Transmission Control System Range/Performance					T	П												Т	П	
P0701   Transmission Control System Range/Performance		Transmission																		
P0702   Transmission Control System Electrical		, , , ,	G		Щ.	Ш		D	d d					Е					Ц	
P0703   Brake Switch 'B' Circuit		, v	-				4				_			_		D		₽	Н	
P0705		,		a ,	_	ι	+	D	Ч	N/I*	_					D		$\vdash$	H	
P0706   Transmission Range Sensor 'A' Circuit (RPNDL Input)	P0704		G	9 :	9	H	_	_						_				Ħ	H	
P0707   Transmission Range Sensor "A" Circuit Low   G" g   T"   D" d   M"   U   TR	P0705		G*	g	T*	•		D*					Ν					Т	Ħ	TR
Transmission Range Sensor "A" Circuit High   G* g   T*   D* d   M*		ŭ ŭ	_				_				J*									
Transmission Range Sensor "A" Circuit Intermittent   G*				9			_										_	Ľ	Щ	
P070A   Transmission Fluid Level Sensor Circuit Range/Performance				g	1.	$\Box$	+	D*	d	M*							U	₽	H	
P070B   Transmission Fluid Level Sensor Circuit Range/Performance		ŭ .	G		+	H	+											H	H	IK
P070D   Transmission Fluid Level Sensor Circuit High   P070E   Transmission Fluid Level Sensor Circuit Intermittent/Erratic   P070F   Transmission Fluid Level Sensor Circuit Intermittent/Erratic   P070F   Transmission Fluid Level Too Low   P0710   Transmission Fluid Temperature Sensor "A" Circuit Range/Performance   G^   T"   D^   M" J"   N   U   TFT   P0711   Transmission Fluid Temperature Sensor "A" Circuit Range/Performance   G^   T"   D^   M" J   U   TFT   TFT   P0712   Transmission Fluid Temperature Sensor "A" Circuit Low   G^   g   g   T"   D^   d   d   M"   U   U   TFT   TFT   P0713   Transmission Fluid Temperature Sensor "A" Circuit High   G^   g   g   T"   D   d   d   M"   U   U   TFT   TFT   TFT   TFT   Transmission Fluid Temperature Sensor "A" Circuit High   G^   g   g   T"   D   d   d   M"   U   U   TFT   TFT   TFT   Transmission Fluid Temperature Sensor "A" Circuit Great   G* + g   g   T"   D   d   d   M"   U   TFT   TFT   TFT   Transmission Fluid Temperature Sensor "A" Circuit Great   G* + g   g   T"   D   D   M* J"   E   U   TFT   TFT   TFT   Transmission Fluid Temperature Sensor "A" Circuit Great   G* + g   g   T"   D   M* J"   E   U   TFT   TFT   TFT   Transmission Fluid Temperature Sensor "A" Circuit Great   G* + g   g   T"   D   M* J"   E   U   TFT				H		H												٢	Ħ	
P070E   Transmission Fluid Level Sensor Circuit Intermittent/Erratic	P070C	Transmission Fluid Level Sensor Circuit Low																		
P070F   Transmission Fluid Level Too Low																			Ш	
P0710   Transmission Fluid Temperature Sensor "A" Circuit   Transmission Fluid Temperature Sensor "A" Circuit Range/Performance   GA				H	-	Н									_			₽	H	
P0711   Transmission Fluid Temperature Sensor "A" Circuit Range/Performance   G^   T'   D'   M"   J			-		T*		_	DΛ		N/I*	*		N				11	H	Н	TET
P0712   Transmission Fluid Temperature Sensor "A" Circuit High   G^ g g T   D* d d M*   U   TFT			G^	${\sf H}$	_	_						Н	11		+		J	H	Н	
P0713   Transmission Fluid Temperature Sensor "A" Circuit High   G^   g   T"   D"   d   d   M"			_	g	g T*				d d		Ť						U	Ħ	Ħ	
P0715   Turbine/Input Shaft Speed Sensor "A" Circuit   G*+ g T* D* M* J* E   TSS		·	G^	g	g T*	•		D*	d d	М*							U	Г		
P0716   Turbine/Input Shaft Speed Sensor "A" Circuit Range/Performance   T*	P0714		0.	Щ			4	D. 1		F 2-	1.4	Ш		_		<u> </u>		$\perp$	Щ	
P0717   Turbine/Input Shaft Speed Sensor "A" Circuit No Signal   G^   g   T'   D^			G*+	H			+	υ*	$\perp$	M*	J*							۲	Н	
P0718   Turbine/Input Shaft Speed Sensor "A" Circuit Intermittent   G^   g   D^   D^   D^   D^   D^   D^   D^			G^	H,			+	D^	+	<del>                                     </del>					C			H	H	
P071A         Transmission Mode Switch "A" Circuit         Image: Circuit Switch "A" Circuit Circuit Circuit         Image: Circuit Circuit Circuit Circuit         Image: Circuit Circuit Circuit Circuit         Image: Circuit		· · ·	_	_	_	Ħ			$\top$						H			Ħ	Ħ	
P071B         Transmission Mode Switch "A" Circuit Low         Image: Circuit				Щ	I	П												Г	D	
P071C         Transmission Mode Switch "A" Circuit High         Image: Circuit High I				Ц	Ļ	Ц	$oldsymbol{oldsymbol{oldsymbol{oldsymbol{I}}}$	Į	1			Ш			ЩĪ			Ľ	Ц	
P071D         Transmission Mode Switch "B" Circuit           P071E         Transmission Mode Switch "B" Circuit Low           P071F         Transmission Mode Switch "B" Circuit High           P0720         Output Shaft Speed Sensor Circuit         G*+         T*         D*         d M*         J*         N E*         OSS           P0721         Output Shaft Speed Sensor Circuit Range/Performance         G^         T*         D^         d         E         OSS           P0722         Output Shaft Speed Sensor Circuit No Signal         G^         T*         D^         d         M*         E         OSS           P0723         Output Shaft Speed Sensor Circuit Intermittent         G         T*         D^         d         M*         E         OSS           P0723         Output Shaft Speed Sensor Circuit Intermittent         G         T*         D^         d         M*         E         OSS           P0724         Brake Switch "B" Circuit High         I			1	dash	+	H	+	_	-	<u> </u>	-				H	-	-	H	Н	
P071E         Transmission Mode Switch "B" Circuit Low         Image: Circuit			-	${\mathbb H}$	+	H	+	-	+						$\vdash$	<u> </u>		۲	Н	<del> </del>
P071F         Transmission Mode Switch "B" Circuit High				$\dag$	$\dagger$	Ħ	$\dashv$	$\dashv$	+						H			T	H	
P0721         Output Shaft Speed Sensor Circuit Range/Performance         G^   T*   D^   d   E   OSS           P0722         Output Shaft Speed Sensor Circuit No Signal         G^   T*   D^   d   M*   E   OSS           P0723         Output Shaft Speed Sensor Circuit Intermittent         G   T*   D*   d   M*   E   OSS           P0724         Brake Switch "B" Circuit High         OSS           P0725         Engine Speed Input Circuit         M*   N   E   RPM           P0726         Engine Speed Input Circuit Range/Performance         T   T   E   E   RPM	P071F					Ħ				L						L		Π	П	
P0722         Output Shaft Speed Sensor Circuit No Signal         G^   T*   D^   d   M*   E   OSS           P0723         Output Shaft Speed Sensor Circuit Intermittent         G   T*   D   d   M*   E   OSS           P0724         Brake Switch "B" Circuit High         OSS           P0725         Engine Speed Input Circuit         M*   N   E   RPM           P0726         Engine Speed Input Circuit Range/Performance         T   T   E   E   RPM	P0720	·	_	П			_				J*		N					Г	П	
P0723         Output Shaft Speed Sensor Circuit Intermittent         G         T*         I         OSS           P0724         Brake Switch "B" Circuit High         I         I         II         III	P0721		_	Ш														$igspace^{1}$	$\sqcup$	
P0724         Brake Switch "B" Circuit High         Image: Circuit High Image: Circui		· · · · · · · · · · · · · · · · · · ·		$oldsymbol{arphi}$			4	D^	d	M*	-	Ш		Е	$\vdash$	<u> </u>		$\vdash$	H	
P0725         Engine Speed Input Circuit         M*         N E         RPM           P0726         Engine Speed Input Circuit Range/Performance         T         E e         RPM		·	G	$\vdash$	11"	H	+	$\dashv$	+	-					H	<del>                                     </del>		H	Н	055
P0726 Engine Speed Input Circuit Range/Performance		, and the second		H	$\dagger$	H	$\dashv$	$\dashv$	+	M*			N	Е	H		H	۲	H	RPM
P0727 Engine Speed Input Circuit No Signal		• 1 1		Ħ	T	$\Box$			▆	Ė					е	L		T	Ħ	
	P0727	Engine Speed Input Circuit No Signal			T															RPM

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Am	ner	ica	1	П		1			Е	urop	е	Aus	stral	ia
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM			Standalone I CM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	KOEO	KOER	Continuous	KOER	Continuous	KOEO					Continuous	KOEO KOER		Continuous	KOEO	A = Analog D = Digital F = Frequency I = Input O = Output
P0728	Engine Speed Input Circuit Intermittent																	RPM
P0729 P072A	Gear 6 Incorrect Ratio Stuck in Neutral			H	Γ*	_	D/	\		J*								+
P072B	Stuck in Reverse			$\vdash$		1	1	+									H	
P072C	Stuck in Gear 1			Ħ	Γ*													
P072D	Stuck in Gear 2																Ш	
P072E P072F	Stuck in Gear 3 Stuck in Gear 4				Γ* Γ*	-		+									$\vdash$	
P072F	Incorrect Gear Ratio				ı Г*	-	D/		M*	,			Е					
P0731	Gear 1 Incorrect Ratio	G^			Г*		D/		M			N	_					1GR
P0732	Gear 2 Incorrect Ratio	G^			Γ*		D/		М			N					Ц	2GR
P0733	Gear 3 Incorrect Ratio	G^		_	Γ*	-	D/		М	_		N					H	3GR
	Gear 4 Incorrect Ratio  Gear 5 Incorrect Ratio	G^	H		Γ* Γ*	+	D/		М	J*		N		$\vdash$			$\vdash$	4GR 5GR
	Reverse Incorrect Ratio	G.		_	' Г*	+	D.	+		J*								JGK
	TCM Engine Speed Output Circuit		H	Ħ	$\dagger$	$\dagger$	1	+		Ť					t		H	
P0738	TCM Engine Speed Output Circuit Low																	
P0739	TCM Engine Speed Output Circuit High			Щ	_	_		Ш									Ш	
P073A	Stuck in Gear 5				Γ* Γ*	$\perp$		+										
P073B P073C	Stuck in Gear 6 Stuck in Gear 7			H	1"	+	-	++									H	
	Unable to Engage Neutral			H	-	+	1	+										
	Unable to Engage Reverse			1	Т	T		Ħ										
	Unable to Engage Gear 1				Т													
	Torque Converter Clutch Solenoid Circuit / Open	G^	g		Γ*	-	D,	d d	M*			N					H	TCC
P0741 P0742	Torque Converter Clutch Solenoid Circuit Performance/Stuck Off Torque Converter Clutch Solenoid Circuit Stuck On	G^*		_	Γ* Γ*	-	D,	d	M								H	TCC
P0743	Torque Converter Clutch Solenoid Circuit Electrical	G*	q	_	Г*	+	D/		M*				Е	е		U		TCC
P0744	Torque Converter Clutch Solenoid Circuit Intermittent		Ŭ				D,	ď										TCC
P0745	Pressure Control Solenoid "A"	G*							M*	,		Ν						PC-A
P0746	Pressure Control Solenoid "A" Performance/Stuck Off	G*			Γ* Γ*	-		+									$\vdash$	PC-A
	Pressure Control Solenoid "A" Stuck On Pressure Control Solenoid "A" Electrical	G^			l "	+	D/	۱ d		J*						U	H	PC-A PC-A
	Pressure Control Solenoid "A" Intermittent	_		H	1	$^{-}$		ŭ		-						Ŭ		PC-A
P074A	Unable to Engage Gear 2			7	Γ*													
	Unable to Engage Gear 3				Γ*													
	Unable to Engage Gear 4				Γ* Γ*	_	-	11										
	Unable to Engage Gear 5 Unable to Engage Gear 6		H		Γ* Γ*	+	1	+	-	-				$\vdash$	1	-	$\vdash$	+
	Unable to Engage Gear 7		H	П		$\dagger$		$\dagger \dagger$	-	-				$\vdash$			+	1
P0750	Shift Solenoid "A"	G*	g				D'		M*			N					Ц	SS-A [DO]
	Shift Solenoid "A" Performance/Stuck Off	G*	Ц	Ц	$oldsymbol{\downarrow}$	Ţ	D,		M*								$\coprod$	SS-A [DO]
	Shift Solenoid "A" Stuck On Shift Solenoid "A" Electrical	G^	Ļ	H	+	+	D,	d d	M*					$\vdash \vdash$	<u> </u>	U	$\vdash$	SS-A [DO] SS-A [DO]
	Shift Solenoid "A" Electrical Shift Solenoid "A" Intermittent	G٨	g	${\mathbb H}$	+	+	יט	u	IVI	J				$\vdash$		U	$\vdash$	SS-A [DO]
P0755	Shift Solenoid "B"	G*	g	H	$\dagger$	$\dagger$	D*	d	M*	+		N					$\dagger \dagger$	SS-B [DO]
P0756	Shift Solenoid "B" Performance/Stuck Off	G*					D,		М*								Ц	SS-B [DO]
P0757	Shift Solenoid "B" Stuck On	_	Ц	Ц	$oldsymbol{\downarrow}$	Ţ	D,		M*							L.	$\coprod$	SS-B [DO]
	Shift Solenoid "B" Electrical Shift Solenoid "B" Intermittent	G^	g	dash	+	+	D/	۱ d	M*	J*				$\vdash$	1	U	$\vdash$	SS-B [DO]
	Shift Solenoid "B" Intermittent Shift Solenoid "G"		H	${} +$	+	+	-	+	+	1				$\vdash$	<del>                                     </del>		$\vdash$	JJ-D [DU]
	Shift Solenoid "G" Performance/Stuck Off		H	H	$\dashv$	$\dagger$	1	+									${\dagger}$	
	Shift Solenoid "G" Stuck On			П	1			П									Ц	
	Shift Solenoid "G" Electrical		Щ	Ц	1	_		$\prod$									Щ	
	Shift Solenoid "G" Intermittent Transmission Fluid Lovel Tea High		H	H	+	+	-	+	-	-				$\vdash \vdash$	<u> </u>		$\vdash$	
	Transmission Fluid Level Too High Shift Solenoid "C"	G*	g	$\dashv$	+	+	יח ו	ď	M*	,	$\vdash$				<del>                                     </del>		+	SS-C [DO]
	Shift Solenoid "C" Performance/Stuck Off	G*	Э	H	Т	$\dagger$	D,		M*					$\vdash$			H	SS-C [DO]
	Shift Solenoid "C" Stuck On			_	T	Ī	D,	,	M*	,							Ш	SS-C [DO]
	Shift Solenoid "C" Electrical	G^	g	П	Ţ		D/	۱ d	M*	J*						U	Ц	SS-C [DO]
	Shift Solenoid "C" Intermittent Shift Solenoid "D"	C*	Ļ	dash	+	+	L,	ایم		1				$\vdash$	<u> </u>	<u> </u>	$\vdash \vdash$	SS-C [DO]
FU/05	OHIII OUIGHUIU D	G*	y		L	-	D.	ď		1	1		<b>I</b>		1	L		SS-D [DO]

	OBD-II Diagnostic Trouble Code Definitions	Noi	rth /	Ame	ric	а			l				E	urop	e e	Au	stra	alia	i
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	(OEO	Continuous	(OEO	OER	continuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P0766	Shift Solenoid "D" Performance/Stuck Off	G*	<u> </u>	T'	_	_	D*	<u> </u>	M*				0	<u> </u>		Ü	Ĺ	_	SS-D [DO]
P0767	Shift Solenoid "D" Stuck On						D*		M*										SS-D [DO]
P0768	Shift Solenoid "D" Electrical Shift Solenoid "D" Intermittent	G^	g	_	Н		D^	d	M*							U	-	H	SS-D [DO]
P0769 P076A	Shift Solenoid "D" Intermittent Shift Solenoid "H"		H		H	H											+	H	SS-D [DO]
P076B	Shift Solenoid "H" Performance/Stuck Off		H		H	Ħ											+-	Ħ	
	Shift Solenoid "H" Stuck On																		
	Shift Solenoid "H" Electrical																L	Ш	
	Shift Solenoid "H" Intermittent		Н	_	Н			_									-	H	<b> </b>
	Gear 7 Ratio Incorrect Shift Solenoid "E"	G*	g	T'	H	H	D*	d									+	Н	SS-E [DO]
	Shift Solenoid "E" Performance/Stuck Off	G*	Я	T'			D*	ч	M*				H	H		$\vdash$	+	H	SS-E [DO]
	Shift Solenoid "E" Stuck On	Ť		Т	_	_	D*		M*								T	Ħ	SS-E [DO]
	Shift Solenoid "E" Electrical	G^	g		П		D^	d	М*								L	П	SS-E [DO]
	Shift Solenoid "E" Intermittent		Ш	T	Ш												L	Ш	SS-E [DO]
	Pressure Control Solenoid B	G*		_	Н	Ш										<u> </u>	╄	Ш	PC-B
	Pressure Control Solenoid "B" Performance/Stuck Off Pressure Control Solenoid "B" Stuck On		$\vdash$	T,		H		_									-	H	PC-B PC-B
	Pressure Control Solenoid "B" Electrical	G^	H	-	Н	H		+		J*						U	₩	H	PC-B
	Pressure Control Solenoid "B" Intermittent	G^	а	+	H	Ħ				Ť						Ť	╁	H	PC-B
	Output Speed Sensor Circuit - Loss of Direction Signal	Ť	3														T	Ħ	
	Output Speed Sensor Circuit - Direction Error																		
	Output Speed Sensor Circuit Low																L	Ш	
	Output Speed Sensor Circuit High		₽	_	Н	Н		_									1	Ц	<u> </u>
P077E P077F		1	$\vdash$	-	H	+		-									╁	H	
P0780	Shift Malfunction		H	T,	-	H											+	H	
P0781	1-2 Shift	G^		T,	_	Ħ	D^			J							T	Ħ	
P0782	2-3 Shift	G^		T,			D^			J									
P0783	3-4 Shift	G^		T,		Ш	D^			J							Ļ	Ш	<u> </u>
P0784	4-5 Shift Shift Timing Solenoid "A"	-	$\vdash$	T,	Н	H		_		J							+	Н	<del> </del>
	Shift Timing Solenoid "A" Range/Performance		$\vdash$		H	H											+	H	
	Shift Timing Solenoid "A" Low		H	+	H	Ħ											╁	H	
P0788	Shift Timing Solenoid "A" High				Ħ	Ħ											T	Ħ	
P0789	Shift Timing Solenoid "A" Intermittent																		
	Shift Timing Solenoid "B"			_	Ш	Ш											Ļ	Ш	<u> </u>
	Shift Timing Solenoid "B" Range/Performance		H	_	H	H		-									╄	Н	<del></del>
	Shift Timing Solenoid "B" Low Shift Timing Solenoid "B" High		H	+	H	H		+								<u> </u>	₩	H	
	Shift Timing Solenoid "B" Intermittent	1	H	+	H	H		$\dashv$						+		T	T	Ħ	
P078F			Ⅱ					╧						◨			I	D	
	Normal/Performance Switch Circuit	G		T,						J								П	
	Intermediate Shaft Speed Sensor "A" Circuit	G^	Ш	g T		Н	D*	_	1	J*	-				1	1_	4	$\sqcup$	ISS
	Intermediate Shaft Speed Sensor "A" Circuit Range/Performance Intermediate Shaft Speed Sensor "A" Circuit No Signal		$\vdash$	T,	Н	-+	D^										╄	H	ISS
	Intermediate Shaft Speed Sensor "A" Circuit No Signal  Intermediate Shaft Speed Sensor "A" Circuit Intermittent	G^	H	T,			D^	+						$\vdash$			+	H	ISS
	Pressure Control Solenoid "C"	G*	H		H	H		$\dashv$		J*							t	Ħ	PC-C
	Pressure Control Solenoid "C" Performance/Stuck Off	G*	g	T,		П											I	П	PC-C
	Pressure Control Solenoid "C" Stuck On	G*	g	T,	Ц	Ц		$\bot$	$ldsymbol{oxed}$				Щ	LE			Ļ	Ц	PC-C
	Pressure Control Solenoid "C" Electrical	G^		- -	Н	Н	-			1				igdash		<u> </u>	4	Н	PC-C
	Pressure Control Solenoid "C" Intermittent Transmission Friction Element "A" Slip Detected	G^	g	+	Н	${\mathsf H}$		+	<del>                                     </del>	-				H	1	-	+	H	PC-C
P079A	Transmission Friction Element "B" Slip Detected	1	H	+	H	H		+					Н	+	1		+	H	
P079C	Transmission Friction Element "C" Slip Detected	1	H	$\dagger$	H	H		$\dashv$		t							t	Ħ	
P079D	Transmission Friction Element "D" Slip Detected			Ţ				土									I	Ħ	
	Transmission Friction Element "E" Slip Detected		Ц		П												L	Ц	
	Transmission Friction Element "F" Slip Detected	1	Н	+	H	Н		-	<u> </u>	<b>!</b>				$\vdash$	<u> </u>	<u> </u>	+	Н	<del> </del>
	Transmission Friction Element "G" Slip Detected Transmission Friction Element "H" Slip Detected	1	${oldsymbol{ech}}$	+	Н	Н	-	+		1				$\vdash$		<u> </u>	╀	H	
	Transmission Friction Element "A" Performance/Stuck Off	1-	H	+	H	H		+	1	<del>                                     </del>	1			H	1	1	+	Н	
	Transmission Friction Element "A" Stuck On		H	+	H	H		$\dashv$									t	Ħ	
-										•	•				•		_	ب	

	OBD-II Diagnostic Trouble Code Definitions	No	rth .	Am	erio	са				1	1	1	Е	urop	oe .	Aus	stra	ilia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,  [] = assigned but not used  Capital and small usage letters are used for visual impact only!	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type A = Analog
	Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	KOEO	KOER	KOEO	KOER	Continuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	KOER	D = Digital F = Frequency I = Input O = Output
	Transmission Friction Element "B" Performance/Stuck Off		H		-												H		
	Transmission Friction Element "B" Stuck On Transmission Friction Element "C" Performance/Stuck Off				+	+				1							H		
	Transmission Friction Element "C" Stuck On		Ħ		T	T											Ħ	T	
	Transmission Friction Element "D" Performance/Stuck Off																		
	Transmission Friction Element "D" Stuck On Transmission Friction Element "E" Performance/Stuck Off		H		+	-				-							$\vdash$		
	Transmission Friction Element "E" Stuck On			+	-			H									H		
	Transmission Friction Element "F" Performance/Stuck Off																		
	Transmission Friction Element "F" Stuck On																		
	Transmission Friction Element "G" Performance/Stuck Off Transmission Friction Element "G" Stuck On		dash	+	+	+	_	$\vdash \vdash$	-	<u> </u>					<u> </u>		H	$\dashv$	
	Transmission Friction Element "G" Stuck On Transmission Friction Element "H" Performance/Stuck Off		H	+	+	+	_	H	-	1	<del>                                     </del>	<del>                                     </del>			1	_	H	$\dashv$	
	Transmission Friction Element "H" Stuck On		H	+	$\dagger$	Ħ		$\vdash$	1	1							H	$\exists$	
	Transmission Park Position Sensor/Switch "A" Circuit/Open																		
	Transmission Park Position Sensor/Switch "A" Circuit Low		Ц	-	1	$\downarrow$	_			<u> </u>	<u> </u>						$\sqcup$	Ц	
	Transmission Park Position Sensor/Switch "A" Circuit High Transmission Park Position Sensor/Switch "A" Circuit Performance/Low		H	+	+	+		H	-	-	<u> </u>		$\vdash$	$\vdash$			H	$\dashv$	
	Transmission Park Position Sensor/Switch "A" Circuit Performance High		H		+	H		H									Ħ	H	
P07B7	Transmission Park Position Sensor/Switch "A" Circuit Intermittent/Erratic																		
	Transmission Park Position Sensor/Switch "B" Circuit/Open																		
	Transmission Park Position Sensor/Switch "B" Circuit Low			_	-					<u> </u>									
	Transmission Park Position Sensor/Switch "B" Circuit High Transmission Park Position Sensor/Switch "B" Circuit Performance/Low			-	+	$\vdash$											H		
	Transmission Park Position Sensor/Switch "B" Circuit Performance High		H		$\dagger$	Ħ											Ħ	Ħ	
	Transmission Park Position Sensor/Switch "B" Circuit Intermittent/Erratic																		-
	Transmission Park Position Sensor/Switch "A" / "B" Correlation				_												H		
	Input/Turbine Speed Sensor "A" Circuit Low Input/Turbine Speed Sensor "A" Circuit High		H	-	+	+				-							H		_
	Input/Turbine Speed Sensor "B" Circuit Low				$^{+}$												H		
P07C2	Input/Turbine Speed Sensor "B" Circuit High																		-
	Input/Turbine Speed Sensor "C" Circuit Low																		
	Input/Turbine Speed Sensor "C" Circuit High Intermediate Shaft Speed Sensor "A" Circuit Low			-	+												Н		
	Intermediate Shaft Speed Sensor "A" Circuit Low  Intermediate Shaft Speed Sensor "A" Circuit High				+	H		H									H		
	Intermediate Shaft Speed Sensor "B" Circuit Low				$^{+}$														
	Intermediate Shaft Speed Sensor "B" Circuit High		П																
	Intermediate Shaft Speed Sensor "C" Circuit Low				_												H		
P07CA	Intermediate Shaft Speed Sensor "C" Circuit High			-	+	$\vdash$											H		
			H	+	$^{+}$	H		$\dagger \dagger$	1	1							H	H	
			П																
			Н	-	$\bot$	1		H		-				$\vdash \vdash$	<u> </u>		Н	Ц	
	Transmission		H	+	+	+		H		-				$\vdash$	_		H	H	
P0800	Transfer Case Control System (MIL Request)		H	+	$\dagger$	H		H	-	T	t						H	$\exists$	
P0801	Reverse Inhibit Control Circuit	G	g	_	I			ഥ		J									
	Transmission Control System MIL Request Circuit / Open		Ц														Щ	J	
	Upshift / Skip Shift Solenoid Control Circuit Upshift / Skip Shift Lamp Control Circuit	-	H	+	+	+	_	H	-	-	<u> </u>	-		$\vdash\vdash$	_	_	H	$\dashv$	
	Clutch Position Sensor Circuit		H	+	+	+		++	+	1		-	Е	е			H	$\dashv$	СР
	Clutch Position Sensor Circuit Range/Performance	L	H		士	Ħ		Lt	l	İ	L		E		L		Ħ		CP
	Clutch Position Sensor Circuit Low		Ц																CP
	Clutch Position Sensor Circuit High		Н	-	$\bot$	1		H		-			_	Ļ	<u> </u>		Н	Ц	CP
	Clutch Position Sensor Circuit Intermittent Clutch Position Not Learned		${oldsymbol{ert}}$	+	+	+	_	$\vdash$	1	1		-	Е	е	<u> </u>	_	${\mathbb H}$	$\dashv$	CP
	Upshift / Skip Shift Solenoid Control Circuit Range/Performance		H	+	+	H		H		1							H	H	
	Upshift / Skip Shift Solenoid Control Circuit Low		Ħ		İ	Ħ		╚	L								Ħ		
	Upshift / Skip Shift Solenoid Control Circuit High		П	1															
P080E		<u> </u>	$\sqcup$	-	$\bot$	1		$\sqcup$	-	<u> </u>	<u> </u>			$\vdash \vdash$	_		Щ		
P080F P0810	Clutch Position Control Error		H	+	Г	+	-	$\vdash$	-	1		-	Е	$\vdash$	<u> </u>	-	$\forall$	$\dashv$	
. 55 10	T.E.T. I DINON COMO ENCO	<u> </u>	<u> </u>	<u>''</u>	1	1	Ь		1	1	<u> </u>	1			1		<u> </u>		

	OPD II Digenessis Trauble Code Definitions	NI-	p4l-	۸	<b>~</b> :-					1		1	_		nc	Au	-4	<b></b>	
	OBD-II Diagnostic Trouble Code Definitions		rth	Am	eric	a		H					E	uro	pe	Au	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,  [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.		0:			R	snon	0 8					Continuous	0 0		Continuous	0.	R	A = Analog D = Digital F = Frequency I = Input
	Shading indicates change from previous version.	S	KOE	Š Š	Š	Ķ	Son	KOEO					Con	KOEO	2	S	KÕ	Š	O = Output
P0811	Excessive Clutch "A" Slippage			T	*								E						
	Reverse Input Circuit	G											Е						
	Reverse Output Circuit		Ш											Ш				Ш	
	Transmission Range Display Circuit	G	H	_	_	H		Ш	١.,					Ш		<u> </u>	-		
	Upshift Switch Circuit  Downshift Switch Circuit	G	g	g g 1		+			М							-	+	H	
P0817	Starter Disable Circuit / Open	9	y	9 7		H		H	-				Е	H	D	+	╁	H	
	Driveline Disconnect Switch Input Circuit		q	1	_	H		H					_	H	10	$\vdash$		H	
	Up and Down Shift Switch to Transmission Range Correlation		9			Ħ		Ħ						Ħ		1		П	
P081A	Starter Disable Circuit Low			٦	Γ														
	Starter Disable Circuit High				Г									П					_
	Park Input Circuit		Ц	Ī	Г	П		Щ						Щ			L	Ц	
	Neutral Input Circuit		Ц	1		Н		$\sqcup \!\!\!\! \perp$	1	1				$\sqcup \downarrow$		1	_	Ц	
	Excessive Clutch "B" Slippage	1	${oldsymbol{arphi}}$	T	*	H		$\vdash \vdash$	1	1				$\vdash \vdash$	-	1	1	Н	
P081F P0820	Gear Lever X-Y Position Sensor Circuit		H	-	+	+		$\vdash$	-	-				H	-	-	-	H	
P0820 P0821	Gear Lever X-Y Position Sensor Circuit  Gear Lever X Position Sensor Circuit	1	H	+	╁	Н		$\vdash$	-	1		-	Е	$\vdash$	+	1	+	H	
P0822			H			H		H					E	H		$\vdash$		H	
P0823	Gear Lever X Position Sensor Circuit Intermittent		H			H		H					_	H			+	П	
P0824	Gear Lever Y Position Sensor Circuit Intermittent					Ħ													
P0825	Gear Lever Push/Pull Switch Circuit (Shift Anticipate)									J			Е						
P0826	Up and Down Switch Circuit			7	Γ								Е	е					
P0827	Up and Down Switch Circuit Low							Щ						Ш				Ш	
	Up and Down Switch Circuit High			4		+				1+				$\vdash \vdash$		-	-	Н	
P0829 P082A	5-6 Shift Gear Lever X Position Sensor Circuit Range/Performance		H	Т	-	+		H		J*				H		-	-	Н	
P082A P082B	ů		H	-	+	+		$\vdash$		-				H	-	-	╁	H	
	Gear Lever X Position Sensor Circuit High		H			H		H						H		$\vdash$		H	
	Gear Lever Y Position Sensor Circuit Range/Performance		Ħ		$^{+}$	Ħ		H						H			t		
P082E	Gear Lever Y Position Sensor Circuit Low					Ħ													
P082F	Gear Lever Y Position Sensor Circuit High																		
	Clutch Pedal Switch "A" Circuit	G					D	C	ı					Ш	D				
P0831	Clutch Pedal Switch "A" Circuit Low		$\bigsqcup$		_									Ш					
	Clutch Pedal Switch "A" Circuit High	_			-	+	_							$\vdash \vdash$		-	-	Н	
P0833 P0834	Clutch Pedal Switch "B" Circuit Clutch Pedal Switch "B" Circuit Low	G	H	-	+	+	D	C	1	-				H	-	-	-	H	
	Clutch Pedal Switch "B" Circuit High			-	-	+		H						H		-	-	H	
	Four Wheel Drive (4WD) Switch Circuit		H			$\vdash$		H						H	D	<del>                                     </del>	-	H	
	Four Wheel Drive (4WD) Switch Circuit Range/Performance		Ħ		+	Ħ								H	۲		╁	П	
	Four Wheel Drive (4WD) Switch Circuit Low		Ħ	T		Ħ		Ħ	1					H				П	
P0839	Four Wheel Drive (4WD) Switch Circuit High			╧	I			Ш	L	L									
	Transmission Fluid Pressure Sensor/Switch "G" Circuit					П													
	Transmission Fluid Pressure Sensor/Switch "G" Circuit Range/Performance	1	Ц	4	1	Ш		Ш	-	1		<u> </u>		Ш	1	<u> </u>	<u> </u>	Ц	
	Transmission Fluid Pressure Sensor/Switch "G" Circuit Low	1	igoplus	+	+	H		$\vdash \vdash$	-	1				$\vdash \vdash$	-	-	1	Н	
	Transmission Fluid Pressure Sensor/Switch "G" Circuit High	1	${\mathbb H}$	+	+	Н		$\vdash$	-	1		-		$\vdash$	+	-	1	Н	
	Transmission Fluid Pressure Sensor/Switch "G" Circuit Intermittent  Clutch Pedal Switch "A" / "B" Correlation	1	$\forall$	+	+	H		+	1	+		-		${}^{+}$	+	1	$\vdash$	H	
	Transmission Fluid Pressure Sensor/Switch "A" Circuit	G	а	g T	*	H	D^	H	1	1		-		H	+	1	╁	H	
P0841	Transmission Fluid Pressure Sensor/Switch "A" Circuit Range/Performance	Ť	9	y T		H	D*	$\dag \uparrow$	М	t				H	+		H	H	
	Transmission Fluid Pressure Sensor/Switch "A" Circuit Low		Ħ	T		Ħ		Ħ	1					H				П	
	Transmission Fluid Pressure Sensor/Switch "A" Circuit High			Т	*			Ш	L	L									
P0843		G				П													
P0844	Transmission Fluid Pressure Sensor/Switch "A" Circuit Intermittent		ı I	Т	*		D^	1 1	1	1	1 -	1	ı	1 [	1	1	1	l Ì	· <u> </u>
P0844 P0845	Transmission Fluid Pressure Sensor/Switch "B" Circuit		Н	_		,			+	+	-		-	++	_	+	+-	-	
P0844 P0845 P0846	Transmission Fluid Pressure Sensor/Switch "B" Circuit Transmission Fluid Pressure Sensor/Switch "B" Circuit Range/Performance			T	_		D*	П	M*										
P0844 P0845 P0846 P0847	Transmission Fluid Pressure Sensor/Switch "B" Circuit Transmission Fluid Pressure Sensor/Switch "B" Circuit Range/Performance Transmission Fluid Pressure Sensor/Switch "B" Circuit Low			T	*		D*		M*										
P0844 P0845 P0846 P0847 P0848	Transmission Fluid Pressure Sensor/Switch "B" Circuit Transmission Fluid Pressure Sensor/Switch "B" Circuit Range/Performance Transmission Fluid Pressure Sensor/Switch "B" Circuit Low Transmission Fluid Pressure Sensor/Switch "B" Circuit High			T	*		D*		M*										
P0844 P0845 P0846 P0847 P0848 P0849	Transmission Fluid Pressure Sensor/Switch "B" Circuit Transmission Fluid Pressure Sensor/Switch "B" Circuit Range/Performance Transmission Fluid Pressure Sensor/Switch "B" Circuit Low Transmission Fluid Pressure Sensor/Switch "B" Circuit High Transmission Fluid Pressure Sensor/Switch "B" Circuit Intermittent			T	*		D*		M*										
P0844 P0845 P0846 P0847 P0848 P0849 P084A	Transmission Fluid Pressure Sensor/Switch "B" Circuit Transmission Fluid Pressure Sensor/Switch "B" Circuit Range/Performance Transmission Fluid Pressure Sensor/Switch "B" Circuit Low Transmission Fluid Pressure Sensor/Switch "B" Circuit High Transmission Fluid Pressure Sensor/Switch "B" Circuit Intermittent Transmission Fluid Pressure Sensor/Switch "H" Circuit			T	*		D*		M*										
P0844 P0845 P0846 P0847 P0848 P0849 P084A P084B	Transmission Fluid Pressure Sensor/Switch "B" Circuit Transmission Fluid Pressure Sensor/Switch "B" Circuit Range/Performance Transmission Fluid Pressure Sensor/Switch "B" Circuit Low Transmission Fluid Pressure Sensor/Switch "B" Circuit High Transmission Fluid Pressure Sensor/Switch "B" Circuit Intermittent Transmission Fluid Pressure Sensor/Switch "H" Circuit			T	*		D*		M*										
P0844 P0845 P0846 P0847 P0848 P0849 P084A P084B	Transmission Fluid Pressure Sensor/Switch "B" Circuit Transmission Fluid Pressure Sensor/Switch "B" Circuit Range/Performance Transmission Fluid Pressure Sensor/Switch "B" Circuit Low Transmission Fluid Pressure Sensor/Switch "B" Circuit High Transmission Fluid Pressure Sensor/Switch "B" Circuit Intermittent Transmission Fluid Pressure Sensor/Switch "H" Circuit Transmission Fluid Pressure Sensor/Switch "H" Circuit Range/Performance Transmission Fluid Pressure Sensor/Switch "H" Circuit Low			T	*		D*		M*										

Point   Neutral Switch Input Circuit High		ODD II Disamentis Tarabia Onda Definitions	I NI	-dl-	<b>A</b>			- 1		1	1	1	-	_	<del></del>			-1	. 11 -	
Copted and amail usage letters are used for visual minact city) Mazda, Nisagan and Lural Rover large group (10°C are for foreference, Ford PT was not responsible for assigning these DTCs.  Park Preparency Shading and discovery the control of the		OBD-II Diagnostic Trouble Code Definitions		rtn /	Ame	rica	1		-						urop	e	Aus	stra	ılla	
Madda, Missan and Land Rover legacy DTCa and for reference. Ford PTT was not responsible for sugging these to sugging these to the sugging these to the sugging these to the sugging these to the sugging these to the sugging these to the sugging these to the sugging these to sugging the sugging		[] = assigned but not used	Spark Ignition PC		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			Component/ System and I/O Type
Post   Perk   Neutral Switch (Pupt Circuit		Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	ntinuous	EO	ntinuous	EO	EK	ntinuous	ER E					ntinuous	잂띮		ntinuous	EO	ER	D = Digital F = Frequency I = Input
Post / Neutral Switch Input Circuit	D00.4E	Death (Manufact Originals Originals Originals	ပိ	Σ,	ર હ	₹ 5	ž	ပိ	질					ပိ	조 조		ദ	Ў	¥	O = Output
Park / Neutral Switch Input Circuit Low PRESS. Park / Neutral Switch Input Circuit High PRESS. Park / Neutral Switch Input Circuit Low PRESS. Park / Neutral Switch Input Circuit Low PRESS. Park / Neutral Input Circuit Low PRESS. Park / Neutral Input Circuit Low PRESS. Park / Neutral Input Circuit High PRESS. Park / Neutral Input Circuit High PRESS. Park / Neutral Input Circuit High PRESS. Park / Neutral Input Circuit High PRESS. Park / Neutral Input Circuit High PRESS. Park / Neutral Input Circuit High PRESS. Park / Neutral Input Circuit Park / Neutral Input Park / Neut		·			_	++	-			N/I*	J			F	+			H		
1995  2014   Neutral Switch Input Circuit High					$\top$	H	+			IVI				_	$\vdash$			H	Ħ	
90855         Nive Switch Input Circuit Livin           90855         Nive Switch Input Circuit High           90856         Traction Control Input Signal           90857         Traction Control Input Signal Livin           90859         Traction Control Input Signal Livin           90859         Traction Control Input Signal Livin           90859         Traction Control Input Signal Livin           90850         Ger Shift Control Module '8' Communication Circuit           90850         Gers Shift Control Module '8' Performance           90851         Gers Shift Control Module 'A' Performance           90852         Gers Shift Control Module 'A' Communication Circuit           90853         Gers Shift Control Module 'A' Communication Circuit           90854         Gers Shift Control Module 'A' Communication Circuit Livin           90855         Gers Shift Control Module 'A' Communication Circuit High           90856         Gers Shift Control Module 'A' Communication Circuit Livin           90857         Gers Shift Control Module 'A' Communication Circuit Livin           90856         Gers Shift Control Module 'A' Communication Circuit Livin           90857         Control Module 'A' Communication Circuit Livin           90858         Case Shift Control Module 'A' Communication Circuit Livin           90859         Case Shif		'		Ħ		Ħ												Ħ		
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Pacificial Control Input Signal Low				H	-	H	+							Е	$\vdash$			H	H	
Posson   Gear Shift Control Module 'B' Communication Circuit				Ħ		Ħ								-	$\top$			Ħ		
Possible   Gear Shift Control Mobule 'B' Communication Circuit High	P0859	Traction Control Input Signal High		П			1								工			D		
Posson   Gear Shift Control Module 'B' Communication Circuit High					_	Ш	1								$\bot$			Ш		
Posset   Gear Shift Control Module "A" Performance							4								+			H	H	
Page		· · · · · · · · · · · · · · · · · · ·		$\vdash$	Т	H	+		-						+			H	H	
Posson   Gear Shift Control Module   "A Communication Circuit   Module   To Communication Circuit   Module	P085E			H	Ť	H									$\top$			H		
Pose   Gear Shift Control Module   "A Communication Circuit Low	P085F						T								$\top$			Ħ	П	
Post	P0860				T										I					,
100   100	P0861			Щ			_								+			Ш	Ш	
P0865   TOM Communication Circuit Low		, i		$\vdash$	+	$\vdash$	-		-						+			Н	H	
TCM Communication Circuit Low					+	H	+								$\vdash$			H	H	
Pige   Program   Pige   Program   Pige   P	P0865			H			1								$\top$			Ħ	Ħ	
Transmission Fluid Pressure Low	P0866	TCM Communication Circuit High																		
P0867   Transmission Fluid Pressure High	P0867														$\perp$			Ш		
P086B					Т		4								+			H	H	
P086B   P086C   P086		Transmission Fluid Flessule Fign			+	H	+								$\vdash$			H	H	
P0860	P086B			Ħ		Ħ									$\top$			Ħ		
P086E	P086C														工					-
P0870   Transmission Fluid Pressure Sensor/Switch "C" Circuit Low	P086D			Щ			_								+			Ш	Ш	
Transmission Fluid Pressure Sensor/Switch "C" Circuit Range/Performance   T   D"   D"   D"   D"   D"   D"   D"				$\vdash$	+	$\vdash$	-		-						+			Н	Н	
P0871   Transmission Fluid Pressure Sensor/Switch "C" Circuit Range/Performance		Transmission Fluid Pressure Sensor/Switch "C" Circuit		H	-	H	+	D^							$\vdash$			H	H	
P0873   Transmission Fluid Pressure Sensor/Switch "C" Circuit High	P0871			Ħ	Т	Ħ									$\top$			Ħ		
Property   Transmission Fluid Pressure Sensor/Switch "C" Circuit Intermittent																				
P0875   Transmission Fluid Pressure Sensor/Switch "D" Circuit   D"   D"   D"   D"   D"   D"   D"   D															II.					
P0876   Transmission Fluid Pressure Sensor/Switch "D" Circuit Range/Performance				₽	_	₽	4	Β.	-						+			Ц	Щ	
P0877   Transmission Fluid Pressure Sensor/Switch "D" Circuit Low				H	+	+			-						+			H	H	
Post   Post	P0877	, i		H	+	$\forall$	$\dashv$	-	+						+	1		H	H	
P087A   P087B   P087C   P087D   P087D   P087D   P087D   P087E   P087F   P087	P0878	Transmission Fluid Pressure Sensor/Switch "D" Circuit High		□	I	口	╧		上						I			D		
P087C	P0879	Transmission Fluid Pressure Sensor/Switch "D" Circuit Intermittent			Ţ	П	Ţ	J							F			Ц	П	
P087C	P087A		<u> </u>	Н	+	$\sqcup$	4	_	$\bot$						$\dashv$	<u> </u>		Н	Н	
P087E			-	H	+	${+}$	+		+	<del>                                     </del>	<del>                                     </del>		_		+	-		H	Н	
P087F   P0880   TCM Power Input Signal   P0881   TCM Power Input Signal Range/Performance   P0882   TCM Power Input Signal Low   P0883   TCM Power Input Signal Low   P0884   TCM Power Input Signal High   P0885   TCM Power Input Signal Intermittent   P0886   TCM Power Relay Control Circuit /Open   P0886   TCM Power Relay Control Circuit Low   P0887   TCM Power Relay Control Circuit High   P0888   TCM Power Relay Sense Circuit   P0888   TCM Power Relay Sense Circuit Range/Performance   P0888   TCM Power Relay Sense Circuit Range/Performance   P0888   Transmission Fluid Filter Deteriorated   P0888   Transmission Fluid Filter Very Deteriorated   P0888   Transmission Fluid Filter Very Deteriorated   P0888   Transmission Fluid Filter Very Deteriorated   P0888   Transmission Fluid Filter Very Deteriorated   P0888   Transmission Fluid Filter Very Deteriorated   P0888   Transmission Fluid Filter Very Deteriorated   P0888   P0888   Transmission Fluid Filter Very Deteriorated   P0888	P087D			H	+	$\forall$	+		+						+			H	H	
P0887   F   F   F   F   F   F   F   F   F	P087E			Ħ	$\dagger$	Ħ	$\top$	7	$\top$						$\top$			Ħ	Ħ	
P0881   TCM   Power Input   Signal   Range/Performance	P087F			П		П	1								工			П		
P0882   TCM   Power   Input   Signal   Low			<u> </u>	Н	$\perp$	$\sqcup$	4	_	$\bot$						$\dashv$	<u> </u>		Н	Н	
P0883   TCM   Power Input   Signal   High   T'		1 0 0	1	${\color{black} +}$	Τ,	$\vdash$	+	$\dashv$	+						$\dashv$	<u> </u>		H	${oldsymbol{ec{H}}}$	
P0884 TCM Power Input Signal Intermittent P0885 TCM Power Relay Control Circuit /Open P0886 TCM Power Relay Control Circuit Low P0887 TCM Power Relay Control Circuit High P0888 TCM Power Relay Sense Circuit P0889 TCM Power Relay Sense Circuit P0889 TCM Power Relay Sense Circuit Range/Performance P0888 TCM Power Relay Sense Circuit Range/Performance P0888 Transmission Fluid Filter Deteriorated P0888 Transmission Fluid Filter Very Deteriorated				$\forall$	_		+	$\dashv$	+	1					+			H	H	
P0885   TCM   Power Relay Control Circuit   /Open				Ħ	Ť	Ħ	$\top$		$\top$						$\top$			Ħ	H	
P0887   TCM Power Relay Control Circuit High	P0885	TCM Power Relay Control Circuit /Open		Ⅱ		Ш	I		工									D	◨	
P0888 TCM Power Relay Sense Circuit P0889 TCM Power Relay Sense Circuit Range/Performance P088A Transmission Fluid Filter Deteriorated P088B Transmission Fluid Filter Very Deteriorated				Ц	Ļ	Щ	$oldsymbol{\downarrow}$	Į	$\bot$								Ĺ	Ц	Ц	
P0889 TCM Power Relay Sense Circuit Range/Performance P088A Transmission Fluid Filter Deteriorated P088B Transmission Fluid Filter Very Deteriorated		·	<u> </u>	dash	+	$\vdash \vdash$	+		$\perp$	<u> </u>				É	е			H	H	
P088A Transmission Fluid Filter Deteriorated P088B Transmission Fluid Filter Very Deteriorated		·		${\sf H}$	+	$\vdash$	+	$\dashv$	+	1					+	<u> </u>		H	H	
P088B Transmission Fluid Filter Very Deteriorated	P088A	·		$\forall$	$\dagger$	H	+	$\dashv$	+						+			H	H	
P088C	P088B			⇈	ፗ		₫		ᆂ						I		L	Ħ		
	P088C														لك			Ш	Ш	

	OBD-II Diagnostic Trouble Code Definitions	No	rth /	\me	rica	1							Е	urop	е	Au	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition	, <u>-</u>	Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	(OEO	Continuous	KOEO	S S	Continuous	KOER					Continuous	KOEO KOER		Continuous	КОЕО	<b>KOER</b>	A = Analog D = Digital F = Frequency I = Input O = Output
P088D		Ŭ				֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֡֓֓֓֡֡֡֡										)	Ì	Ì	
P088E																			
P088F P0890	TCM Power Relay Sense Circuit Low			+													H		
P0891	TCM Power Relay Sense Circuit High		Ħ		Ħ														
P0892	TCM Power Relay Sense Circuit Intermittent																		
P0893	Multiple Gears Engaged							-	N 4										
P0894 P0895	Transmission Component Slipping Shift Time Too Short		H		H				М										
P0896	Shift Time Too Long				Ħ	t													
P0897	Transmission Fluid Deteriorated			Т															
P0898	Transmission Control System MIL Request Circuit Low																		
P0899	Transmission Control System MIL Request Circuit High					-													
P089A P089B		<b> </b>	H	+	H	+		+						$\vdash$			H	H	
P089C			H	$\dagger$	$\dagger \dagger$	T		+	t	t					t		H	H	
P089D																			
P089E						4													
P089F	Transmission		H		H			-									H		
P0900	Clutch Actuator Circuit / Open		H	T*	H	+							Е	е				H	
	Clutch Actuator Circuit Range/Performance			Ť										Ť					
P0902	Clutch Actuator Circuit Low			T*									Е	е					
	Clutch Actuator Circuit High			T*	Ш			_					E	е					
	Gate Select Position Circuit [senses left / right position]  Gate Select Position Circuit Range/Performance		H	-	++	-		-					E	e e					
P0905	Gate Select Position Circuit Range/Performance  Gate Select Position Circuit Low		H		H	+								е				H	
P0907	Gate Select Position Circuit High																		
P0908	Gate Select Position Circuit Intermittent												Е	е					
P0909	Gate Select Control Error			_	lacksquare			_					Е						
P0910 P0911	Gate Select Actuator Circuit / Open [left / right motion]  Gate Select Actuator Circuit Range/Performance		H		+	-		-					Е	е			H		
	Gate Select Actuator Circuit Kange/Fenomiance		H		H								Е	е					
	Gate Select Actuator Circuit High												Е	е					
	Gear Shift Position Circuit [senses forward / rearward position, odd / even gears]												Е	е					
	Gear Shift Position Circuit Range/Performance			_	lacksquare			_					Е	е					
	Gear Shift Position Circuit Low Gear Shift Position Circuit High		H		+	-		-									H		
	Gear Shift Position Circuit Intermittent		H		Ħ	Ŧ	_						Е	е					
P0919	Gear Shift Position Control Error				П			I					Е						
	Gear Shift Forward Actuator Circuit / Open [forward motion, odd gears, 1,3,5]		Щ	_	Ш	1	[	1					Е	е			Ц	Ц	
	Gear Shift Forward Actuator Circuit Range/Performance Gear Shift Forward Actuator Circuit Low	-	dash	+	$\vdash$	-		+	-	-			Е	е			H	H	
	Gear Shift Forward Actuator Circuit Low  Gear Shift Forward Actuator Circuit High		$\forall$	+	+	+		+	1	1	H			e			H	H	
	Gear Shift Reverse Actuator Circuit / Open [rearward motion, even gears, 2,4,6]		Ħ	1	Ħ			T	L	L				е					
	Gear Shift Reverse Actuator Circuit Range/Performance		П	brack	П	1													
	Gear Shift Reverse Actuator Circuit Low	<u> </u>	$oxdapsymbol{\sqcup}$	-	igspace	4		_	<u> </u>	<u> </u>				е	<u> </u>		Щ	Щ	
	Gear Shift Reverse Actuator Circuit High Gear Shift Lock Solenoid/Actuator Circuit "A" / Open		${\it H}$	+	$\vdash$	+	-	+	1	1	$\vdash$		E	e e			H	H	
	Gear Shift Lock Solenoid/Actuator Circuit "A" Range/Performance		H	+	H	+	-	+		J			-				H	H	
	Gear Shift Lock Solenoid/Actuator Circuit "B" / Open		Ħ	Ī	ΔŢ			Ī										П	
	Gear Shift Lock Solenoid/Actuator Circuit "B" Range/Performance		Щ		П			Ţ											
	Gear Shift Lock SolenoidActuator Circuit "B" Low	-	${\mathbb H}$	T	$\vdash$	+		-	<u> </u>	<del>                                     </del>	$\vdash$				<u> </u>		Н	H	
P092D P092E	Gear Shift Lock Solenoid/Actuator Circuit "B" High		${\it H}$	1	$\vdash$	+	-	+	1	1	$\vdash$			$\vdash$			Н	H	
P092F			H	+	$\forall$	+		+						$\vdash$			H	H	
	Gear Shift Lock Solenoid/Actuator Circuit "A" Low		Ħ	Т	L			Ī						е				П	
	Gear Shift Lock Solenoid/Actuator Circuit "A" High		П	Т	П	1							Е	е					
	Hydraulic Pressure Sensor Circuit	G	g	+	$\sqcup$	-	_	+	<u> </u>	<u> </u>			_	4	<u> </u>		H	Н	
	Hydraulic Pressure Sensor Range/Performance Hydraulic Pressure Sensor Circuit Low	-	H	+	${+}$	+		+	<del>                                     </del>	<del>                                     </del>			Е	е	<del>                                     </del>		H	H	
	Hydraulic Pressure Sensor Circuit Low		H	+	$\forall$	+		+						$\vdash$			H	H	
	•	•							•	•				-	•		•	•	

	ODD II Dissessedie Teachle Onde Definitions	I NI		·				-	1					•		I A	-1	- 17 -	
	OBD-II Diagnostic Trouble Code Definitions		tn /	\me	rica	3		-					_	urop	e	Au	stra	ılla	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	E0	ntinuous	KOEO	Ē	ntinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	ER	A = Analog D = Digital F = Frequency I = Input
Doooo	Libertania Barrana Carana Circuit Intermettent	ပိ	ΣÌ	2 8	₹ ;	<u>¥</u>	ပိ	조 조					ၓ	ХX		ပိ	Ў	잘	O = Output
	Hydraulic Pressure Sensor Circuit Intermittent Hydraulic Oil Temperature Sensor Circuit	G	q	+	H	-		_						$\vdash$			H	H	
	Hydraulic Oil Temperature Sensor Circuit  Hydraulic Oil Temperature Sensor Range/Performance	G	y	+	H	+		+					Е	е			H	H	
	Hydraulic Oil Temperature Sensor Circuit Low	G	а			1							E	е			H	H	
	Hydraulic Oil Temperature Sensor Circuit High	G	g		Ħ								Е	е			Ħ		
	Hydraulic Oil Temperature Sensor Circuit Intermittent																Ш	П	
	Hydraulic Pressure Unit			T*	Ш	_											Ш	Ш	
	Hydraulic Pressure Unit Cycling Period Too Short		$\sqcup$	-	H	_		-					E	е			Н	Н	
	Hydraulic Pressure Unit Loss of Pressure Hydraulic Pump Relay Circuit / Open		$\vdash$	+	H	+		-					E	e e			H	H	
	Hydraulic Pump Relay Circuit / Open Hydraulic Pump Relay Circuit Range/Performance		H	+	H	+		+					E	e			H	H	
	Hydraulic Pump Relay Circuit Low					1							E	е			H	H	
	Hydraulic Pump Relay Circuit High		Ħ										Е	е			П	Ħ	
P0949	Auto Shift Manual Adaptive Learning Not Done		Ш		Ш								Е	е			П	П	
P0950	Auto Shift Manual Control Circuit [Up / Down / Auto / etc]					_											Ш	Ш	
P0951	Auto Shift Manual Control Circuit Range/Performance		Ш	_		_							Е	е			Ш	Ш	
P0952	Auto Shift Manual Control Circuit Low	-	$\vdash$	-	H	+		-					Е	е			Н	Н	
P0953 P0954	Auto Shift Manual Control Circuit High Auto Shift Manual Control Circuit Intermittent		$\vdash$	+	H	+		-					Е	е			H	H	
P0955	Auto Shift Manual Mode Circuit [Perf / Winter / Sport / etc]		H	+	H	+											H	H	
P0956	Auto Shift Manual Mode Circuit Range/Performance					1							Е	е			H	H	
P0957	Auto Shift Manual Mode Circuit Low		Ħ	T	Ħ	T								Ť			Ħ	Ħ	
P0958	Auto Shift Manual Mode Circuit High																П		
	Auto Shift Manual Mode Circuit Intermittent																	Ш	
	Pressure Control Solenoid "A" Control Circuit / Open	G^	g	T*	_	4	D*	d									Ш	Ш	
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	Pressure Control Solenoid "A" Control Circuit Ligh	G*	g		t		D*							$\vdash$			H	H	
	Pressure Control Solenoid "B" Control Circuit / Open	G^	g	T*		T		Ť									Ħ	T	
	Pressure Control Solenoid "B" Control Circuit Range/Performance		Ĭ	T*	П												Ħ		
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	Pressure Control Solenoid "B" Control Circuit High	G^	g	T*		_											Ш	Ш	
	Pressure Control Solenoid "C" Control Circuit / Open	G^	g	T*	Н	_		-									Н	Н	
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P0978	Shift Solenoid "C" Control Circuit Kange/Fenormance Shift Solenoid "C" Control Circuit Low		H	T*	_			d						$\vdash$			H	H	
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P0982	Shift Solenoid "D" Control Circuit Low			_	t	_		d						Ц			П		
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	Shift Solenoid "E" Control Circuit Range/Performance	<u> </u>	dash	T*	_		D^		-					$\vdash$	<u> </u>	<u> </u>	Н	Ц	
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P0986 P0987	Transmission Fluid Pressure Sensor/Switch "E" Circuit		H	+1"	ľ		D^	u						$\vdash$	<del>                                     </del>	<del>                                     </del>	Н	${\sf H}$	
P0988	Transmission Fluid Pressure Sensor/Switch "E" Circuit Range/Performance		H	$\dagger$	Ħ		D*	+		<del>                                     </del>				$\vdash$			H	$\forall$	
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P0990	Transmission Fluid Pressure Sensor/Switch "E" Circuit High		Ш	l	П	╧		丁									П	Ц	
P0991	Transmission Fluid Pressure Sensor/Switch "E" Circuit Intermittent		П		$\Box$	Ţ											Ц	Ц	
P0992	Transmission Fluid Pressure Sensor/Switch "F" Circuit		Щ	$igl \perp$	Ш	_		_						Ш	<u> </u>	<u> </u>	Щ	Ц	
P0993	Transmission Fluid Pressure Sensor/Switch "F" Circuit Range/Performance		dash	+	H	+		+						H		<b>_</b>	H	H	
P0994 P0995	Transmission Fluid Pressure Sensor/Switch "F" Circuit Low Transmission Fluid Pressure Sensor/Switch "F" Circuit High		${}+$	+	H	+	+	+		-				$\vdash$	1	1	Н	Н	
P0996	Transmission Fluid Pressure Sensor/Switch "F" Circuit Intermittent		H	+	H	$\dashv$	+	+						$\vdash$		<del>                                     </del>	H	H	
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*= MIL illuminates, ^= O/D Cancel flashes, + = "Wrench" light illuminates,		OBD-II Diagnostic Trouble Code Definitions	No	rth	۸۰	20.	ica	1	1		1			ı	-	iuro	20	Δ	-tr-	lio	
Capital and small usage letters are used for visual impact only    Mazzia, Risegan of TLCs are for federance. Fird PT was not inspected for assigning lesses DTCs.   Shading includes change interpretation states of the state		OBD-II Diagnostic Trouble Code Definitions		run	AII	ilei	ica	+	+						_	uro	Je	Au	Sura	IIIa	
Capital and small usage letters are used for visual impact only    Mazzia, Risegan of TLCs are for federance. Fird PT was not inspected for assigning lesses DTCs.   Shading includes change interpretation states of the state			park Ignition PC			andalone TCM		M Je lese	lesel PCIM		azda	aguar	and Rover	issan	park Ignition		lesel	park Ignition			SAE J1930 Component/ System and
Mazica. Nissan and Land Rover legacy DTCs. responsible for assigning these DTCs. shading indicates change from provious version.  Posses Shift Solenoid **C Control Circuit Rep Posses Shift Solenoid **C Control Circuit Rep Posses Shift Solenoid **C Control Circuit Rep Posses Shift Solenoid **C Control Circuit Rep Posses Shift Solenoid **C Control Circuit Love Posses Shift Solenoid **C Control Circuit Love Posses Shift Solenoid **C Control Circuit Rep Posses Shift Solenoid **C Circuit Circuit Rep Posses Shift Solenoid **C Circuit Circuit Rep Posses Shift Solenoid **C Circuit Circuit Rep Posses Shift Solenoid Rep Posses Shift Solenoid Rep Posses Shift Solenoid Rep Posses Shift Solenoid Rep Posses Shift Solenoid Rep Posses Shift Solenoid Rep Posses Shift Solenoid Rep Posses Shift Solenoid Rep Posses Shift Solenoid Rep Posses Shift Solenoid Rep Posses Shift Solenoid Rep Posses Shift Solen		0		H			+			+	Σ	Š	נ	z	S		-	Ś		-	A = Analog
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P0998   Shift Solenoid '9' Control Circuit Range-Performance	P0998	Shift Solenoid "F" Control Circuit Low	U	7	<u> </u>	T*	t	+		<u> </u>					_	<u> </u>		_	<u>x</u>	_	o = output
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PA0A0   Motor Electronics Coolent Temperature Sensor Circuit High   PA0A0   Motor Electronics Coolent Pump "A" Control Circuit / Open   PA0A0   Motor Electronics Coolent Pump "A" Control Circuit / Open   PA0A0   Motor Electronics Coolent Pump "A" Control Circuit / Open   PA0A0   Motor Electronics Coolent Pump "A" Control Circuit High   PA0A0   Motor Electronics Coolent Pump "A" Control Circuit High   PA0A0   Motor Electronics Coolent Pump "A" Control Circuit High   PA0A0   PA0A0   PA0A000   PA0A00   PA0A00   PA0A00   PA0A00   PA0A00   PA0A00   PA0A000   PA0A00   PA0A00   PA0A00   PA0A00   PA0A00   PA0A000   PA0A000   PA0A000   PA0A000   PA0A000   PA0A000   PA0A000   PA0A000   PA0A000   PA0A0000   PA0A0000   PA0A0000   PA0A0000   PA0A0000   PA0A0000   PA0A0000   PA0A00000   PA0A00000   PA0A000000   PA0A0000000   PA0A0000000000				L	-	Т	Ţ	Ţ								Ц				Ц	
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PADA9   DC/DC Converter Status Circuit / Open   G   g   g				Ħ	Ħ		T	T													
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POADS   Engine Failed to Start   POATS   POA		<u> </u>		H	H			+	_							$\vdash$				_	
POA11				П	Ħ			T													
POA12   DC/DC Converter Enable Circuit Low		<u> </u>							)*	d											
POA15   Engine Mount Control "A" Circuit Low		· · · · · · · · · · · · · · · · · · ·						1													
POA15   Engine Mount Control "A" Circuit / Open						_	_	+	_	-											
POA15   Engine Mount Control "A" Circuit Low						+	-	+		-									H		
P0A16 Engine Mount Control "A" Circuit High P0A17 Motor Torque Sensor Circuit P0A18 Motor Torque Sensor Circuit Range/Performance G g g g P0A19 Motor Torque Sensor Circuit Low P0A19 Motor Torque Sensor Circuit Low P0A19 Motor Torque Sensor Circuit Low P0A10 Generator Control Module P0A10 Drive Motor "B" Control Module P0A110 Drive Motor "B" Control Module P0A110 Drive Motor "B" Control Module P0A110 Drive Motor "B" Control Module P0A110 Drive Motor "B" Control Module P0A111 Drive Motor "B" Control Module P0A121 Batter/Generator Control Module P0A121 Batter/Generator Control Module P0A132 Battery Energy Control Module P0A141 Batter/Generator Control Module P0A15 Battery Energy Control Module P0A26 Motor Torque Sensor Circuit High P0A27 Motor Torque Sensor Circuit High P0A28 Generator Torque Sensor Circuit Range/Performance G g g g P0A29 Generator Torque Sensor Circuit Low P0A29 Generator Torque Sensor Circuit High P0A20 Generator Torque Sensor Circuit High P0A210 Generator Torque Sensor Circuit High P0A221 Hybrid Battery Power Off Circuit Low P0A232 Generator Torque Sensor Circuit High P0A2433 Drive Motor "A" Temperature Sensor Circuit Range/Performance P0A253 Drive Motor "A" Temperature Sensor Circuit Range/Performance P0A26 Drive Motor "A" Temperature Sensor Circuit Range/Performance P0A27 Drive Motor "A" Temperature Sensor Circuit High P0A28 Drive Motor "A" Temperature Sensor Circuit High P0A29 Drive Motor "A" Temperature Sensor Circuit High P0A29 Drive Motor "A" Temperature Sensor Circuit High P0A29 Drive Motor "A" Temperature Sensor Circuit High P0A29 Drive Motor "A" Temperature Sensor Circuit High P0A29 Drive Motor "A" Temperature Sensor Circuit High P0A29 Drive Motor "A" Temperature Sensor Circuit Low P0A29 Drive Motor "B" Temperature Sensor Circuit Low P0A30 Drive Motor "B" Temperature Sensor Circuit Low P0A30 Drive Motor "B" Temperature Sensor Circuit Low P0A30 Drive Motor "B" Temperature Sensor Circuit Low P0A30 Drive Motor "B" Temperature Sensor Circuit Low				У	9	+		$^{+}$													
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P0A19 Motor Torque Sensor Circuit Low P0A1A Generator Control Module P0A1B Drive Motor "A" Control Module P0A1C Drive Motor "B" Control Module P0A1C Drive Motor "B" Control Module P0A1D Hybrid Powertrain Control Module P0A1D Hybrid Powertrain Control Module P0A1D Hybrid Powertrain Control Module P0A1E Starter/Generator Control Module P0A1E Starter/Generator Control Module P0A1F Battery Energy Control Module P0A1B Drive Motor Torque Sensor Circuit High P0A2D Motor Torque Sensor Circuit Intermittent P0A21 Motor Torque Sensor Circuit Intermittent P0A22 Generator Torque Sensor Circuit Range/Performance G g g g P0A23 Generator Torque Sensor Circuit High P0A24 Generator Torque Sensor Circuit High P0A25 Generator Torque Sensor Circuit High P0A26 Generator Torque Sensor Circuit High P0A27 Hybrid Battery Power Off Circuit Low G G P0A28 Hybrid Battery Power Off Circuit Low G G P0A29 Hybrid Battery Power Off Circuit Low P0A29 Hybrid Battery Power Off Circuit Low P0A29 Drive Motor "A" Temperature Sensor Circuit Range/Performance P0A2C Drive Motor "A" Temperature Sensor Circuit Low P0A2D Drive Motor "A" Temperature Sensor Circuit Low P0A2D Drive Motor "A" Temperature Sensor Circuit Low P0A2D Drive Motor "A" Temperature Sensor Circuit Low P0A2D Drive Motor "A" Temperature Sensor Circuit High P0A2D Drive Motor "A" Temperature Sensor Circuit High P0A2D Drive Motor "A" Temperature Sensor Circuit High P0A2D Drive Motor "A" Temperature Sensor Circuit High P0A2D Drive Motor "A" Temperature Sensor Circuit High P0A2D Drive Motor "B" Temperature Sensor Circuit Low P0A3D Drive Motor "B" Temperature Sensor Circuit Low P0A3D Drive Motor "B" Temperature Sensor Circuit Low P0A3D Drive Motor "B" Temperature Sensor Circuit Low P0A3D Drive Motor "B" Temperature Sensor Circuit Low P0A3D Drive Motor "B" Temperature Sensor Circuit Low P0A3D Drive Motor "B" Temperature Sensor Circuit Low		· ·																			
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POA1C Drive Motor "B" Control Module POA1D Hybrid Powertrain Control Module POA1E Starter/Generator Control Module POA1E Starter/Generator Control Module POA2D Motor Torque Sensor Circuit High POA21 Motor Torque Sensor Circuit Range/Performance POA22 Generator Torque Sensor Circuit Low POA23 Generator Torque Sensor Circuit High POA24 Generator Torque Sensor Circuit High POA25 Generator Torque Sensor Circuit High POA26 Generator Torque Sensor Circuit High POA27 Hybrid Battery Power Off Circuit POA28 Hybrid Battery Power Off Circuit Low POA29 Hybrid Battery Power Off Circuit High POA20 Drive Motor "A" Temperature Sensor Circuit Range/Performance POA20 Drive Motor "A" Temperature Sensor Circuit Low POA21 Drive Motor "A" Temperature Sensor Circuit High POA22 Drive Motor "A" Temperature Sensor Circuit Low POA23 Drive Motor "A" Temperature Sensor Circuit Low POA24 Drive Motor "A" Temperature Sensor Circuit Low POA25 Drive Motor "A" Temperature Sensor Circuit Low POA26 Drive Motor "A" Temperature Sensor Circuit Low POA27 Drive Motor "A" Temperature Sensor Circuit Low POA28 Drive Motor "A" Temperature Sensor Circuit Low POA29 Drive Motor "A" Temperature Sensor Circuit Low POA29 Drive Motor "A" Temperature Sensor Circuit Low POA29 Drive Motor "A" Temperature Sensor Circuit Low POA29 Drive Motor "A" Temperature Sensor Circuit Low POA29 Drive Motor "A" Temperature Sensor Circuit High POA30 Drive Motor "B" Temperature Sensor Circuit Range/Performance POA31 Drive Motor "B" Temperature Sensor Circuit Range/Performance POA33 Drive Motor "B" Temperature Sensor Circuit Range/Performance POA33 Drive Motor "B" Temperature Sensor Circuit High POA33 Drive Motor "B" Temperature Sensor Circuit High POA33 Drive Motor "B" Temperature Sensor Circuit High POA33 Drive Motor "B" Temperature Sensor Circuit High POA33 Drive Motor "B" Temperature Sensor Circuit High POA33 Drive Motor "B" Temperature Sensor Circuit High				H			_	+		+						$\vdash$				-	
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P0A23 Generator Torque Sensor Circuit Range/Performance G g g g		·		$\vdash$	Н	+	+	+	-	-	<del>                                     </del>			<u> </u>	<u> </u>	$\vdash$	1	1	$\vdash$	$\dashv$	
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P0A28 Hybrid Battery Power Off Circuit Low P0A29 Hybrid Battery Power Off Circuit High P0A2A Drive Motor "A" Temperature Sensor Circuit P0A2B Drive Motor "A" Temperature Sensor Circuit Range/Performance P0A2C Drive Motor "A" Temperature Sensor Circuit Low P0A2D Drive Motor "A" Temperature Sensor Circuit High P0A2E Drive Motor "A" Temperature Sensor Circuit High P0A2E Drive Motor "A" Temperature Sensor Circuit Intermittent P0A2F Drive Motor "A" Temperature Sensor Circuit Intermittent P0A3D Drive Motor "B" Temperature Sensor Circuit Range/Performance P0A31 Drive Motor "B" Temperature Sensor Circuit Low P0A32 Drive Motor "B" Temperature Sensor Circuit Low P0A33 Drive Motor "B" Temperature Sensor Circuit High				L	Ц	Ţ	Ţ	Ţ								Ц				Ц	
P0A29 Hybrid Battery Power Off Circuit High P0A2A Drive Motor "A" Temperature Sensor Circuit P0A2B Drive Motor "A" Temperature Sensor Circuit Range/Performance P0A2C Drive Motor "A" Temperature Sensor Circuit Low P0A2D Drive Motor "A" Temperature Sensor Circuit High P0A2E Drive Motor "A" Temperature Sensor Circuit Intermittent P0A2F Drive Motor "A" Temperature Sensor Circuit Intermittent P0A2F Drive Motor "A" Temperature Sensor Circuit Intermittent P0A3D Drive Motor "B" Temperature Sensor Circuit Range/Performance P0A31 Drive Motor "B" Temperature Sensor Circuit Low P0A32 Drive Motor "B" Temperature Sensor Circuit Low P0A33 Drive Motor "B" Temperature Sensor Circuit High				$\vdash$	Ц	_	4	1	4	+	<u> </u>	<u> </u>	<u> </u>			igdash	1				
P0A2A Drive Motor "A" Temperature Sensor Circuit P0A2B Drive Motor "A" Temperature Sensor Circuit Range/Performance P0A2C Drive Motor "A" Temperature Sensor Circuit Low P0A2D Drive Motor "A" Temperature Sensor Circuit High P0A2E Drive Motor "A" Temperature Sensor Circuit Intermittent P0A2F Drive Motor "A" Temperature Sensor Circuit Intermittent P0A2F Drive Motor "A" Over Temperature P0A30 Drive Motor "B" Temperature Sensor Circuit Range/Performance P0A31 Drive Motor "B" Temperature Sensor Circuit Low P0A32 Drive Motor "B" Temperature Sensor Circuit Low P0A33 Drive Motor "B" Temperature Sensor Circuit High			G	H	Н		+	+	+	+	<u> </u>	<u> </u>	<u> </u>			$\vdash$	1		H	H	
P0A2B Drive Motor "A" Temperature Sensor Circuit Range/Performance P0A2C Drive Motor "A" Temperature Sensor Circuit Low P0A2D Drive Motor "A" Temperature Sensor Circuit High P0A2E Drive Motor "A" Temperature Sensor Circuit Intermittent P0A2F Drive Motor "A" Over Temperature P0A30 Drive Motor "B" Temperature Sensor Circuit Range/Performance P0A31 Drive Motor "B" Temperature Sensor Circuit Range/Performance P0A32 Drive Motor "B" Temperature Sensor Circuit Low P0A33 Drive Motor "B" Temperature Sensor Circuit Low P0A33 Drive Motor "B" Temperature Sensor Circuit High		, ,		H	H	T	+	+	+	+						$\vdash$	╁		H	H	
P0A2C Drive Motor "A" Temperature Sensor Circuit Low P0A2D Drive Motor "A" Temperature Sensor Circuit High P0A2E Drive Motor "A" Temperature Sensor Circuit Intermittent P0A2F Drive Motor "A" Over Temperature P0A30 Drive Motor "B" Temperature Sensor Circuit P0A31 Drive Motor "B" Temperature Sensor Circuit Range/Performance P0A32 Drive Motor "B" Temperature Sensor Circuit Low P0A33 Drive Motor "B" Temperature Sensor Circuit Low P0A33 Drive Motor "B" Temperature Sensor Circuit High		· · · · · · · · · · · · · · · · · · ·		H	Ħ	$\dot{\dashv}$	$\top$	$\dagger$	1	+	t					ff			Ħ	Ħ	
P0A2E Drive Motor "A" Temperature Sensor Circuit Intermittent  P0A2F Drive Motor "A" Over Temperature  P0A30 Drive Motor "B" Temperature Sensor Circuit  P0A31 Drive Motor "B" Temperature Sensor Circuit Range/Performance  P0A32 Drive Motor "B" Temperature Sensor Circuit Low  P0A33 Drive Motor "B" Temperature Sensor Circuit Low  P0A33 Drive Motor "B" Temperature Sensor Circuit High				I	Ħ			Ī		1											
P0A2F         Drive Motor "A" Over Temperature         T         I         I         IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII		·			П		I	Ţ													_
P0A30 Drive Motor "B" Temperature Sensor Circuit P0A31 Drive Motor "B" Temperature Sensor Circuit Range/Performance P0A32 Drive Motor "B" Temperature Sensor Circuit Low P0A33 Drive Motor "B" Temperature Sensor Circuit High		· · · · · · · · · · · · · · · · · · ·		Щ	Ц	_[	1	1	4	1						$oxed{oxed}$		<u> </u>	Ц	Ц	
P0A31 Drive Motor "B" Temperature Sensor Circuit Range/Performance P0A32 Drive Motor "B" Temperature Sensor Circuit Low P0A33 Drive Motor "B" Temperature Sensor Circuit High		· · · · · · · · · · · · · · · · · · ·		H	Н	1	+	+	4	-	<u> </u>	-	-	_	_	$\vdash \vdash$	1	1	H	$\dashv$	
P0A32 Drive Motor "B" Temperature Sensor Circuit Low P0A33 Drive Motor "B" Temperature Sensor Circuit High		· · · · · · · · · · · · · · · · · · ·		Н	Н	+	+	╁	+	+				-	-	$\vdash$	1		H	H	
P0A33 Drive Motor "B" Temperature Sensor Circuit High		·		H	H	+	+	+	1	+	$\vdash$					H	1		H	H	
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	P0A34	Drive Motor "B" Temperature Sensor Circuit Intermittent					I	Ι		1											

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	OBD-II Diagnostic Trouble Code Definitions	_	rtn	Am	ier	ıca	-	+	+	+	+	+	+	Eur	ope	A	uS	trali	a 
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,  [] = assigned but not used	Spark Ignition PCIV		C .	Standalone TCM		Diesel PCM			IMazua	Jaguar Land Rover	Nissan	Spark Ignition			Diesel Spark lanition	opain igilition		SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	KOEO	KOER	ontinuous	KOER	Continuous	KOEO	OER				Continuous	KOEO	OER	andining	Similar de	KOER	A = Analog D = Digital F = Frequency I = Input
P0A35	Drive Motor "B" Over Temperature	ŭ	조	Σ (	ŭ ŝ	<u> </u>	ŭ	ž	조	-			ŏ	호	호	- 0	5	2 3	O = Output
	Generator Temperature Sensor Circuit		-	H	т									+	+		+		
	Generator Temperature Sensor Circuit Range/Performance				Ť												T		
	Generator Temperature Sensor Circuit Low																		
	Generator Temperature Sensor Circuit High			Щ	4					_				$\perp$	_		_		
	Generator Temperature Sensor Circuit Intermittent			Н.	Т	-			-	-	_		-	+		D	4		
	Generator Over Temperature  Drive Motor "A" Inverter Over Temperature				T	+		+	+	_	_		+	+	_	U	+		+
	Drive Motor "B" Inverter Over Temperature			H	Ť									+	-		7		
P0A3E	Generator Inverter Over Temperature				Т														
	Drive Motor "A" Position Sensor Circuit																		
	Drive Motor "A" Position Sensor Circuit Range/Performance		₽-	${oldsymbol{ert}}$	4	+	-	-	+	-	-	-	-	+	+	-	4	+	1
	Drive Motor "A" Position Sensor Circuit Low Drive Motor "A" Position Sensor Circuit High	_	-	H	+	+	-	+	+	+	+	+	+	+	+	+	-	+	+
	Drive Motor "A" Position Sensor Circuit Intermittent		<u> </u>	H	$\dashv$	+			<b>-</b>					+	+		7	+	+
	Drive Motor "A" Position Sensor Circuit Overspeed		t	Ħ	Т	†		$\top$	$\dagger$	1	1		1	$\dagger \dagger$	$\dagger$		1	T	1
	Drive Motor "B" Position Sensor Circuit																		
	Drive Motor "B" Position Sensor Circuit Range/Performance			Щ	4					_				$\perp$	_		_		
	Drive Motor "B" Position Sensor Circuit Low Drive Motor "B" Position Sensor Circuit High				4										_		4		1
P0A48 P0A49	Drive Motor "B" Position Sensor Circuit Fign  Drive Motor "B" Position Sensor Circuit Intermittent			$\vdash$	-				-					+	-		+		1
	Drive Motor "B" Position Sensor Circuit Overspeed			H	1									+	-		7		1
P0A4B	Generator Position Sensor Circuit																		
	Generator Position Sensor Circuit Range/Performance																		
	Generator Position Sensor Circuit Low			₽	4	_			_		_		-	+	_		4		4
	Generator Position Sensor Circuit High Generator Position Sensor Circuit Intermittent				-	_			_	_			_	+	_		-		+
	Generator Position Sensor Circuit Overspeed			H	Т	$\top$		$\top$	1	_			+	+	_		7		-
P0A51	Drive Motor "A" Current Sensor Circuit				T														
	Drive Motor "A" Current Sensor Circuit Range/Performance																		
	Drive Motor "A" Current Sensor Circuit Low				4									$\perp$	_		4		
	Drive Motor "A" Current Sensor Circuit High Drive Motor "B" Current Sensor Circuit			$\vdash$	+	-			-	-	_		-	+			4		
	Drive Motor "B" Current Sensor Circuit Range/Performance		<u> </u>	H	$\dashv$	-	-		-	+			-	+	+		+	+	
	Drive Motor "B" Current Sensor Circuit Low			Ħ	T									$\top$	+		7		
	Drive Motor "B" Current Sensor Circuit High																		
	Generator Current Sensor Circuit																		
	Generator Current Sensor Circuit Range/Performance			₽	4	_			_		_		_	+	_		4		4
	Generator Current Sensor Circuit Low Generator Current Sensor Circuit High			$\vdash$	+	-		-	-	-	-		-	+	+		+		+
	Drive Motor "A" Phase U Current		┢	H	$\dashv$	+	-	+	$\dagger$	+	$\dashv$	+	+	+	+	+	$\dashv$	╁	+
	Drive Motor "A" Phase U Current Low		İ	Ħ	╛	Ī	T	I	J	_	╛	I	I	力	Ť				<u> </u>
	Drive Motor "A" Phase U Current High			П	Ţ	I		$oldsymbol{\perp}$	Ţ	I		Τ		П	Ţ		I	Ţ	
	Drive Motor "A" Phase V Current		<u> </u>	Н	4	$\perp$	1	$\perp$	4	-	_	-	-	+	4	-	4	4	<del> </del>
	Drive Motor "A" Phase V Current Low Drive Motor "A" Phase V Current High	<u> </u>	-	${\color{black} +}$	+	+	-	+	+	+	+	+	-	+	+	+	4	+	+
	Drive Motor "A" Phase V Current High	-		$\forall$	$\dashv$	+	-	+	+	+	+	+	1	+	+	+	-	+	+
	Drive Motor "A" Phase W Current Low		t	Ħ	7	T		$\top$	$\dagger$		$\dashv$		+	$\top$	$\dagger$	$\top$	1	+	1
P0A65	Drive Motor "A" Phase W Current High			П					1					П					
	Drive Motor "B" Phase U Current		<u> </u>	Ц	4	_		$\perp$	1		_			Ш	_	_	_[	1	
	Drive Motor "B" Phase U Current Low Drive Motor "B" Phase U Current High		<u> </u>	${old H}$	4	+	-	+	+	-	+	-	-	+	+	+	4	-	1
	Drive Motor "B" Phase U Current High Drive Motor "B" Phase V Current	-		${\sf H}$	+	+	-	+	+	+	+	+	+	+	+	-	-	+	+
	Drive Motor "B" Phase V Current Low			H	$\dashv$	+			$\dagger$		$\dashv$	+	1	+	$\dagger$	+	+	+	1
	Drive Motor "B" Phase V Current High		T	Ħ	_f		L		▆			1	1	$\perp \uparrow$	▆		_†	_	
	Drive Motor "B" Phase W Current			П					Ţ					П	Ţ		1	1	
	Drive Motor "B" Phase W Current Low		<u> </u>	Ц	4	$\perp$		$\perp$	4	_	_	1	-	$\sqcup$	$\downarrow$	_	_	_	1
	Drive Motor "B" Phase W Current High Generator Phase U Current		-	H	+	+	-	+	+	-	+	-	-	+	+	-	4	-	1
	Generator Phase U Current Low	-		$\forall$	$\dashv$	+	-	+	+	+	+	+	1	+	+	+	-	+	+
	Generator Phase U Current High		H	H	$\dashv$	$\top$	-	$\top$	$\dagger$	1	$\dashv$	+	1	+	$\dagger$		+	+	1
	Generator Phase V Current			П	1				1	1					I			1	
			_		_			_	_			_					_		

* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used  Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.  P0A73 Generator Phase V Current Low  P0A74 Generator Phase V Current High P0A75 Generator Phase W Current High P0A76 Generator Phase W Current High P0A77 Generator Phase W Current Low  P0A77 Generator Phase W Current High P0A78 Drive Motor "A" Inverter Performance P0A79 Drive Motor "B" Inverter Performance P0A70 Generator Inverter Performance P0A70 Generator Inverter Performance P0A71 Battery Energy Control Module Requested MIL Illumination P0A72 Hybrid Battery Pack Over Temperature P0A74 Hybrid Battery Pack Over Temperature P0A75 Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open P0A82 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off	Diesel		Spark Ignition n	Sur	ana	a
Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.  P0A73 Generator Phase V Current Low P0A74 Generator Phase V Current High P0A75 Generator Phase W Current P0A76 Generator Phase W Current Low P0A77 Generator Phase W Current High P0A78 Drive Motor "A" Inverter Performance P0A79 Drive Motor "B" Inverter Performance P0A7A Generator Inverter Performance P0A7B Battery Energy Control Module Requested MIL Illumination P0A7C Motor Electronics Over Temperature P0A7D Hybrid Battery Pack State of Charge Low P0A7B Hybrid Battery Pack Deterioration P0A80 Replace Hybrid Battery Pack P0A81 Hybrid Battery Pack Cooling Fan 1 Centrol Circuit / Open P0A81 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off	Diesel	sel	gnition			
Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.  P0A73 Generator Phase V Current Low P0A74 Generator Phase W Current High P0A75 Generator Phase W Current Low P0A76 Generator Phase W Current High P0A77 Generator Phase W Current High P0A78 Drive Motor "A" Inverter Performance P0A79 Drive Motor "B" Inverter Performance P0A7A Generator Inverter Performance P0A7A Generator Inverter Performance P0A7B Battery Energy Control Module Requested MIL Illumination P0A7C Motor Electronics Over Temperature P0A7D Hybrid Battery Pack State of Charge Low P0A7B Hybrid Battery Pack Deterioration P0A80 Replace Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open P0A81 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off		Die	Spark I			SAE J1930 Component/ System and I/O Type
P0A73 Generator Phase V Current Low P0A74 Generator Phase V Current High P0A75 Generator Phase W Current P0A76 Generator Phase W Current Low P0A77 Generator Phase W Current Low P0A77 Generator Phase W Current High P0A78 Drive Motor "A" Inverter Performance P0A79 Drive Motor "B" Inverter Performance P0A70 Generator Inverter Performance P0A71 Generator Inverter Performance P0A72 Generator Inverter Performance P0A73 Generator Inverter Performance P0A74 Generator Inverter Performance P0A75 Motor Electronics Over Temperature G P0A76 Hybrid Battery Pack State of Charge Low P0A77 Hybrid Battery Pack Over Temperature P0A78 Hybrid Battery Pack Deterioration P0A79 Hybrid Battery Pack Deterioration P0A80 Replace Hybrid Battery Pack P0A81 Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open P0A82 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off	i		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
POA75 Generator Phase W Current POA76 Generator Phase W Current Low POA77 Generator Phase W Current High POA78 Drive Motor "A" Inverter Performance POA79 Drive Motor "B" Inverter Performance POA79 Drive Motor "B" Inverter Performance POA7A Generator Inverter Performance POA7B Battery Energy Control Module Requested MIL Illumination POA7C Motor Electronics Over Temperature POA7D Hybrid Battery Pack State of Charge Low POA7E Hybrid Battery Pack Over Temperature POA7F Hybrid Battery Pack Deterioration POA80 Replace Hybrid Battery Pack POA81 Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open POA82 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off						
P0A76         Generator Phase W Current Low					_	
P0A77         Generator Phase W Current High         T           P0A78         Drive Motor "A" Inverter Performance         T           P0A79         Drive Motor "B" Inverter Performance         T           P0A7A         Generator Inverter Performance         T           P0A7B         Battery Energy Control Module Requested MIL Illumination         T           P0A7C         Motor Electronics Over Temperature         G           P0A7D         Hybrid Battery Pack State of Charge Low         T           P0A7E         Hybrid Battery Pack Over Temperature         T           P0A7F         Hybrid Battery Pack Deterioration         T           P0A80         Replace Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open         T           P0A82         Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off         T			-		_	ļ
P0A78         Drive Motor "A" Inverter Performance         T         T         T         P0A79         Drive Motor "B" Inverter Performance         T         T         P0A7A         Generator Inverter Performance         T         T         P0A7A         Generator Inverter Performance         T         T         P0A7B         Battery Energy Control Module Requested MIL Illumination         T         P0A7D         P0A7C         Motor Electronics Over Temperature         G         P0A7D         P0A7D         P0A7D         Pybrid Battery Pack State of Charge Low         P0A7E         P0A7E         Pybrid Battery Pack Over Temperature         P0A7E         P0A7E         Pybrid Battery Pack Deterioration         P0A8D         P0A8D         P0A8D         Pybrid Battery Pack Cooling Fan 1 Control Circuit / Open         P0A8D         P0A8D         Pybrid Battery Pack Cooling Fan 1 Performance/Stuck Off         P0A8D         P0				-	+	
P0A79 Drive Motor "B" Inverter Performance P0A7A Generator Inverter Performance P0A7B Battery Energy Control Module Requested MIL Illumination P0A7C Motor Electronics Over Temperature P0A7D Hybrid Battery Pack State of Charge Low P0A7E Hybrid Battery Pack Over Temperature P0A7F Hybrid Battery Pack Over Temperature P0A7F Hybrid Battery Pack Deterioration P0A80 Replace Hybrid Battery Pack P0A81 Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open P0A82 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off					+	
POA7B Battery Energy Control Module Requested MIL Illumination  POA7C Motor Electronics Over Temperature  POA7D Hybrid Battery Pack State of Charge Low  POA7E Hybrid Battery Pack Over Temperature  POA7F Hybrid Battery Pack Over Temperature  POA80 Replace Hybrid Battery Pack  POA81 Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open  POA82 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off						
P0A7C         Motor Electronics Over Temperature         G         Image: Composition of the com						
P0A7D     Hybrid Battery Pack State of Charge Low       P0A7E     Hybrid Battery Pack Over Temperature       P0A7F     Hybrid Battery Pack Deterioration       P0A80     Replace Hybrid Battery Pack       P0A81     Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open       P0A82     Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off						
P0A7E Hybrid Battery Pack Over Temperature P0A7F Hybrid Battery Pack Deterioration P0A80 Replace Hybrid Battery Pack P0A81 Hybrid Battery Pack P0A81 Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open P0A82 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off						<u> </u>
P0A7F         Hybrid Battery Pack Deterioration           P0A80         Replace Hybrid Battery Pack           P0A81         Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open           P0A82         Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off	_		<u> </u>	1	-	<u> </u>
POA80 Replace Hybrid Battery Pack POA81 Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open POA82 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off	+		<u> </u>	+	+	<del> </del>
P0A81 Hybrid Battery Pack Cooling Fan 1 Control Circuit / Open P0A82 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off	-		<u> </u>	-	+	<del> </del>
P0A82 Hybrid Battery Pack Cooling Fan 1 Performance/Stuck Off	+		$\vdash$	+	+	<del>                                     </del>
	+			+	$\dagger$	†
P0A83   Hybrid Battery Pack Cooling Fan 1 Stuck On	+			t	$\dagger$	1
P0A84 Hybrid Battery Pack Cooling Fan 1 Control Circuit Low						
P0A85 Hybrid Battery Pack Cooling Fan 1 Control Circuit High						
P0A86 14 Volt Power Module Current Sensor Circuit						
P0A87   14 Volt Power Module Current Sensor Circuit Range/Performance						
P0A88   14 Volt Power Module Current Sensor Circuit Low			<u> </u>		1	
P0A89   14 Volt Power Module Current Sensor Circuit High			-	-	-	
POASB 14 Volt Power Module System Voltage			<u> </u>		+	
P0A8C 14 Volt Power Module System Voltage Unstable				╁	╁	<u> </u>
POA8D 14 Volt Power Module System Voltage Low				t	t	
P0A8E 14 Volt Power Module System Voltage High						
P0A8F 14 Volt Power Module System Voltage Performance						
P0A90 Drive Motor "A" Performance					<u> </u>	
P0A91   Drive Motor "B" Performance			<u> </u>	-	-	
P0A92 Hybrid Generator Performance	-		<u> </u>		+	<del>                                     </del>
P0A93 Inverter "A" Cooling System Performance				-	+	
P0A95 High Voltage Fuse					-	
P0A96   Hybrid Battery Pack Cooling Fan 2 Control Circuit / Open					+	
P0A97 Hybrid Battery Pack Cooling Fan 2 Performance/Stuck Off					T	
P0A98 Hybrid Battery Pack Cooling Fan 2 Stuck On						
P0A99   Hybrid Battery Pack Cooling Fan 2 Control Circuit Low						
P0A9A Hybrid Battery Pack Cooling Fan 2 Control Circuit High	_		<u> </u>		_	<u> </u>
P0A9B   Hybrid Battery Temperature Sensor "A" Circuit	-		<u> </u>	1	1	<del>                                     </del>
P0A9C Hybrid Battery Temperature Sensor "A" Circuit Range/Performance P0A9D Hybrid Battery Temperature Sensor "A" Circuit Low	-		├	+	+	<del> </del>
POASE Hybrid Battery Temperature Sensor A Circuit Low  POASE Hybrid Battery Temperature Sensor "A" Circuit High	+		$\vdash$	+	+	<del>                                     </del>
P0A9F   Hybrid Battery Temperature Sensor "A" Circuit Intermittent/Erratic	-		$\vdash$	+	+	1
POAA0 Hybrid Battery Positive Contactor Circuit	$\vdash$		t	t	t	
P0AA1 Hybrid Battery Positive Contactor Circuit Stuck Closed					Ī	
P0AA2 Hybrid Battery Positive Contactor Circuit Stuck Open				I		
P0AA3 Hybrid Battery Negative Contactor Circuit				Ļ	L	
POAA4 Hybrid Battery Negative Contactor Circuit Stuck Closed	_		}	-	-	<b></b>
POAAS Hybrid Battery Negative Contactor Circuit Stuck Open	-		<u> </u>	1	+	<del>                                     </del>
P0AA6   Hybrid Battery Voltage System Isolation Fault	-		├	+	+	<del> </del>
POAA8 Hybrid Battery Voltage Isolation Sensor Circuit  POAA8 Hybrid Battery Voltage Isolation Sensor Circuit Range/Performance	+		$\vdash$	+	+	<del>                                     </del>
POAA9 Hybrid Battery Voltage Isolation Sensor Circuit Natige/Fenormance	-		$\vdash$	+	+	1
POAAA Hybrid Battery Voltage Isolation Sensor Circuit High	+			t	$\dagger$	1
POAAB Hybrid Battery Voltage Isolation Sensor Circuit Intermittent/Erratic				T	T	
P0AAC Hybrid Battery Pack Air Temperature Sensor "A" Circuit				I		
POAAD Hybrid Battery Pack Air Temperature Sensor "A" Circuit Range/Performance				Ļ	L	
POAAE Hybrid Battery Pack Air Temperature Sensor "A" Circuit Low			<u> </u>	1	1	<b></b>
POAAF Hybrid Battery Pack Air Temperature Sensor "A" Circuit High	1		├	1	+	<del>                                     </del>
P0AB0   Hybrid Battery Pack Air Temperature Sensor "A" Circuit Intermittent/Erratic			1	1		1

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Ame	ario	a l	- 1		1			ı	-	uro	26	Aus	etro	lia
<b>-</b>	טוטיטוו וויעפט ווייעפט ווייעפט ווייעפט ווייעפט		u I	AIIIE	511C	a		$\vdash$				-	_	-ar0	Ť	Aus	ou d	iia .
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	DEO	KOER Continuous	DEO	JER.	ontinuous	KOEO KOER					Continuous	KOEO KOER		ontinuous	КОЕО	A = Analog D = Digital F = Frequency I = Input
DOAR1	Hybrid Battery Pack Air Temperature Sensor "B" Circuit	ŭ	조 :	<u> </u>	호 :	Ў	ŏ	ᇫᇫ					ŭ	ᇫᇫ		ŭ	포	O = Output
	Hybrid Battery Pack Air Temperature Sensor "B" Circuit Range/Performance		H		H	$\dagger$											Ħ	+
	Hybrid Battery Pack Air Temperature Sensor "B" Circuit Low					T												
	Hybrid Battery Pack Air Temperature Sensor "B" Circuit High		Ц															
	Hybrid Battery Pack Air Temperature Sensor "B" Circuit Intermittent/Erratic Engine Mount Control "B" Circuit / Open				$\perp$	-												_
	Engine Mount Control "B" Circuit / Open  Engine Mount Control "B" Circuit Low				+	+											H	+
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POB1D Hybrid Battery Pack Voltage Sense "C" Circuit Intermittent / Erratic  POB1E Hybrid Battery Pack Voltage Sense "D" Circuit  POB1F Hybrid Battery Pack Voltage Sense "D" Circuit Range / Performance  POB20 Hybrid Battery Pack Voltage Sense "D" Circuit Low  POB21 Hybrid Battery Pack Voltage Sense "D" Circuit High  POB22 Hybrid Battery Pack Voltage Sense "D" Circuit High  POB23 Hybrid Battery Pack Voltage Sense "D" Circuit Intermittent / Erratic  POB24 Hybrid Battery "A" Voltage  Hybrid Battery "A" Voltage  Hybrid Battery "A" Voltage Unstable  POB25 Hybrid Battery "A" Voltage Low  POB26 Hybrid Battery "A" Voltage High  POB27 Hybrid Battery "B" Voltage High  POB28 Hybrid Battery "B" Voltage Unstable  POB29 Hybrid Battery "B" Voltage Unstable						Ħ														
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P0B20 Hybrid Battery Pack Voltage Sense "D" Circuit Low P0B21 Hybrid Battery Pack Voltage Sense "D" Circuit High P0B22 Hybrid Battery Pack Voltage Sense "D" Circuit Intermittent / Erratic P0B23 Hybrid Battery "A" Voltage P0B24 Hybrid Battery "A" Voltage Unstable P0B25 Hybrid Battery "A" Voltage Low P0B26 Hybrid Battery "A" Voltage High P0B27 Hybrid Battery "B" Voltage High P0B28 Hybrid Battery "B" Voltage Unstable P0B29 Hybrid Battery "B" Voltage Unstable				${\it H}$	+	Н	H		$\vdash$	<u> </u>					+	1	1	${\color{blue}H}$	$\dashv$	
POB21 Hybrid Battery Pack Voltage Sense "D" Circuit High POB22 Hybrid Battery Pack Voltage Sense "D" Circuit Intermittent / Erratic POB23 Hybrid Battery "A" Voltage POB24 Hybrid Battery "A" Voltage Unstable POB25 Hybrid Battery "A" Voltage Low POB26 Hybrid Battery "A" Voltage High POB27 Hybrid Battery "B" Voltage POB28 Hybrid Battery "B" Voltage POB29 Hybrid Battery "B" Voltage Unstable POB29 Hybrid Battery "B" Voltage Unstable POB29 Hybrid Battery "B" Voltage Unstable				H	-	H	H		$\vdash$	1					+	$\vdash$	1	H	$\dashv$	
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P0B24 Hybrid Battery "A" Voltage Unstable P0B25 Hybrid Battery "A" Voltage Low P0B26 Hybrid Battery "A" Voltage High P0B27 Hybrid Battery "B" Voltage P0B28 Hybrid Battery "B" Voltage P0B29 Hybrid Battery "B" Voltage Unstable P0B29 Hybrid Battery "B" Voltage Low					╧	П									╧			D		
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P0B2A   Hybrid Battery "B" Voltage High		· · ·		П		П														
	P0B2A	Hybrid Battery "B" Voltage High		Ш		Ш	Ш			<u> </u>						<u> </u>	<u> </u>			

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	OBD-II Diagnostic Trouble Code Definitions		rth /	Ame	eric	a							E	urop	oe -	Aus	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	DEO	KOER Continuous	DEO	JER	ontinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	JER	A = Analog D = Digital F = Frequency I = Input
DOB2B	Hybrid Battery "C" Voltage	ŭ	ž :	ই ত	ž	조	ŏ	호호					ŭ	조조		ŭ	호	ž	O = Output
	Hybrid Battery "C" Voltage Unstable		H	+	+			H						-			H	H	
	Hybrid Battery "C" Voltage Low					H											$\forall$	H	
	Hybrid Battery "C" Voltage High		Ħ														Ħ		
	Hybrid Battery "D" Voltage		Ш																
	Hybrid Battery "D" Voltage Unstable		Ш														Щ	Ш	
	Hybrid Battery "D" Voltage Low			-	$\vdash$			$\vdash$									H	Н	
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	High Voltage Service Disconnect Circuit Performance		H		+												H	H	
	High Voltage Service Disconnect Circuit Low		Ħ	$\top$	Ħ	H		Ħ						$\top$	T		$\forall$	H	
P0B36	High Voltage Service Disconnect Circuit High																		
	High Voltage Service Disconnect Open		П														П		
	Motor Electronics Coolant Pump "B" Control Circuit / Open		Ц			Ц		Щ	<u> </u>					_			Ц	Ц	
	Motor Electronics Coolant Pump "B" Control Circuit Low	<u> </u>	${oldsymbol{ert}}$	-	+	$\vdash$		$\vdash$	<u> </u>					-	1	<del>                                     </del>	$\dashv$	Н	
	Motor Electronics Coolant Pump "B" Control Circuit High Hybrid Battery Voltage Sense "A" Circuit		H	+	+	Н		$\vdash$						-	-	-	H	H	
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	Hybrid Battery Voltage Sense "A" Circuit High		H			H											$\forall$	H	
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	Hybrid Battery Voltage Sense "C" Circuit Intermittent / Erratic  Hybrid Battery Voltage Sense "C" Circuit		H		+										-		$\forall$	H	
	Hybrid Battery Voltage Sense "C" Circuit Range/Performance		H		+												H	H	
	Hybrid Battery Voltage Sense "C" Circuit Low																Ħ		
P0B48	Hybrid Battery Voltage Sense "C" Circuit High																		
	Hybrid Battery Voltage Sense "C" Circuit Intermittent / Erratic		Ш														Ш	Ш	
	Hybrid Battery Voltage Sense "D" Circuit			_	-												$\downarrow \downarrow$		
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	Hybrid Battery Voltage Sense "D" Circuit Intermittent / Erratic		H		+	H											$\forall$	H	
	Hybrid Battery Voltage Sense "E" Circuit		Ħ														Ħ	Ħ	
	Hybrid Battery Voltage Sense "E" Circuit Range/Performance																		
	Hybrid Battery Voltage Sense "E" Circuit Low																Ш		
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	Hybrid Battery Voltage Sense "E" Circuit Intermittent / Erratic		H	_	-												$\vdash$		
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	Hybrid Battery Voltage Sense "G" Circuit																		
	Hybrid Battery Voltage Sense "G" Circuit Range/Performance																		
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	Hybrid Battery Voltage Sense "H" Circuit Range/Performance		H	+	H	H		H	<del>                                     </del>					+	1		$\forall$	H	
	Hybrid Battery Voltage Sense "H" Circuit Low		Ħ	+	Ħ	H											Ħ	H	
P0B61	Hybrid Battery Voltage Sense "H" Circuit High		Гİ		I				L						L		П	П	
P0B62	Hybrid Battery Voltage Sense "H" Circuit Intermittent / Erratic																П		
	Hybrid Battery Voltage Sense "I" Circuit		Ц		Ц	Ц		Щ									Ц	Ц	
	Hybrid Battery Voltage Sense "I" Circuit Range/Performance	<u> </u>	Ц	_	$\vdash$	Н		Ш	<u> </u>					_	<u> </u>	<u> </u>	Щ	Ц	
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	Hybrid Battery Voltage Sense "J" Circuit		H	+	H	H		tt	$\vdash$					$\dashv$	$\vdash$		$\forall$	H	
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	OBD-II Diagnostic Trouble Code Definitions		rth .	Ame	eric	a	_	$\vdash$	-	1	_	<u> </u>	E	uro	ре	Aus	stra	ılia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	EO	KOER	)EO	ER	ntinuous	KOEO	ί			_	Continuous	KOEO		ntinuous	KOEO	JER	A = Analog D = Digital F = Frequency I = Input
DODCO	Libbrid Datter Valtera Canas IIII Circuit Dangs/Darfersons	ပိ	ž	질	¥	ᇫ	ပိ	질	<u> </u>				ပိ	조 호	-	ပိ	잗	푇	O = Output
	Hybrid Battery Voltage Sense "J" Circuit Range/Performance Hybrid Battery Voltage Sense "J" Circuit Low		H	-	+	H		H									H	H	
	Hybrid Battery Voltage Sense "J" Circuit High		H		$\dagger$	Ħ		Ħ									Ħ	H	
	Hybrid Battery Voltage Sense "J" Circuit Intermittent / Erratic																	◨	
	Hybrid Battery Voltage Sense "K" Circuit				_	H											Щ	$\sqcup$	
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	Hybrid Battery Voltage Sense "K" Circuit Low  Hybrid Battery Voltage Sense "K" Circuit High		H	_	+	H		H									H	H	
	Hybrid Battery Voltage Sense "K" Circuit Intermittent / Erratic							Ħ									Ħ	ΠŤ	
P0B72	Hybrid Battery Voltage Sense "L" Circuit																	Ш	
	Hybrid Battery Voltage Sense "L" Circuit Range/Performance		Ц	$\bot$	Ĺ	Ц		$\coprod$	$oxed{\bot}$	igsqcurl						igsqcurl	Ц	Ц	
	Hybrid Battery Voltage Sense "L" Circuit Low	-	Н	+	-	H		$\vdash \vdash$	-	1				$\dashv$	-	1	$\dashv$	$\dashv$	
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	Hybrid Battery Voltage Sense "M" Circuit			_	╁			H	+					-			H	H	
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	Hybrid Battery Voltage Sense "M" Circuit High		Ц	_ _	1	$\sqcup$		$oxed{oxed}$						$oxedsymbol{oxedsymbol{eta}}$	1		Ц	Ц	
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	Hybrid Battery Voltage Sense "N" Circuit High																Ħ	ΠŤ	
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	Hybrid Battery Voltage Sense "O" Circuit			_	<u> </u>	Щ		Ш	-								Ш	$\vdash$	
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P0B86	Hybrid Battery Voltage Sense "P" Circuit																	且	
	Hybrid Battery Voltage Sense "P" Circuit Range / Performance																	П	
	Hybrid Battery Voltage Sense "P" Circuit Low			_	-	H											Ш	$\dashv$	
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	Hybrid Battery Voltage Sense "Q" Circuit		H	$^{+}$	+	H		H									H	H	
P0B8C	Hybrid Battery Voltage Sense "Q" Circuit Range / Performance																Ħ	ΠŤ	
	Hybrid Battery Voltage Sense "Q" Circuit Low																П	П	
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	Hybrid Battery Voltage Sense "R" Circuit Range / Performance		H	+	+	H		H	+-	$\vdash$	-			+	$\vdash$	$\vdash$	H	$\dashv$	
	Hybrid Battery Voltage Sense "R" Circuit Low		Ħ	$\dashv$	T	Ħ		H	1					$\vdash$	1		Ħ	H	
P0B93	Hybrid Battery Voltage Sense "R" Circuit High		Ճ	I	I			口		L				◨	L	L	♬	₫	
	Hybrid Battery Voltage Sense "R" Circuit Intermittent / Erratic		Ц			П		Щ						Д			Ц	Д	· · · · · ·
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	Hybrid Battery Voltage Sense "S" Circuit Intermittent / Erratic		Ħ		T	Ħ			1						1		Ħ	♂	
P0B9A	Hybrid Battery Voltage Sense "T" Circuit		П											$\Box$			П	Ճ	
	Hybrid Battery Voltage Sense "T" Circuit Range / Performance	<u> </u>	Ц	_	1	$\sqcup$		$\sqcup \!\!\!\! \perp$	_					$oxed{oldsymbol{\perp}}$	1		Ц	$\dashv$	
	Hybrid Battery Voltage Sense "T" Circuit Low Hybrid Battery Voltage Sense "T" Circuit High		H	-	+	$\vdash$		$\vdash$	-	-	-			+	-	-	H	$\dashv$	
	Hybrid Battery Voltage Sense "T" Circuit High Hybrid Battery Voltage Sense "T" Circuit Intermittent / Erratic	-	H	-	+	H		+	1	1		-		$\vdash$	+	1	H	$\dashv$	
	Hybrid Battery Voltage Sense "U" Circuit Intermittent / Erratic  Hybrid Battery Voltage Sense "U" Circuit		H	$\dashv$	╁	H	-	H	+	$\vdash$				$\vdash$	+	$\vdash$	H	H	
	Hybrid Battery Voltage Sense "U" Circuit Range / Performance		Ħ	▆	İ	Ħ	L	口	Ţ	L					L	L	Ħ	₫	
. 02/10	Hybrid Battery Voltage Sense "U" Circuit Low		П	I		П								J			П	Д	
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P0BA1 P0BA2	Hybrid Battery Voltage Sense "U" Circuit High		Н	+	-	Н		$\vdash$	+	1				-	+	1	H	H	
P0BA1 P0BA2 P0BA3	Hybrid Battery Voltage Sense "U" Circuit Intermittent / Erratic		H					H						+			$\exists$	Ħ	
P0BA1 P0BA2 P0BA3 P0BA4														+				H	

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	OBD-II Diagnostic Trouble Code Definitions		tn .	Ame	FIC	d		+	1	<u> </u>	-	-	-	uro	Je T	Aus	stra	ına	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
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P0BA7	Hybrid Battery Voltage Sense "V" Circuit High	0	<u>x</u> .	<u> </u>		<u>x</u>	_	7 2						X X			<u>×</u>	<u>×</u>	o - output
P0BA8	Hybrid Battery Voltage Sense "V" Circuit Intermittent / Erratic																		
	Hybrid Battery Voltage Sense "W" Circuit		Ш																
	Hybrid Battery Voltage Sense "W" Circuit Range / Performance					_		_							-		$\vdash$		
	Hybrid Battery Voltage Sense "W" Circuit Low Hybrid Battery Voltage Sense "W" Circuit High		H	-	+	+		-						H	-		H		
	Hybrid Battery Voltage Sense "W" Circuit Intermittent / Erratic				$\mathbf{H}$	$\dashv$								H	1				
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**Set 1990 *** A Set		OBD-II Diagnostic Trouble Code Definitions	Noi	rth /	Ame	eric	а		Т					E	urop	е	Aus	stra	alia	
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Drive Motor "A" Inverter Power Supply Circuit Low Drive Motor "A" Inverter Power Supply Circuit High Drive Motor "A" Inverter Phase U Over Temperature Drive Motor "A" Inverter Phase V Over Temperature Drive Motor "A" Inverter Phase V Over Temperature Drive Motor "A" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase U Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Position Sensor Not Learned Drive Motor "B" Position Sensor Not Learned Drive Motor "B" Torque Delivered Performance Drive Motor "B" Torque Delivered Performan		117		${\sf H}$	+	Н	$\dashv$		+	<u> </u>				$\vdash$	+	1		${\mathbb H}$	H	
Drive Motor "A" Inverter Power Supply Circuit High Drive Motor "A" Inverter Phase U Over Temperature Drive Motor "A" Inverter Phase U Over Temperature Drive Motor "A" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase U Over Temperature Drive Motor "B" Inverter Phase U Over Temperature Drive Motor "B" Inverter Phase U Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Inverter Phase W Over Temperature Drive Motor "B" Position Sensor Not Learned Drive Motor "B" Position Sensor Not Learned Drive Motor "B" Torque Delivered Performance Drive M		11.7		H	$^{+}$	H	$\forall$		$\dashv$						$\dashv$			H	H	
Drive Motor "A" Inverter Phase V Over Temperature  Drive Motor "A" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase U Over Temperature  Drive Motor "B" Inverter Phase V Over Temperature  Drive Motor "B" Inverter Phase V Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Torque Delivered Performance  Drive Motor "B" Torque Delivered P		117																		
Drive Motor "A" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase U Over Temperature  Drive Motor "B" Inverter Phase V Over Temperature  Drive Motor "B" Inverter Phase V Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Position Sensor Not Learned  Drive Motor "B" Position Sensor Not Learned  Drive Motor "B" Torque Delivered Performance  Drive Motor "B"		· · · · · · · · · · · · · · · · · · ·		Ш		Ш			_											
Drive Motor "B" Inverter Phase U Over Temperature  Drive Motor "B" Inverter Phase V Over Temperature  Drive Motor "B" Inverter Phase V Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Inverter Phase W Over Temperature  Drive Motor "B" Position Sensor Not Learned  Drive Motor "B" Position Sensor Not Learned  Drive Motor "B" Position Sensor Not Learned  Drive Motor "B" Torque Delivered Performance  Drive Motor "B" Torque Delivered Performa				$\vdash$	+	$\vdash$	4		_						_			H	Н	
POC15 Drive Motor "B" Inverter Phase V Over Temperature POC16 Drive Motor "B" Inverter Phase W Over Temperature POC17 Drive Motor "A" Position Sensor Not Learned POC18 Drive Motor "B" Position Sensor Not Learned POC18 Drive Motor "A" Torque Delivered Performance POC19 Drive Motor "B" Torque Delivered Performance POC10 Drive Motor "B" Torque Delivered Performance POC10 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Too High POC10 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit POC11 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Range/Performance POC12 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Low POC15 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Low POC16 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit High POC20 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open POC21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low		· · · · · · · · · · · · · · · · · · ·		H	+	H	H		-	1	<del>                                     </del>			$\vdash$	+	<del>                                     </del>		H	H	
POC17 Drive Motor "A" Position Sensor Not Learned POC18 Drive Motor "B" Position Sensor Not Learned POC19 Drive Motor "B" Torque Delivered Performance POC10 Drive Motor "B" Torque Delivered Performance POC10 Drive Motor "B" Torque Delivered Performance POC11 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Too High POC10 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit POC11 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Range/Performance POC12 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Range/Performance POC13 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit High POC20 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open POC21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low		· · · · · · · · · · · · · · · · · · ·		Ħ		Ħ			_	L						L			Ħ	
POC18 Drive Motor "B" Position Sensor Not Learned POC19 Drive Motor "A" Torque Delivered Performance POC14 Drive Motor "B" Torque Delivered Performance POC15 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Too High POC16 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit POC17 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Range/Performance POC18 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Range/Performance POC19 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Low POC19 Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit High POC20 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open POC21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low				П																
POC19 Drive Motor "A" Torque Delivered Performance POC1A Drive Motor "B" Torque Delivered Performance POC1B Auxiliary Transmission Fluid Pump Control Module Internal Temperature Too High POC1C Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit POC1D Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Range/Performance POC1E Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Low POC1F Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit High POC20 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open POC21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low				Н	_	Н	$\sqcup$		_	<u> </u>					_			Н	Ц	
POC1A Drive Motor "B" Torque Delivered Performance POC1B Auxiliary Transmission Fluid Pump Control Module Internal Temperature Too High POC1C Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit POC1D Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Range/Performance POC1E Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Low POC1F Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit High POC20 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open POC21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low				${\mathbb H}$	+	Н	$\dashv$		$\dashv$						+	1		H	Н	
Auxiliary Transmission Fluid Pump Control Module Internal Temperature Too High  COC1C Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit  COC1D Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Range/Performance  COC1E Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Low  COC1F Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit High  COC20 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open  COC21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low				H	+	H	H		$\dashv$						+			H	H	
Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Range/Performance  OCC1E Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Low  OCC1F Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit High  OCC20 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open  OCC21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low	P0C1B	Auxiliary Transmission Fluid Pump Control Module Internal Temperature Too High		Ħ	Ī	Ħ			╛		L				╧	L		Ħ	Ħ	
POC1E Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit Low POC1F Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit High POC20 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open POC21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low		·				П												Ц	П	
POC1F Auxiliary Transmission Fluid Pump Control Module Internal Temperature Sensor Circuit High POC20 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open POC21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low					ge/P	erfo	orm	anc	е	<u> </u>					+	<u> </u>		H	Н	
20C20 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit / Open Proc21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low		·			+	Н	$\dashv$		$\dashv$			H			+			H	Н	
POC21 Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low		·	Jun 1	911	+	H	$\forall$		$\dashv$						$\dashv$			Ħ	H	
20C22  Auxiliary Transmission Fluid Pump Phase U-V-W Circuit High	P0C21	Auxiliary Transmission Fluid Pump Phase U-V-W Circuit Low		П	I	П												П		
	P0C22	Auxiliary Transmission Fluid Pump Phase U-V-W Circuit High		LĪ		П												LĬ		

	OBD-II Diagnostic Trouble Code Definitions	No	rth /	Ame	eric	a		П		l			E	urop	е	Aus	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	(OEO	Continuous	(OEO	(OER	Continuous	KOEO					Continuous	KOEO KOER		Continuous	KOEO	<b>(OER</b>	A = Analog D = Digital F = Frequency I = Input O = Output
P0C23	Auxiliary Transmission Fluid Pump Control Module Circuit / Open		Ì		Ī														
	Auxiliary Transmission Fluid Pump Control Module Circuit Low																		
P0C25 P0C26	Auxiliary Transmission Fluid Pump Control Module Circuit High Auxiliary Transmission Fluid Pump Motor Current		Н	-	+	H		$\vdash$						-					
P0C27	Auxiliary Transmission Fluid Pump Motor Current Low		H	-	+	H													
P0C28	Auxiliary Transmission Fluid Pump Motor Current High																		
P0C29	Auxiliary Transmission Fluid Pump Driver Circuit Performance			_															
	Auxiliary Transmission Fluid Pump Motor Stalled  Auxiliary Transmission Fluid Pump Control Module Feedback Signal		H	-	+	H													
	Auxiliary Transmission Fluid Fump Control Module Feedback Signal Range/Perform	ance	+	-	╁	H		H											
	Auxiliary Transmission Fluid Pump Control Module Feedback Signal Low																		
	Auxiliary Transmission Fluid Pump Control Module Feedback Signal High																		
	Internal Control Module Drive Motor/Generator-Engine Speed Sensor Performance		H	-	-	Н													
	Hybrid Battery Pack State of Charge High Inverter "B" Cooling System Performance		H	+	+	H		+	1	-					<del>                                     </del>	_	H	H	
	Hybrid Battery Cooling System Performance		H	1	$\dagger$	H		H											
	Hybrid Battery Temperature Sensor "F" Circuit																		
P0C34	Hybrid Battery Temperature Sensor "F" Range/Performance		Ц	_	<u> </u>	Ш													
	Hybrid Battery Temperature Sensor "F" Circuit Low Hybrid Battery Temperature Sensor "F" Circuit High		H	-	-	Н		$\vdash$											
	Hybrid Battery Temperature Sensor "F" Circuit Intermittent/Erratic		H	+	╁	H		$\vdash$										H	
	DC/DC Converter Temperature Sensor "A" Circuit		H	1	$\dagger$	H		H											
	DC/DC Converter Temperature Sensor "A" Circuit Range/Performanc																		
	DC/DC Converter Temperature Sensor "A" Circuit Low		Ц	_	<u> </u>	Ш													
	DC/DC Converter Temperature Sensor "A" Circuit High DC/DC Converter Temperature Sensor "A" Circuit Intermittent/Erratic		H	-	+	H													
	DC/DC Converter Temperature Sensor "A" Circuit Memilien/Enauc		H	+	+	H													
P0C3E	DC/DC Converter Temperature Sensor "B" Circuit Range/Performanc																		
	DC/DC Converter Temperature Sensor "B" Circuit Low		Ш	_	_	Ш													
	DC/DC Converter Temperature Sensor "B" Circuit High DC/DC Converter Temperature Sensor "B" Circuit Intermittent/Erratic		H	-	+	H													
	Hybrid Battery Pack Coolant Temperature Sensor Circuit		H	+	+	H													
	Hybrid Battery Pack Coolant Temperature Sensor Circuit Range/Performance		Ħ			Ħ													
	Hybrid Battery Pack Coolant Temperature Sensor Circuit Low		П																
	Hybrid Battery Pack Coolant Temperature Sensor Circuit High		Н	_	-	Н		4											
	Hybrid Battery Pack Coolant Temperature Sensor Circuit Intermittent/Erratic Hybrid Battery Pack Coolant Pump Control Circuit / Open		H	_	+	H		H											
	Hybrid Battery Pack Coolant Pump Control Circuit Low		H	+	$^{+}$	H													
	Hybrid Battery Pack Coolant Pump Control Circuit High																		
	Hybrid Battery Pack Coolant Pump Control Performance		H	_	_	Н													
	Hybrid Battery Pack Coolant Pump Supply Voltage Circuit / Open Hybrid Battery Pack Coolant Pump Supply Voltage Circuit Low		${\mathbb H}$	+	+	Н		$\vdash$		-				-		_	H	H	
	Hybrid Battery Pack Coolant Pump Supply Voltage Circuit Low		H	+	╁	H		${\mathsf H}$	$\vdash$	$\vdash$					t		H	H	
P0C4E	Drive Motor "A" Position Exceeded Learning Limit				İ				L										
	Drive Motor "B" Position Exceeded Learning Limit		Ц			П		Щ									L	Ц	
	Drive Motor "A" Position Sensor Circuit "A"  Drive Motor "A" Position Sensor Circuit "A" Range/Performance		H	-	+	Н		$\vdash$	-					$\vdash\vdash$			H	H	
	Drive Motor "A" Position Sensor Circuit "A" Range/Performance  Drive Motor "A" Position Sensor Circuit "A" Low		H	+	+	H		+	1	-					<del>                                     </del>	_	H	H	
	Drive Motor "A" Position Sensor Circuit "A" High		Ħ		1	$\Box$		丗		L									
	Drive Motor "A" Position Sensor Circuit "A" Intermittent/Erratic		П	I	I	П		Д										П	
P0C55	Drive Motor "A" Position Sensor Circuit B Drive Motor "A" Position Sensor Circuit "B" Range/Performance		${\mathbb H}$	+	-	Н		$\vdash$	1	<u> </u>					<u> </u>		H	H	
	Drive Motor "A" Position Sensor Circuit "B" Range/Performance  Drive Motor "A" Position Sensor Circuit "B" Low		H	+	+	H		+	1	-					<del>                                     </del>	_	H	H	
	Drive Motor "A" Position Sensor Circuit "B" High		H	$\dagger$	$\dagger$	H		H		t					t		Ħ	H	
	Drive Motor "A" Position Sensor Circuit "B" Intermittent/Erratic					П													
	Drive Motor "B" Position Sensor Circuit "A"		Ц	_	1	$\sqcup$		Ш									$\sqcup$	Щ	
	Drive Motor "B" Position Sensor Circuit "A" Range/Performance  Drive Motor "B" Position Sensor Circuit "A" Low		H	+	-	H		$\vdash$	1	<del>                                     </del>				$\vdash$	<u> </u>		H	H	
	Drive Motor "B" Position Sensor Circuit "A" High		H	+	+	H		+						$\vdash$		-	H	H	
	Drive Motor "B" Position Sensor Circuit "A" Intermittent/Erratic		Ħ	Ī	İ	Ħ			L	L								П	
	Drive Motor "B" Position Sensor Circuit B		Ц			Д		Д										Щ	
PUC60	Drive Motor "B" Position Sensor Circuit "B" Range/Performance		Ш		1	Ш			<u> </u>	<u> </u>					<u> </u>	<u> </u>	1		

	OPD II Diagnostic Trouble Code Definitions	NIa.	rth	Λm-	rio		- 1	-1					-	iura	20	۸		ıli-	
	OBD-II Diagnostic Trouble Code Definitions		un .	Ame	FIIC	a		-	1				-	uro	pe 	Au	Stra	ına	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	OEO	KOER Continuous	OEO	OER	ontinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P0C61	Drive Motor "B" Position Sensor Circuit "B" Low	O	Σ.	<del>Σ</del> Ω	X.	¥	O	ᅐᄌ					O	ㅈ ×	_	٥	¥	¥	O = Output
P0C62	Drive Motor "B" Position Sensor Circuit "B" High		Ħ	土	Ħ	╛								ഥ	L	L	Ħ		
	Drive Motor "B" Position Sensor Circuit "B" Intermittent/Erratic																		
	Generator Position Sensor Circuit "A" Generator Position Sensor Circuit "A" Range/Performance		H	+	H	4		+	<u> </u>					$\vdash$	-	-	+	Н	
	Generator Position Sensor Circuit A Range/Penormance Generator Position Sensor Circuit "A" Low		H	+	H	+		$\dashv$						$\vdash$	1	$\vdash$	H	H	
	Generator Position Sensor Circuit "A" High																		
	Generator Position Sensor Circuit "A" Intermittent/Erratic																		
	Generator Position Sensor Circuit "B" Generator Position Sensor Circuit "B" Range/Performance		H	-	+	$\dashv$		-						H			H	H	
	Gednerator Position Sensor Circuit "B" Low				H	<del>-  </del>		_									H	H	
P0C6C	Generator Position Sensor Circuit "B" High			╧	П												П		
	Generator Position Sensor Circuit "B" Intermittent/Erratic		Ц		П	_[								Щ			П	Ц	
	Hybrid Battery Temperature Sensor "A"/ "B" Correlation  Hybrid Battery Temperature Sensor "B" / "C" Correlation		H	-	+	$\dashv$		-						H			H	H	
	Hybrid Battery Temperature Sensor "C" / "D" Correlation		H	+	H	$\dashv$		-						H		<del>                                     </del>	H	H	
P0C71	Hybrid Battery Temperature Sensor "D" / "E" Correlation		Ħ	╧	Ħ	╛								╚				Ħ	
	Hybrid Battery Temperature Sensor "E" / "F" Correlation		Д	1	П	Ţ		1									П	П	
	Motor Electronics Coolant Pump "A" Control Performance		dash	+	H	4		$\perp$	<u> </u>				<u> </u>	$\vdash \vdash$	-	<u> </u>	H	Н	
	Motor Electronics Coolant Pump "B" Control Performance Hybrid Battery System Discharge Time Too Short		H	-	H	+		-						H			H		
	Hybrid Battery System Discharge Time Too Short		H	+	Ħ	$\dashv$		$\dashv$						$\vdash$	1		H	H	
P0C77	Hybrid Battery System Precharge Time Too Short				П														
	Hybrid Battery System Precharge Time Too Long		Ц	_	Ц	_[		$\bot$						$\coprod$	1		П	Ц	
	Drive Motor "A" Inverter Voltage Too High Drive Motor "B" Inverter Voltage Too High		H	+	H	$\dashv$		-	1				-	$\vdash$		<del>                                     </del>	Н	Н	
	Generator Inverter Voltage Too High		H	+	H	$\dashv$		-						H		<del>                                     </del>	H	H	
P0C7C	Hybrid Battery Temperature Sensor "G" Circuit				П														
	Hybrid Battery Temperature Sensor "G" Circuit Range/Performance		Ц	$\bot$	Ц	$oldsymbol{\perp}$											Ц	Ц	
	Hybrid Battery Temperature Sensor "G" Circuit Low Hybrid Battery Temperature Sensor "G" Circuit High		H	+	H	+		+	<u> </u>				-	$\vdash \vdash$	1	<u> </u>	H	Н	
	Hybrid Battery Temperature Sensor "G" Circuit Intermittent/Erratic		H	+	H	$\dashv$		-						H		<del>                                     </del>	H	H	
P0C81	Hybrid Battery Temperature Sensor "H" Circuit		Ħ	1	Ħ	╛								╚			Ħ	◨	
	Hybrid Battery Temperature Sensor "H" Circuit Range/Performance				П												П	П	
	Hybrid Battery Temperature Sensor "H" Circuit Low		${oldsymbol{arphi}}$	+	${m H}$	4	-	_	<u> </u>					$\vdash$	-	├	H	${oldsymbol{ert}}$	
	Hybrid Battery Temperature Sensor "H" Circuit High Hybrid Battery Temperature Sensor "H" Circuit Intermittent/Erratic		H	+	H	$\dashv$		+	<u> </u>					$\vdash$	-	<u> </u>	H	H	
P0C86	Hybrid Battery Temperature Sensor "F" / "G" Correlation		H	$\top$	Ħ	$\dashv$		$\dashv$						$\dagger \dagger$		T	Ħ	Ħ	
P0C87	Hybrid Battery Temperature Sensor "G" / "H" Correlation		П		П														
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			H	+	${\color{blue}H}$	+		$\dashv$					-	$\vdash$	+	1	H	H	
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			H	+	H	$\dashv$		$\dashv$						$\vdash$	1		H	H	
					П														
			Ц	_	Ц	_[		$\bot$						$\coprod$	1		П	Ц	
P0D00	Reserved by SAE		H	+	H	+		+	<u> </u>				-	$\vdash \vdash$	1	<u> </u>	H	Н	
P0E00	Reserved by SAE  Reserved by SAE		H	+	H	$\dashv$		$\dashv$						H	-		H	H	
P0F00	Reserved by SAE		H	$\top$	Ħ	$\dashv$		$\dashv$						$\dagger \dagger$		T	Ħ	Ħ	
			Ц																
<u> </u>	Manufacturer Specific DTCs																Ш	Ш	

	OBD-II Diagnostic Trouble Code Definitions	Na	rth	Am	le"	ico		П		1			-	uror	10	۸.,	stra	lin	
-	טוויים שומשוויים ווייםם שומשויים ווייםם ווייםם ביים ווייםם ווייםם ביים ווייםם ביים ווייםם ביים ווייםם ביים ווייםם ביים ווייםם ביים ווייםם ביים ווייםם ביים ווייםם ביים ווייםם ביים ווייםם ביים ביי	_	111	AIII	iei i	ıca	<del>                                     </del>	+	+	1				.ui Of	,e	Au	ou d	па	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		MOL Conference	Standalone I CIM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	KOEO	KOER	ntinuous	KOER	Continuous	KOEO	í				Continuous	KOEO KOER		Continuous	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input
				δ	3 5	5 5	ပိ									ပိ	ջ	ջ	O = Output
	OBD Systems Readiness Test Not Complete	G	g	g	4		D			J	L		Е	ее	_		$\perp$	4	
	KOER Not Able to Complete, KOER Aborted  Mass Air Flow Sensor Circuit Intermittent	G		g	-			+ 1	M b	-			Е	е			+	+	MAF
P1100	Mass Air Flow Sensor Out Of Self Test Range	G	a	g	+			H	M	<u> </u>				e e	D		H	+	MAF
P1102	Mass Air Flow Sensor In Range But Lower Than Expected		У	9	+		D*		M'	+							Ħ	$\dashv$	MAF
	Mass Air Flow Sensor In Range But Higher Than Expected		Ī	Ħ	Ť		D*		M'								Ħ	1	MAF
P1104																			
	Dual Alternator Upper Fault						D												•
	Dual Alternator Lower Fault				4		D											4	
	Dual Alternator Lower Circuit			4	4		D*		-	-							+	4	
	Dual Alternator Battery Lamp Circuit Intake Air Temperature 2 Circuit Intermittent	G	H	${} +$	+	+	D	+	-	1	<u> </u>			$\vdash$	1	1	$\forall$	+	IAT2
	Intake Air Temperature 2 Gricuit (D/C) Open/Short	٦	H	$\dashv$	+	+	<del>                                     </del>	++	М	1				+		$\vdash$	+	$\dashv$	17.12
P1111	System Pass		Ħ	Ħ	$\dagger$	+	D	d (		J				Ħ		T	$\dagger \dagger$	$\forall$	
	Intake Air Temperature Circuit Intermittent	G			J	╧		口	М	L	L		Е	◨			Ħ	╛	IAT
P1113	Intake Air Temperature Circuit (L/C) Open/Short			П	1			П	М								Ш		
P1114	Intake Air Temperature 2 Circuit Low (Super/Turbocharged engines)	G*		g	1													_	IAT2
P1115	Intake Air Temperature 2 Circuit High (Super/Turbocharged engines)	G*	g		4			Ш		<u> </u>				Щ			Ш	4	IAT2
P1116	Engine Coolant Temperature Sensor Out Of Self Test Range	G	g	g	4			+	M	-			Е	ее			$\mathbb{H}$	+	ECT
P1117 P1118	Engine Coolant Temperature Sensor Circuit Intermittent  Manifold Air Temperature Circuit Low	G		H	+		D*	ď	IVI	-			E	H			+	+	ECT IAT2
	Manifold Air Temperature Circuit High		H	H	+	-	D*		-	+-				$\vdash$		-	+	+	IAT2
	Throttle Position Sensor "A" Out Of Range Low (Ratch too low)	G*	а	g	+		۲	Ĭ					E*	g g			Ħ	$\dashv$	TP-A
P1121	Throttle Position Sensor "A" Inconsistent With MAF/MAP Sensor	G*	3	9				tt	+	1			Е	3 3			Ħ	<u> </u>	TP-A
P1122	Pedal Position Sensor "A" Circuit Low	G	g	g						J*									PP-A
	Pedal Position Sensor "A" Circuit High	G		g						J*									PP-A
	Throttle Position Sensor "A" Out Of Self Test Range		g	g	4			Ш		<u> </u>			_	ее		ļ.,	Ш	4	TP-A
P1125 P1126	Throttle Position Sensor "A" Intermittent Throttle Position (Narrow Range) Sensor Circuit	G		H	+			+	M	_			Е	H		U	+	+	TP-A
P1127	Exhaust Temperature Out of Range, O2 Sensor Tests Not Completed			g	-				IVI					е			+	<del>-</del>	HO2Sxx
	Upstream HO2S Sensors Swapped			g	1			+	М					е	_			<del>-  </del>	HO2Sx1
P1129	Downstream HO2S Sensors Swapped			g				Ħ	М					е					HO2Sx2
P1130	Lack Of HO2S11 Switches - Fuel Trim At Limit	G*							М				E*						HO2S11
P1131	Lack Of HO2S11 Switches - Sensor Indicates Lean	G*		g					М				E*	е					HO2S11
	Lack Of HO2S11 Switches - Sensor Indicates Rich	G*		g	_				М	_			E*	е				_	HO2S11
	Bank 1 Fuel Control Shifted Lean (FAOSC)	[G*]		4	4			++	M								+	4	
	Bank 1 Fuel Control Shifted Rich (FAOSC) Pedal Position Sensor "A" Circuit Intermittent	[G*] G	~	~	+			+	М	-				H			+	+	PP-A
	Control Box Fan Circuit	9	y	y	+	-		+	-	J				$\vdash$		-	+	+	FF-A
	Lack Of HO2S12 Switches - Sensor Indicates Lean		Ħ	g	$\dagger$	+		+	М		t			е	t		$\forall$	$\dashv$	HO2S12
	Lack Of HO2S12 Switches - Sensor Indicates Rich			g		1		ΙŢ	М	_	L			е	_	L	Ħ	I	HO2S12
	Water in Fuel Indicator Circuit			П	1			d (									Ш		
	Water in Fuel Condition		Ш	Ц	1	_	_	d (	t	<u> </u>				Ш			Ш	_[	
	Fuel Restriction Indicator Circuit		H	dash	+	+	D		-	1	<u> </u>			$\vdash$	1	<u> </u>	$\dashv$	4	
	Fuel Restriction Condition  Air Assisted Injector Control Valve Range/Performance		$\vdash$	dash	+	-	D	+	-	J*	<u> </u>			$\vdash$	<u> </u>	-	+	+	
	Air Assisted Injector Control Valve Range/Performance Air Assisted Injector Control Valve Circuit		$\vdash$	H	+	+	$\vdash$	+	+	J*				$\vdash$	1	1	+	+	
	Calculated Torque Error	G	H	H	Т	+		+	+	1			Е	$\vdash$	D	$\vdash$	+	$\dashv$	
P1146	Alternator Load Low		Ħ	H	$\top$	1	t	$\dagger \dagger$		J				Ħ			$\dagger \dagger$	$\dashv$	
P1147	Manifold Air Temperature / Intake Air Temperature Correlation			Ⅱ	1			П									П		
	Generator 2 Control Circuit		Ц	Ц	$\prod$			d (						Ш			Ш	$oldsymbol{ol}}}}}}}}}}}}}}}}$	
	Generator 2 Monitor Circuit High	-	Щ	oxdapsilon	_	1	D*	ď	_	1	<u> </u>			$oxed{oldsymbol{oxed}}$	<u> </u>	<u> </u>	$\sqcup$	_	1100000
	Lack Of HO2S21 Switches - Fuel Trim At Limit	G*	H	1	+	+	1	+	M	_	<u> </u>		E*	H	1	1	$\sqcup$	4	HO2S21
	Lack Of HO2S21 Switches - Sensor Indicates Lean Lack Of HO2S21 Switches - Sensor Indicates Rich	G* G*	H	g	+	+	<u> </u>	++	M	+			E*	e	+	-	+	+	HO2S21
	Bank 2 Fuel Control Shifted Lean (FAOSC)	[G*]	H	g	+	+	<u> </u>	++	M	_				е	1	1	+	+	HO2S21
	Bank 2 Fuel Control Shifted Rich (FAOSC)	[G*]	H	$\dashv$	+	+	<del>                                     </del>	++	M	_				+		$\vdash$	+	$\dashv$	
	Alternative Fuel Control Module Has Activated the MIL	G	Ħ	H	$\dagger$	+	t	TT	T.,	t			E*	H	t	H	$\dagger \dagger$	$\forall$	
	Fuel Select Switch Circuit	G	Π		J	╧		口	I				Е			U	Ħ	╛	
	Lack Of HO2S22 Switches - Sensor Indicates Lean			g				П		J				е	+		П	Ţ	HO2S22
	Lack Of HO2S22 Switches - Sensor Indicates Rich		Щ	g	4	_	<u> </u>	$\bot \bot$		J				е			$\sqcup$	_	HO2S22
P1159	Fuel Stepper Motor						<u> </u>				1			Ш		U	Ш		

	000 1101 11 0 1 0 1 0 1 10 11						-						_				_		
	OBD-II Diagnostic Trouble Code Definitions		rth /	Ame	rica	а							ь	uro	ре	Aus	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	(OEO	Continuous	(OEO	OER	continuous	KOEO KOER					Continuous	KOEO		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P115A	Low Fuel Level - Forced Limited Power	0	X 3	2 0	<u>×</u> .	x	D	XX					0	XX	D	0	*	¥	0 = Output
P115B	Low Fuel Level - Forced Engine Shutdown														D		Ħ	П	
P115C	TCM Unable to Process Driver Input - Forced Engine Shutdown																		
	Mass Air Flow Circuit Offset																Ш		
P115E	Throttle Actuator Control Throttle Body Air Flow Trim at Max Limit	G		4	Ш	4										U	Ш		
P115F	Electronic Control Module Cooling Fan Circuit		₽	+	Н						L						H	Н	
P1160 P1161			$\vdash$		+	4											H	H	
P1162			H	+	H			+						+			H	H	-
P1163			H	+	H	+											H	H	
P1164			H	+	H	1		+						+			H	H	
P1165			ΠŢ		П										L		П		
P1166				┸											L				
	Invalid Test, Operator Did Not Actuate Throttle		Ц		П											U	Ц	Ц	
P1168	Fuel Rail Pressure Sensor In Range But Low	G	Ш	_	Ш	4		$\perp$					<u> </u>	4		<u> </u>	Щ	Ц	
P1169	Fuel Rail Pressure Sensor In Range But High	G	Ц	_	$\sqcup$	4	_	$\perp$	-					$\vdash$		<u> </u>	Н	Ц	
P116A P116B	Fuel Stepper Motor Control 1 Circuit Open Fuel Stepper Motor Control 1 Circuit Short	-	H	+	H	4	_	+	-				_	$\vdash$	-	U	H	Н	
	Fuel Stepper Motor Control 1 Circuit Short		H	+	H	-		-								U	H	H	
	Fuel Stepper Motor Control 2 Circuit Short		H	+	H	+										U	H	H	
	Fuel Pressure Relief Valve Activated		H		H										D	Ŭ	$\forall$	H	
	Fuel Volume Regulator Control Exceeded Control Limits		Ħ	1	Ħ										T		Ħ		FVR
	Engine Shut Off Solenoid		Ħ		Ħ		D										П		
P1171	Rotor Sensor						D												
	Rotor Control		Ш				D										Ш	Ш	
	Rotor Calibration						D										Ш	Ц	
	Cam Sensor Cam Control		H	+	Н		D D	-					-	+	+	-	H	Н	
	Cam Calibration		H	+	H	+	D										H	H	
	Synchronization		H		H		D	+									H	H	
	Boltup Limits		Ħ				D										Ħ	Ħ	
P1179	Long Term Fuel Trim Too Rich - Banks 1 and 2 (AMFR)									J							П		
P117A	Engine Oil Overtemperature - Forced Limited Power	G																	
P117B	Exhaust Gas Temperature Sensor Correlation (Bank 1)				Ш		D										Ш		
	Exhaust Gas Temperature Sensor Correlation (Bank 2)			_													Ш		
	Fuel Volume Regulator Control Exceeded Maximum Control Limit		$\vdash$	_	Ш												Н	Н	FVR
	Fuel Volume Regulator Control Exceeded Minimum Control Limit Fuel Pressure Regulator Control Exceeded Learning Limits	<u> </u>	H	+	H	4	D	+	-					+		<del>                                     </del>	H	Н	FVR FPR
	Fuel Delivery System - Low	G	${\color{blue}+}$	+	${\mathbb H}$	+	ט	+					<del>                                     </del>	+	D	1	Н	Н	FFK
	Fuel Delivery System - High	G	H	+	H	+		+						+	D	1	H	H	
	Fuel Shut Off Solenoid Circuit	Ť	Ħ	$\dagger$	Ħ	+		$\top$	М					Ħ	Ť	U	Ħ	Ħ	
P1183	Engine Oil Temperature Sensor Circuit	G*	П	1	Ιİ			╧							L		П		EOT
P1184	Engine Oil Temperature Sensor Out Of Self Test Range		g	g	П	I	D	d						I			П	П	EOT
	Fuel Pump Temperature Sensor High		Ц		Ц		D										Ц	Ц	
	Fuel Pump Temperature Sensor Low		$\sqcup$		$\Box$	4	D	$\perp$						Щ	<u> </u>	<u> </u>	Щ	Ц	
	Variant Selection		H	+	H	4	D	+	-					+	D	<u> </u>	H	Н	
	Calibration Memory Pump Speed Signal		${\sf H}$	+	${\mathbb H}$	4	D D	+	М					+		<del>                                     </del>	H	Н	
	Calibration Resistor Out Of Range		H	+	H	+	D	+	M					+	1	1	Н	H	
	Key Line Voltage	<del>                                     </del>	H	+	H	+	D	+	141					+		$\vdash$	H	H	
	V External		Ħ	$\dagger$	Ħ	+	D	$\top$						Ħ			Ħ	Ħ	
	EGR Driver Over Current		П	1	Ιİ		D	╧							L		П		
	ECM/PCM A/D Converter		П		П		D		М								П		
	SCP HBCC Chip Failed to Initialize		Ш	1	Ш	_	D	$\perp$						Щ		<u> </u>	Щ	Ц	
	Key Off Voltage High		$\sqcup$		$\Box$	4	D	$\perp$						Щ		<u> </u>	Щ	Ц	
	Key Off Voltage Low		H	+	H	4	D	+	-					+		<u> </u>	H	Н	
P1198 P1199	Pump Rotor Control Underfueling	<u> </u>	${\color{black} +}$	+	H	+	D	+					-	+		<del>                                     </del>	H	Н	
	Injector Range/Performance		H	+	H	+	-	+						+	D*	-	H	H	
	Cylinder #1 Injector Circuit Open/Shorted		$\forall$	+	Ħ	+		+		J				+	D		H	H	INJ-1
	Cylinder #2 Injector Circuit Open/Shorted		Ħ	1	Ħ	1		$\top$		J				Ħ	D		Ħ	Ħ	INJ-2
P1203	Cylinder #3 Injector Circuit Open/Shorted		П	l				1		J					D		Ⅱ		INJ-3
. —																			

	OPD II Diagnostic Travella Cada Definitions	NIc	-4J-	Λ		inc	1	1 1	1				_			Α	ot	11:-	
-	OBD-II Diagnostic Trouble Code Definitions		m	Am	eri	ca		+	-	1			-	urop	е	AU	stra	ıııa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		Otopological TCM	Standalone I CIM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
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	Shading indicates change from previous version.	Cont	KOE	KOE	KOE K	KOE	Cont	KOEO	2				Cont	KOEO KOER		Cont	KOEO	KOER	I = Input O = Output
	Cylinder #4 Injector Circuit Open/Shorted							Ш	-	J					D				INJ-4
	Cylinder #5 Injector Circuit Open/Shorted Cylinder #6 Injector Circuit Open/Shorted		Н	+	+			H	-	J							$\vdash$	H	INJ-5 INJ-6
	Cylinder #7 Injector Circuit Open/Shorted		Н	$^{+}$	t			H		J							H	H	INJ-7
	Cylinder #8 Injector Circuit Open/Shorted				T					J									INJ-8
P1209	Injector Control Pressure Peak Delta Test Fault						D*								D*				,
P120A	Secondary Fuel Injector Insufficient Flow (Bank 1)		Ш	g	_			Ш										Ш	
	Secondary Fuel Injector Excessive Flow (Bank 1) Secondary Fuel Injector Insufficient Flow (Bank 2)		Н	g	4			H	-								$\vdash$	Н	
	Secondary Fuel Injector Insulicient Flow (Bank 2) Secondary Fuel Injector Excessive Flow (Bank 2)		H	g g	+			H									H	H	
	Fuel Pressure Sensor Circuit "A" - Excessive Variation		П	9	Ť			Ħ										Ħ	
P120F	Fuel Pressure Regulator Excessive Variation				1	l	D	Ц											
	Injector Control Pressure Higher Than Desired (engine off)		Ц	Ţ	Ţ		D*								D		Г	Ц	
	Injector Control Pressure Higher/Lower Than Desired (engine running)			_	4	_	D*		i l						D*		-		
P1212 P1213	Injector Control Pressure Lower Than Desired (engine crank or run)  Start Injector Circuit		Н	+	+	-	D	d	М					$\vdash$	D		+	H	
P1214	Pedal Position Sensor "B" Circuit Intermittent	G	g	а	+	+		++	IVI					$\vdash$			H	H	PP-B
	Pedal Position Sensor "C" Circuit Low	G	g		T													П	PP-C
	Pedal Position Sensor "C" Circuit High	G	g																PP-C
	Pedal Position Sensor "C" Circuit Intermittent	G	g	g															PP-C
	CID High		H		4		D	d										H	
	CID Low Cylinder Balance – Injector Restricted		Н	+	+		D	d									+		
	Cylinder Balance – Injector Nestricted  Cylinder Balance – Injector Stuck Closed		Н	$^{+}$	t	_		H									H	H	
	Cylinder Balance – Injector Leaking		П		T													П	
P121D																			
P121E			H	_	4			Ш											
P121F P1220	Series Throttle Control System	G	g	α.	+	-		H						-			+	H	
P1221	Traction Control System	[G]			T	+		Ħ	М							U	+		
	Pedal Position Sensor "B" Circuit Low	G	g		T			Ħ									T		PP-B
	Pedal Position Sensor "B" Circuit High	G	g																PP-B
	Throttle Position Sensor "B" Out Of Self Test Range		g	g	4			Ш					_						TP-B
	Needle Lift Sensor Control Sleeve Sensor Circuit		H	-	+	-		H	М				E				+	H	
	Wastegate Failed Closed (Over pressure)	G*	H	+	+			H	IVI								H	H	TCWGS
	Wastegate Failed Open (Under pressure)	G*		<b>-</b> t	1			Ħ											TCWGS
	Charge Air Cooler Pump Driver	G	g	g															CAC
	Fuel Pump Low Speed Malfunction (VLCM)	G	_																FP-VLCM
	Fuel Pump Secondary Circuit Low, High Speed (VLCM)	G	g	_	4	-		Н	-					_			-	Н	FP-VLCM
P1232 P1233	Fuel Pump Speed Primary Circuit (Two speed fuel pump)  Fuel Pump Driver Module Disabled or Off Line (Fuel Pump Driver Module)	G G*	g	g	+			H		J							+		FP-FPDM
P1234	Fuel Pump Driver Module Disabled or Off Line (Fuel Pump Driver Module)	G*	g		t			H		J							H	H	FP-FPDM
P1235	Fuel Pump Control out Of Range (Fuel Pump Driver Module/VLCM)	G*	g		T			Ħ		J								F	P-FPDM/VLCN
P1236	Fuel Pump Control Out Of Range (Fuel Pump Driver Module)	G*		g	1	I		П		J								F	P-FPDM/VLCN
P1237	Fuel Pump Secondary Circuit (Fuel Pump Driver Module)	G*	g	_	$\int$	Ļ	Ĺ	$\prod$	1					ЩĪ		Ĺ	Ц	Ц	FP-FPDM
	Fuel Pump Secondary Circuit (Fuel Pump Driver Module)	G*	Н	g	+	-		₩	+	<u> </u>	-			H	1	1	+	Н	FP-FPDM
P1239 P123A	Speed Fuel Pump Positive Feed BARO - Turbocharger/Supercharger Boost Sensor "A" Correlation	G	H	+	+	+		++	-	<del>                                     </del>						$\vdash$	+	H	
P123B	BARO - Turbocharger/Supercharger Boost Sensor "B" Correlation		H	$^{+}$	$\dagger$	+		$\dagger \dagger$	1					$\vdash$		t	Ħ	H	
P123C	Cold Start Turbocharger Protection - Forced Limited Power				1	İ	D	П											
P123D			П	I	Ţ			Ш										П	
P123E			Н	4	4	$\bot$	_	$\vdash$	-					igdash		<u> </u>	H	Н	
P123F P1240	Sansor Power Supply		H	+	+	-	-	++	-	J*				+	D	-	+	Н	
P1240	Sensor Power Supply Sensor Power Supply Low		H	+	+	+		+	+	J*				$\vdash$	٦		+	H	
	Sensor Power Supply High		H	$\dashv$	$\dagger$			Ħ	1	J*				H			t	H	
	Second Fuel Pump Fault or Ground Fault	G*			1	İ		口	L		L				L				
P1244	Alternator Load High Input	G	П	g	Ţ	I		П					Е	е	_			П	
	Alternator Load Low Input	G	Ш	g	4	-		$+\!\!\!+\!\!\!\!+$		<u> </u>			Е	е	_	<u> </u>	<b> </b>	Ц	
	Alternator Load Input Turbocharger Boost Pressure Low	G	H	g	+	$\perp$	D*			1			Е	е	D	<u> </u>	+	H	
r 124 <i>1</i>	Turbounaryar Doost Fressure Low	L	Ш		L_		D*	$\Gamma \Gamma_{c}$	4	l	Ь	l			<u> </u>	<u> </u>		Щ	

	OPD II Diagnostia Trouble Code Definitions	No	r4h	۸ma	ria				1	1			_			ΙΑ	-4	alia	
	OBD-II Diagnostic Trouble Code Definitions		rtn .	Ame	Prica	a		-						uro	)e	Au	Stra	alla	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	(0E0	KOER Continuous	(OEO	OER	Continuous	KOEO KOER					Continuous	KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P1248	Turbocharger Boost Pressure Not Detected	_			Ħ	_	D*		М								Ť	Ť	
P1249	Wastegate Control Valve Performance						D*												
P1250	Fuel Pressure Regulator Control Solenoid								М						D*				FPR
P1251	Air Mixture Solenoid Circuit		Ш		Ш				М									Ш	
P1252	Pedal Correlation PDS1 and LPDS High Pedal Correlation PDS1 and LPDS Low		Н		Н		D							-	-		-	H	
P1253 P1254	Pedal Correlation PDS1 and LPDS Low Pedal Correlation PDS2 and LPDS High		H		H		D D							-	-			H	
P1255	Pedal Correlation PDS2 and LPDS Low		H	-	H	-	D	+						+	+		╁	H	
P1256	Pedal Correlation PDS1 and HPDS						D											H	
	Pedal Correlation PDS2 and HPDS		H				D										T	Ħ	
P1258	Pedal Correlation PDS1 and PDS2						D												
P1259	Immobilizer to PCM Signal Error	lacksquare	Ц		П	Ц				$oxed{\Box}$			Е	$\bot \Gamma$	D	U	L	Ц	
P1260	Theft Detected, Vehicle Immobilized	G	Н	_	$\sqcup$	$\sqcup$	D		М	J			Е	$\perp$	D	U	1	Ш	
P1261	Cylinder #1 High To Low Side Short	G*	g	_	Н		D	d d						-	-		-	H	
P1262 P1263	Cylinder #2 High To Low Side Short Cylinder #3 High To Low Side Short	G*	g		H		D D	d						-	-			H	
P1264	Cylinder #4 High To Low Side Short	G*	g g	_	+		D	d							-		-	Н	
P1265	Cylinder #5 High To Low Side Short	G*	g	_	H	Ħ	D	d							<del>                                     </del>		-	H	
P1266	Cylinder #6 High To Low Side Short	G*	g	_			D	d							1			H	
P1267	Cylinder #7 High To Low Side Short	G*	g	_			D	d									T	Ħ	
P1268	Cylinder #8 High To Low Side Short	G*	g	g			D	d											
	Immobilizer Code Not Programmed															U			
	Engine RPM or Vehicle Speed Limiter Reached	G	Ш	T,					М				Е		D		_	Ш	
	Cylinder #1 High To Low Side Open	G*	g	_	Н		D	d d						-	-		-	H	
	Cylinder #2 High To Low Side Open Cylinder #3 High To Low Side Open	G*	g g	_	H	-	D	d						-	-			H	
	Cylinder #4 High To Low Side Open	G*	g	_			D	d										H	
	Cylinder #5 High To Low Side Open	G*	g	_				d							1			H	
	Cylinder #6 High To Low Side Open	G*	g	_			D	d											
	Cylinder #7 High To Low Side Open	G*	g	_			D	d											
	Cylinder #8 High To Low Side Open	G*	g	g			D	d										Ш	
	Control Sleeve Sensor Circuit Range/Performance		Н		H				М					-	-			H	
P127A P127B	Aborted KOER - Fuel Pressure Failure Aborted Camshaft Position Timing KOER - Engine Oil Temperature Out of Range			g		_		d							-		+	H	
P127C	Abolieu Camshait Fosition Tilling KOEK - Engine Oil Temperature Out of Kange			y															
P127D P127E			H	-	H	-		-						-	-			H	
P127F			Ħ		H	Ħ									<del>                                     </del>		-	H	
	Injector Control Pressure Sensor Circuit Low		Ħ				D*	d d							1			H	ICP
P1281	Injector Control Pressure Sensor Circuit High						D*	d d											ICP
P1282	Injector Control Pressure Higher Than Desired (engine running)		Ц		Ц	Ц	D*	d									L	П	ICP
P1283	Injector Pressure Regulator Control Circuit	<u> </u>	Н	_	$\sqcup$	Ц		d d						-	D*	<u> </u>	1	Н	IPR
P1284 P1285	Aborted KOER - Injector Control Pressure Failure  Cylinder Head Over Temperature Condition	G		0	H	$\dashv$		d		-			Е	ее	+	1	╀	Н	CHT
P1285	Fuel Pulsewidth In Range But Lower Than Expected	G	g	Я	H	$\dashv$		+					_	e e	+	1	$\vdash$	H	OH
P1287	Fuel Pulsewidth In Range But Higher Than Expected	G	H	+	Ħ	$\exists$		+						$\dashv$	t	t	$\vdash$	H	
P1288	Cylinder Head Temperature Sensor Out Of Self Test Range	Ĺ	g	g	Ħ	Ħ		$\top$						ее	D*		t	Ħ	CHT
P1289	Cylinder Head Temperature Sensor Circuit High	G*	g											ее			L		CHT
P128A	Cylinder Head Temperature Sensor Circuit Intermittent/Erratic	G*	Ц		Ц													Ц	
P128B		<u> </u>	Н	_	$\sqcup$			L	<u> </u>	-				+	<u> </u>	<u> </u>	-	Н	
P128C		<u> </u>	Н	-	H	$\dashv$		$\vdash$	<u> </u>	-				+	1	1	1	Н	
P128D P128E		<u> </u>	Н	+	H	$\dashv$		$\vdash$				-		+	1		╁	H	
P128F			H	+	H	H								+	1		1	H	
P1290	Cylinder Head Temperature Sensor Circuit Low	G*	g	g	Ħ	Ħ							E*	ее	+		t	H	CHT
P1291	Injector High Side Short To GND Or VBATT (Bank 1)	Ĺ		_	Ħ	Ħ	D		L						l	L	İ	П	
	Injector High Side Short To GND Or VBATT (Bank 2)		П		П			d											
	Injector High Side Open (Bank 1)	lacksquare	Ц		П	Ц	D	d		$oxed{\Box}$				$\bot \Gamma$			L	П	
	Injector High Side Open (Bank 2)	<u> </u>	Н	$\bot$	$\sqcup$	$\sqcup$	D	d		-				_	Ļ		1	Н	
	Injector Multiple Faults (Bank 1) Injector Multiple Faults (Bank 2)	-	Н	+	$\vdash$			d d		-				+	D D	<u> </u>	1	H	
	Injector Multiple Faults (Bank 2) Injector High Side Switches Shorted Together	<del>                                     </del>	H	+	H	$\dashv$		d						+	ט	1	$\vdash$	H	
0 .	mystar ing. Glad Gillands Gildrida regolilor	1					_	~_			ı					1	1	ш	

1	OPD II Diagnostic Trouble Code Definitions	No	rth	Ame	ori-			1 1	1	1	1	1	-	ine	no	Au	-4	alic	
	OBD-II Diagnostic Trouble Code Definitions		rtn .	Ame	eric	ca		H						uro	pe	Au	Stra	alla	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	EO	KOER	EO	ER	Continuous	EO	í				Continuous	EO	í	Continuous	EO	ER	A = Analog D = Digital F = Frequency I = Input
		ខិ	õ	중 양	8	8	တ	KOEO	2				ខិ	KOEO	2	ខិ	8	8	O = Output
P1298	Injector Driver Module Failure		Ш		-	$\perp$	D	d	М										0.17
	Cylinder Head Over Temperature Protection Active Boost Calibration Fault	G*	Н	g	-	+	D	$\vdash$		-			E*	•	9				CHT
	Boost Calibration High		H		$\vdash$	H	D	H										-	
	Boost Calibration Low					Ħ	D												
P1303	Exhaust Gas Recirculation Calibration Fault						D												
	Exhaust Gas Recirculation Calibration High	<u> </u>	Ш			Ш	D												
	Exhaust Gas Recirculation Calibration Low Kickdown Relay Pull-in Circuit		H		-	Н	D D			-	-			+	-		-		
	Kickdown Relay Pull-In Circuit  Kickdown Relay Hold Circuit	1	Н		╁	+	D	H						H					
	A/C Clutch Circuit					H	Ď	Ħ											
P1309	Misfire Monitor Hardware - CMP Misaligned, CKP/CMP Noise, PCM AICE Chip	G*	П	I	L	П		Ш	M	*				Ⅱ			L	L	_
	Knock Sensor 3 Circuit	G*	Ц		L	Ц		Щ						Щ			Ĺ	匚	
P130B P130C	Knock Sensor 4 Circuit	G*	H	-	-	H		$\vdash \vdash$	-	-	1_			$\vdash \vdash$	-	1	1	₽-	
P130C			H	-	╁	H		$\vdash$		-				$\vdash$	-		-		
P130E			H	+	+	H		+	+	+	1			$\vdash$	+	1	H	-	
P130F	Cylinder to Crankshaft Reference Synchronization					Ħ		Ħ					Е						
P1310	Ionization Misfire Detection Module Fault	G*		g															
P1311	Ionization Misfire Detection Module Communication Fault	G*		g	-	Н			١.,					Ш					
	Injection Pump Timing Actuator Circuit Misfire Rate Catalyst Damage Fault (Bank 1)				-	Н			М	J*	-			+	-		-		
	Misfire Rate Catalyst Damage Fault (Bank 2)	1	Н		╁	+		H		J*				H					
	Persistent Misfire					Ħ				J									
P1316	Injector Driver Module Codes Detected						D*	d											
	Injector Circuit/Injector Driver Module Codes Not Retrieved					Ш	D		١.,										
	Injection Timing Piston Position Sensor Circuit Injection Timing Piston Position Sensor Circuit Range/Performance				-	Н			M	_	-			+	D*		-		
	Distributor Signal Interrupt		Н		$\vdash$	H		H	IVI		1			H					
	Cylinder #9 High To Low Side Short																		
P1322	Cylinder #10 High To Low Side Short																		
	Cylinder #11 High To Low Side Short	<u> </u>	Ш			Ш													
	Cylinder #12 High To Low Side Short Cylinder #9 High To Low Side Open				-	Н				-	-			+	-		-		
	Cylinder #10 High To Low Side Open				-	H				-				-	-				
	Cylinder #11 High To Low Side Open					Ħ													
P1328	Cylinder #12 High To Low Side Open																		
	Injector Control Pressure Higher Than Desired (engine running)		Ш			Ш													
	Turbocharger/Supercharger Boost Control "A" Electrical	<u> </u>			-	+		d d											
	Turbocharger/Supercharger Boost Control "A" Performance Turbocharger/Supercharger Boost Control "A" Voltage	+	Н	-	+	H		d d		-	+	<del>                                     </del>		H	-	1	┢	┢	
	Turbocharger/Supercharger Boost Control "B" Electrical		H		t	H	Ť	Ħ			1			H			T	t	
P132E	Turbocharger/Supercharger Boost Control "B" Performance		П	I	L	П		Ш						Ⅱ			L	L	_
	Turbocharger/Supercharger Boost Control "B" Voltage	$oxed{\Box}$	Ц	$\bot$	Ĺ	Ц		Щ	1					Щ		lacksquare		L	
	Injector Control Pressure Lower Than Desired (engine running)		Н	-	1	Н	D	+	-	-	1			$\vdash \vdash$	-	1	_	-	
	Turbocharger/Supercharger Boost High Side Control Circuit / Open Turbocharger/Supercharger Boost High Side Control Circuit Low	1	H	+	+	Н	U	+	-	-	+	-		$\vdash \vdash$	-	1	┝	<del> </del>	
	Turbocharger/Supercharger Boost High Side Control Circuit High	$\vdash$	H	+	+	H		H	1	1	$\vdash$	H		H	1	t	H	┢	
	EGR Throttle Position Sensor Minimum/Maximum Stop Performance		П	╛	İ	Ħ	D*	(		╧				Ħ	╧		L	İ	
	EGR Position Sensor "A" Minimum/Maximum Stop Performance		П		Γ	П	D*	(						П					-
P1336	Crankshaft/Camshaft Sensor Range/Performance	G*	Н	_	1	Н	D*		t	J*	1	N		$\sqcup$	-	1		<u> </u>	
D4007	Throttle Position Output Circuit	-	H	-	-	H	D	H	-	J	1			H	-	1	1	<u> </u>	
	Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module)			_	+	Н		₩	+		1-	<del>                                     </del>	<u> </u>	H	+	₩	1	┢	
P1338	Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module)  Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module)		l J							1.1									
P1338	Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module) Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module) Camshaft Position Sensor "B" Circuit	G*	H	+		H		H		J*				+					CMP-B
P1338 P1339 P1340 P1341	Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module) Camshaft Position Sensor "B" Circuit Camshaft Position Sensor "B" Circuit Range/Performance	G*			L														CMP-B
P1338 P1339 P1340 P1341 P1342	Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module) Camshaft Position Sensor "B" Circuit Camshaft Position Sensor "B" Circuit Range/Performance Pedal Demand Sensor "A" Circuit Range/Performance	G*								J*					D*				
P1338 P1339 P1340 P1341 P1342 P1343	Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module) Camshaft Position Sensor "B" Circuit Camshaft Position Sensor "B" Circuit Range/Performance Pedal Demand Sensor "A" Circuit Range/Performance Pedal Demand Sensor "B" Circuit Range/Performance	G*			<u> </u>					J*					D*				
P1338 P1339 P1340 P1341 P1342 P1343 P1344	Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module) Camshaft Position Sensor "B" Circuit Camshaft Position Sensor "B" Circuit Range/Performance Pedal Demand Sensor "A" Circuit Range/Performance Pedal Demand Sensor "B" Circuit Range/Performance Pedal Demand Sensor "C" Circuit Range/Performance	G*							NA NA	J*									
P1338 P1339 P1340 P1341 P1342 P1343 P1344 P1345	Fuel Pump Driver Module Communication Circuit (Fuel Pump Driver Module) Camshaft Position Sensor "B" Circuit Camshaft Position Sensor "B" Circuit Range/Performance Pedal Demand Sensor "A" Circuit Range/Performance Pedal Demand Sensor "B" Circuit Range/Performance	G*							M	J*					D*	U			

	OBD-II Diagnostic Trouble Code Definitions	Na	rth	Am	er	ice		1 1		1	1	1	-	Euro	ne	۸	stra	lin	
	Obb-ii Diagnostic Trouble Code Delititions	_	111	AIII	iei i	ıca		+	+	+	1			_uro	Je	Au	ou d	ıııd	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		MOL COCIOPOS	Standalone I CIM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
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	Shading indicates change from previous version.	S	KOE	KOE	5 5	2 8	S	KOEO	2				S	KOEO		S	KOEO	KOER	O = Output
	Fuel Level Sensor "B" Circuit Low															U			
	Fuel Level Sensor "B" Circuit High			$\sqcup$	4	_		$\sqcup$		-					-	U	$\vdash$		
P1350 P1351	Fuel Level Sensor "B" Circuit Intermittent Ignition Diagnostic Monitor Input Circuit	G*		H	+	+		H	-				E*	H	-	U	+	_	IDM
P1352	Ignition Coil "A" Primary Circuit	G*		H	$\dagger$			Ħ					-	H			H	1	IDIVI
P1353	Ignition Coil "B" Primary Circuit	G*																	
P1354	Ignition Coil "C" Primary Circuit	G*																	
	Ignition Coil "D" Primary Circuit	G*		$\sqcup$	4	_		$\sqcup$		-					-		$\vdash$		IDM
P1356 P1357	Ignition Diagnostic Monitor Indicates Engine Not Turning Ignition Diagnostic Monitor Pulsewidth Not Defined	G*		H	+	-		+		-				H	-		+	-	IDM IDM
P1358	Ignition Diagnostic Monitor Fusewidth Not Defined  Ignition Diagnostic Monitor Signal Out Of Self Test Range (no CPU OK)	G	а	-	+	-	-	++	-					е	-	U	+	1	IDM
P1359	Spark Output Circuit	G*	3		T								E*	Ť		Ť	1 1	T	SPOUT
P1360	Ignition Coil "A" Secondary Circuit	[G]																	
	Ignition Coil "B" Secondary Circuit	[G]	Щ	Ц	Ţ	Ţ		П						Ц	L		Ц	I	
P1362 P1363	Ignition Coil "C" Secondary Circuit	[G]	H	dash	+	+	-	+	-	1		<u> </u>		Н	1	1	$\dashv$	4	
P1363 P1364	Ignition Coil "D" Secondary Circuit Ignition Coil Primary Circuit	[G] G*		H	+	-		+	М	-				H	-		+	-	
P1365	Ignition Coil Secondary Circuit	[G]		H	$\dagger$	+		Ħ	IVI	+				H			H	1	
P1366	Ignition Spare	[G]			T														
P1367	Ignition Spare	[G]																	
P1368	Ignition Spare	[G]																	
	Engine Temperature Light Circuit	G		Н	4	_		Ш		٠.			Е	Ш		ļ.,	Ш	_	
	Insufficient RPM Increase During Spark Test Cylinder 1 Ignition Coil - Early Activation Fault				+			+		J						U	+	-	
	Cylinder 2 Ignition Coil - Early Activation Fault			-	+	-	-	++	-	J					-		+	1	
	Cylinder 3 Ignition Coil - Early Activation Fault				T					J							1 1	T	
P1374	Cylinder 4 Ignition Coil - Early Activation Fault									J									
	Cylinder 5 Ignition Coil - Early Activation Fault			Ш	4			Ш		J							Ш		
	Cylinder 6 Ignition Coil - Early Activation Fault			$\vdash$	4	-	-	+	-	J					-	-	$\sqcup$	_	
	Injector Overvoltage Shut-down Fuel Injector Control Module System Voltage Low			H	+	-	D	d (	4						-		+	-	
	Fuel Injector Control Module System Voltage High			H	$^{\dagger}$	+	D							H			$\dagger$	1	
	Camshaft Position Actuator Circuit (Bank 1)	G*	g	g	T			Ħ					Е			U	Ħ	T	CPC-1
	Camshaft Position Timing Over Advanced (Bank 1)	G*		g									Е	E	)				CPC-1
	Camshaft Position Timing Solenoid #1 Circuit	L		Ш	4			Ш	М				L				Ш		
	Camshaft Position Timing Over Retarded (Bank 1)	G*		g	+	-		₩	N 4	J*			Е	€	;		+	_	CPC-1
	Variable Valve Timing Solenoid "A" Circuit  Camshaft Position Actuator Circuit (Bank 2)	G*	g	а	+	+		H	IVI	J				H	-		H	+	CPC-2
	Camshaft Position Timing Over Advanced (Bank 2)	G*	9	g	$^{\dagger}$	+		+						H			$\dagger$	1	CPC-2
P1387	Camshaft Position Timing Solenoid #2 Circuit			)					М										
	Camshaft Position Timing Over Retarded (Bank 2)	G*		g															CPC-2
	Glow Plug Circuit High Side, Low Input			$\vdash$	4	_	D*								_		$\vdash$	_	
	Glow Plug Control Module Control Circuit Range/Performance Glow Plug Control Module System Voltage			H	+	-		+	-	-					D		+	+	
	Charge Air Cooler Bypass Position Sensor Minimum/Maximum Stop Performance			-	+	-	-	++	-								+	1	
	Turbocharger/Supercharger Boost Control "A" Temperature Too High		Ħ	H	$\dagger$	$\dagger$	D	+	+	$\vdash$				$\dag \dag$	D		$\dagger \dagger$	1	
P138E	Turbocharger Boost Control Position Sensor "A" Minimum/Maximum Stop Performation							П							D	_			_
P138F	Turbocharger Boost Control Position Sensor "B" Minimum/Maximum Stop Performa	nce	Ц	Ц	Ţ	Ţ		П						Щ	D		Ц	Ţ	
	Octane Adjust Service Pin In Use/Circuit Open Glow Plug Circuit Low (Bank 1)	-	g	dash	+	+	D*		4	-	-	<u> </u>		е	_	-	$\dashv$	4	OCTADJ
	Glow Plug Circuit Low (Bank 1) Glow Plug Circuit High (Bank 1)	-	H	${}$	+	+	D.		t t	1	1	<u> </u>		${\mathsf H}$	D	_	$\forall$	+	
	Glow Plug Circuit Low (Bank 2)		H	$\forall$	$^{+}$	+	D*		d b	+				Ħ	1	+	$\dagger \dagger$	+	
	Glow Plug Circuit High (Bank 2)		Г	Ħ	J	T	D		b	L	L	L	L	Δţ	T	L	Ħ		
P1395	Glow Plug Monitor Fault (Bank 1)			П	I	T	D*		t					П	D		П	I	-
	Glow Plug Monitor Fault (Bank 2)		Ц	Ц	1	1	D*		b	1		<u> </u>		Ш	1		igspace	_	
	System Voltage Out Of Self Test Range Variable Valve Timing Solenoid "B" Circuit High		g	g	+	+	_	1	t	J*				+	+	-	H	4	
	Glow Plug Circuit High Side, High Input	-	H	${\sf H}$	+	+	D*	+	+	J	-	1		+	+	1	$\forall$	+	
	Differential Pressure Feedback EGR Circuit Low	G*	g	g	$\dagger$	+	-	+	+	+	1	N	E*	е	,	$\vdash$	$\dagger \dagger$	+	DPFE
	Differential Pressure Feedback EGR Circuit High	G*			_†	⇈		Ħ	1	1	İ	L	E*	е		İ	Ħ	_ †	DPFE
	Exhaust Gas Recirculation Metering Orifice Restricted	[G*]		П	Į	I		П	I				E*	П	D		П		
P1403	Differential Pressure Feedback Sensor Hoses Reversed	G*					1							Ш			Ш		DPFE

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Δm	1er	ica	ı	1 1	1		ı	1	F	uro	ne	Δ	stra	alis	
	ODD II DIAGNOSIIO HOUDIC OOGE DEINIIIIONS	_				.50	1	+	+	+	+		<u> </u>	<u> </u>	Ī	u	T	a	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,	Spark Ignition PCIV			Standalone TCM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and
	[] = assigned but not used  Capital and small usage letters are used for visual impact only!								Ma	Ja	La	ž			ă		H	Н	I/O Type A = Analog
	Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not	Continuous			snor	KOER	Continuous						Continuous			Continuous			D = Digital F = Frequency
	responsible for assigning these DTCs. Shading indicates change from previous version.	i i	В	E.	를	2 6	ıţi.	KOEO	¥				ıti.	KOEO	i	ıţi.	KOEO	ER	I = Input
	oriading indicates change norn previous version.	ខិ	Š	8	ទី	5 5	ខិ	8	2				ខិ	중 8	!	ខិ	80	Š	O = Output
	EGR Temperature Sensor Circuit	G*	Ш		_											lacksquare	Ľ	Ш	EGRT
	Differential Pressure Feedback Sensor Upstream Hose Off Or Plugged Differential Pressure Feedback Sensor Downstream Hose Off Or Plugged	G*	Н	-	4	+	<u> </u>	+	-	-	-		E*			₩	₽	H	DPFE DPFE
	Exhaust Gas Recirculation No Flow Detected	[G*]	Н		-			+	M				E			$\vdash$	╀	H	DPFE
	Exhaust Gas Recirculation Flow Out Of Self Test Range	[0]	П	g	1				d					e	;	T	T	H	
P1409	EGR Vacuum Regulator Solenoid Circuit	G*	g						N				E*	ее	,		I	П	EVR
	Exhaust Gas Recirculation Sensor "C" Circuit Low		Ш													lacksquare	Ľ	Ш	
	Exhaust Gas Recirculation Sensor "C" Circuit High		H	_	4		-									$\vdash$	Ļ!	Н	
	Exhaust Gas Recirculation Control Circuit "B"  Exhaust Gas Recirculation Control Circuit "B" Range/Performance		H		-			+								$\vdash$	╀	H	
	EGR Position Sensor "C" Minimum/Maximum Stop Performance				-	+		+	$\top$					H		+	+	Ħ	
	EGR Throttle Stuck		П	Ħ	╛	Ī	İ	力	丁	I	I		L	╚	D		Ħ	Ħ	
	Air Cleaner Inlet Control Circuit	G	g	g					M	J							Г	П	_
	Secondary Air Injection Incorrect Downstream Flow Detected	G*	Ш	g	4	$\bot$	_	$\perp$	1.	_	1		<u> </u>	$oxed{oldsymbol{eta}}$	<u> </u>	lacksquare	$\perp$	$\sqcup$	
	Exhaust Gas Recirculation Valve Frozen	C*		~	_	+	D'	*	N				E*		D	┢	₽	$\dashv$	
P1413 P1414	Secondary Air Injection Monitor Circuit Low Secondary Air Injection Monitor Circuit High	G*	g	g a	+	+	+	++	+	+	+	1	E*	е е е е		+	+	Н	
	Air Pump Circuit	_	9	9	1				N				-			T	T	H	
	Port Air Circuit								N								Т	П	
	Port Air Relief Circuit								N								₽		
	Split Air #1 Circuit		Ш		4	_	<u> </u>	+	M							▙	₽	Н	
	Split Air #2 Circuit Exhaust Gas Recirculation Sensor "A" Circuit Intermittent/Erratic		Н		-	_		+	M							₩	尸	H	
	Exhaust Gas Recirculation Sensor "B" Circuit Intermittent/Erratic		Н		1	$\top$		+								+	۲	H	
	Exhaust Gas Recirculation Sensor "C" Circuit Intermittent/Erratic		П		T											<b>†</b>	T	Ħ	
	EGR Position Sensor "B" Minimum/Maximum Stop Performance																		
	Catalyst Temperature Sensor 1 / 2 Correlation (Bank 1)		H		4		_	$\perp$								lacksquare	Ľ	Ш	
	Catalyst Temperature Sensor 1 / 2 Correlation (Bank 2)  Catalyst Temperature Sensor		H		+	+	-	+	+	+			Е	H	D*	₩	₽	H	
	Catalyst Damage		H	1	$\dashv$	+	1	+		+			E			$\vdash$	٣	H	
	Exhaust Gas Ignition Temperature Sensor												E*			†	T	Ħ	
	Exhaust Gas Ignition Functional Test												E*						
	Exhaust Gas Ignition Plug Primary				_		_						E*			lacksquare	₽	Ц	
	Exhaust Gas Ignition Plug Secondary  Exhaust Gas Ignition mini-MAF Sensor Out of Range		H	-	+	-	-	++	+	-	-		E*	H		₩	₽	H	
	Exhaust Gas Ignition mini-MAF Sensor Circuit Shorted		H		+	+	1	+		+			E			╁	H	H	
	Exhaust Gas Ignition mini-MAF Sensor Circuit Open				T								E			T	Ħ	Ħ	
	Electric Air Pump Primary												E*		D		I	Ш	
	Conditions Incorrect for Secondary Air Self Test																₽	Ш	
	Exhaust Gas Recirculation Sensor "D" Circuit	<u> </u>	H	4	4	+	-	+	+	1	-			$\vdash \vdash$	-	$\vdash$	+	$\sqcup$	
	Exhaust Gas Recirculation Sensor "D" Range/Performance  Exhaust Gas Recirculation Sensor "D" Circuit Low	-	Н	$\dashv$	+	+	$\vdash$	+	+	+	+	1		$\vdash$	-	+	۲	$\forall$	
	Exhaust Gas Recirculation Sensor "D" Circuit High		H	$\dashv$	$\dashv$	$\dagger$	t	+	+	+	t			$\vdash$	1	t	T	$\forall$	
P142F	Exhaust Gas Recirculation Sensor "D" Circuit Intermittent/Erratic						L			L					L		T	П	
	Electric Air Pump Secondary		П	I	Ţ	I	Г	П	Ţ				E*	Д			Г	П	
	Misfire Monitor Disabled, unable to learn wheel profile	G*	Ļ		_	$\downarrow$	1	$+\!\!\!\!+\!\!\!\!\!+$	+	_	-	<u> </u>	F-	H		igaplus	Ľ	Н	
	Thermostat Heater Control Circuit  A/C Refrigerant Temperature Circuit Low	G*	g	g	+	+	1	+	-	-	1		<b>⊢</b> ^	e e	-	U	╀	$\dashv$	
	A/C Refrigerant Temperature Circuit Low  A/C Refrigerant Temperature Circuit High	-	H	$\dashv$	$\dashv$	+	1	+	+	+	+	1		$\vdash$	-	U	_	$\forall$	
	A/C Refrigerant Temperature Circuit Range/Performance		Ħ		_†		İ	Ħ	┱	1	$T^{-}$	L		LΤ	T	Ü	_	Ħ	
	A/C Evaporator Air Temperature Circuit Low		g													U	_		
	A/C Evaporator Air Temperature Circuit High	G	g	g	Ţ	Ļ	Ĺ	+1	$\bot$	1	1			$\coprod$	1	U	_	Ц	
	A/C Evaporator Air Temperature Circuit Range/Performance		Н	$\dashv$	4	+	1	+	M	1	+	1	<u> </u>	$\vdash \vdash$	-	U	₽	$\dashv$	
	Floor Temp Switch Circuit Purge Valve Stuck Open		H	$\dashv$	+	+	1	++	IV	J	+		<del>                                     </del>	$\vdash \vdash$	1	$\vdash$	+	$\dashv$	
	ELC System 1		H	$\dashv$	+	+	1	+	+	J	+			H	+	+	T	H	
	Evaporative Emission System Control Leak Detected	G			Ħ		İ	11	1	Ī	l	L			I	Ī	T	П	
	Evaporative Emission System Control Valve (low/no flow)	G*						П									Γ	П	
	Evaporative Emission System Purge Flow Sensor Circuit Low	G*	Н	4	_	$\downarrow$	1	$+\!\!\!\!+\!\!\!\!\!+$	+	_	-	<u> </u>		dash	-	igspace	Ľ	Н	PFSNS
	Evaporative Emission System Purge Flow Sensor Circuit High Evaporative Vacuum Solenoid Circuit	G*	Н	+	+	+	1	+	M	$\perp$	+		<u> </u>	$\vdash$	-	$\vdash$	₽	$\dashv$	PFSNS
	ELC System Closure Valve Flow		H	$\dashv$	+	+	+	+	10	J	+		$\vdash$	$\vdash$	$\vdash$	t	H	H	
<u> </u>	y =				_ 1		•		-1	, ,	-	-	1	ш_		—	_	ш	

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Ame	orio			I I		1			_	uro	200	Au	ctr	alia	
	OBD-II Diagnostic Trouble Code Definitions		l I	AIII	110	a		$\vdash$		-				uro	pe	Au	Ju	ana	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	(OEO	KOER	(OEO	OER	continuous	(0E0					Continuous	KOEO		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P1448	ELC System 2		_		Ť	_		-		J					1	۲	_	_	
P1449	Evaporative Check Solenoid Circuit								М										
P144A	Evaporative Emission System Purge Vapor Line Restricted/Blocked	G*																	
P144B			Ш	_	_	Ш		Ш											
P144C P144D			Н	_	+	H		H		-					1	-	-		
P144D					╁	Н		H		-						-	-	H	
P144F					╁	H		H		1				-		1			
	Unable to Bleed Up Fuel Tank Vacuum	G*						Ħ	М										
P1451	Evaporative Emission System Vent Control Circuit	G*	g	g					М										CANVNT
P1452	Unable to Bleed Up Fuel Tank Vacuum	G	Ш	_	_	Ш		Ш		<u> </u>									
	Fuel Tank Pressure Relief Valve Malfunction		Н	_	+	H		H		J					1	-	-		
	Evaporative Emission System Vacuum Test Evaporative Emission System Control Leak Detected (gross leak/no flow)	G	Н	+	+	Н		$\vdash$	+	J	<del>                                     </del>	-		+	+	$\vdash$	1	Н	
P1456	Fuel Tank Temperature Sensor Circuit	3	H	+	+	H		${\mathsf H}$	М	+				+	+	+	$\vdash$	H	FTT
P1457	Unable To Pull Fuel Tank Vacuum	G	Ħ	$\top$	t	Ħ		Ħ	T	T				Ħ	T	T	t	H	
P1458	Ignition Timing Control Solenoid								М										
P1459	A/C Recirculation Switch Out of Self Test Range		g	g															
P145A	A/C Pressure Insufficient - A/C Clutch Disabled				<u> </u>	Ш		Ш										u	
	A/C Demand Not Activated During Self Test		Н	_	+	H		H		-						-	-	u	
	Fan System Component Error A Fan System Component Error B		H	-	╁	H		+		-				e e	_	-	╁		
	PCV Heater Control "B" Circuit	G	H	+	+	H		H		$\vdash$					1	$\vdash$		H	
	Driver Door Switch Out of Self-Test Range				1	Ħ													
P1460	Wide Open Throttle A/C Cutout Circuit	G	g	g					М				Е	е	)				ACRR/WAC
	A/C Pressure Sensor Circuit High	G	g	_	<u> </u>	Ш		Ш		-						-			ACPS
	A/C Pressure Sensor Circuit Low A/C Pressure Sensor Insufficient Pressure Change	G	g	g	+	H		H		-					1	U	-		ACPS
	A/C Demand Out Of Self Test Range	G	g	а	+	H		4 (	d M	<u> </u>				ее	_	U		H	ACD
	A/C Relay Circuit	G	9	9	$^{+}$	H			M				Е			U		H	7102
	A/C Refrigerant Temperature Sensor Circuit	G																	
	A/C Compressor Temperature Sensor												Е						
	SSPOD Open Circuit or Closed Circuit	_	Ш		<u> </u>	Ш		Ш		-			E*			-			
	Rapid A/C Cycling	G	H	_	-	H		$\vdash$		-			E*		-	-	-		
	A/C Cycling Period Too Short  Electrodrive Fan 1 Operational Failure (Driver side)		H	-	╁	H		+		-			_	-	-	U	╁		
	Electrodrive Fan 2 Operational Failure (Passenger side)				$^{+}$	H										U		H	
	Fan Circuit Open (VLCM)		g						М										
	Fan Control Primary Circuit	G	g	g					М				Е	е	D				FC
	Fan Relay (Low) Circuit		Н	+	1	H		$\vdash$	M		<u> </u>	<u> </u>		$\vdash$	1	-	1	Н	
	Fan Relay (High) Circuit Additional Fan Relay Circuit	G	g	а	+	Н		${\mathbb H}$	M	J	<u> </u>	<u> </u>		$\vdash$	1	1	-	H	
	Cooling Fan Driver	3	Я	9	+	H		${}^{+}$	IVI	+			Е	+	+	+	$\vdash$	H	
	High Fan Control Primary Circuit	G	g	g	t	H		Ħ	М					е	D		t	H	HFC
	Fan Secondary Low With Low Fan On	[G]	[g]					Ш	М										
	Fan Secondary Low With High Fan On	101	[g]	[g]	$\perp$	Ц		Ш	М	<u> </u>	<u> </u>		Е	$oxedsymbol{\perp}$		<u> </u>	<u> </u>	Ц	
	SCP Fan Circuit Shorted To Ground (VLCM)	[G] G	Н	_	+	Н		$\vdash$	-	-	-	_		H	+	-	1	Н	
	Fan Driver Circuit Open To Power Ground (VLCM)	G	-	g g	+	H		+		$\vdash$	1			$\vdash$	+	$\vdash$	+	H	
	EGRV Circuit	Ĭ	H	3	T	H		H	М	1				$\dashv$	1	1	1	H	
P1486	EGRA Circuit				l				М								L		
	Exhaust Gas Recirculation Check Solenoid Circuit		Ц	Ţ		П		П	M'									Ц	
	Exhaust (muffler) Bypass Control Circuit		g		+	H		$oldsymbol{ee}$		1	<u> </u>	<u> </u>		$\vdash \vdash$	1	1	1	$\vdash$	
	PCV Heater Control Circuit Secondary Air Relief Solenoid Circuit	G	g	g	+	Н		$\vdash$	М	$\vdash$	<del>                                     </del>	-		+	+	$\vdash$	1	Н	
	Secondary Switch Solenoid Circuit		H	+	╁	H		H	M	$\vdash$				$\vdash$	+	$\vdash$	1	H	
	APLSOL Solenoid Circuit		Ħ	T	T	П		Ħ	М						1		T		
	RCNT Solenoid Circuit		П	I					М										
	SPCUT Solenoid Circuit		Н	$\perp$	1	Н		$oldsymbol{\sqcup}$	M	1	1			_ _	1	1	1	Ш	
	TCSPL Solenoid Circuit EGR Stepper Motor 1 Control Circuit Low/High		Н	+	+	Н		$\vdash$	M M	$\vdash$	<u> </u>	-		$\dashv$	1	-	-	Н	
	EGR Stepper Motor 1 Control Circuit Low/High		H	+	+	H		+	M <sup>3</sup>		<u> </u>	-		+	+	+	+	H	
			ш		-				1	1	1				1	1	1		

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Ame	eri	ca	1	П		T	1		-	uror	16	Aus	stra	alia	
	טוויים שומטוויים ווייםם שומטויים ווייםם וויי		U1 /	AIII	5110	La		H	+	+	1			ai O		Aus	ou č	and	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	snon		snon	2000		snon						snon			snon			A = Analog D = Digital F = Frequency
	Shading indicates change from previous version.	Continuous	KOEO	Continuous	KOEO	KOER	Contin	KOEO					Continuous	KOE0 KOER		Continuous	KOEO	KOER	I = Input O = Output
P1498 P1499	EGR Stepper Motor 3 Control Circuit Low/High EGR Stepper Motor 4 Control Circuit Low/High		H	-	-	+		$\mathbb{H}$	M										
P1500	Vehicle Speed Sensor	G	Ħ		╁	-		H	N				Е						VSS
P1501	Vehicle Speed Sensor Out Of Self Test Range		g	g				d	d N	ı				е	:				VSS
P1502	Vehicle Speed Sensor Intermittent	G^			-	_	D^	Ш					Е						VSS
P1503 P1504	Auxiliary Speed Sensor  Idle Air Control Circuit	G*	q	g	╁	-		H	N	1			E*	ее					IAC
	Idle Air Control System At Adaptive Clip	G*	9	9	+	T			N				_						IAC
	Idle Air Control Overspeed Error	G*							N	ı			E*						IAC
	Idle Air Control Underspeed Error	G*							N	_			E*						IAC
	Idle Air Control Circuit Open		H	-	-	-		H	-	J									
	Idle Air Control Circuit Shorted  Cylinder 1 Injector Circuit Range/Performance		H	+	+	-		H	+	1	$\vdash$			+	$\vdash$		H	H	
	Cylinder 2 Injector Circuit Kange/Performance		H	$\dagger$	+	$\dagger$		H	+	+	1			$\vdash$	H		H	H	
P150C	Cylinder 3 Injector Circuit Range/Performance		◨	1	İ	I		口	ፗ	I				╚	L				
	Cylinder 4 Injector Circuit Range/Performance				Ţ			П											
	Electronic Control Module Cooling Fan Circuit		H	+	+	-	_	${\color{blue}+}$	+	-	1			4	1	1	H	Н	
	Electronic Control Module Cooling Fan Performance  Idle Signal Circuit		H	+	+	+		H	N										
	Idle Switch (Electric Control Throttle) Circuit		Ħ	+		╁		H	N										
	Intake Manifold Runner Control Stuck Closed (Bank 1)	G							N										IMRC
	Intake Manifold Runner Control Stuck Closed (Bank 2)	G																	IMRC
	High Load Neutral/Drive Fault		Ц		1	-		Ш	4.	J									
	Electric Current Circuit Intake Manifold Runner Control Input Error (Bank 1)	G*	~	~	-	+		Н	N	_					D				IMRC
P1517	Intake Manifold Runner Control Input Error (Bank 1)	G*	g g		-	╁		H	+	-					<i>-</i>				IMRC
P1518	Intake Manifold Runner Control Stuck Open (Bank 1)	G*	g																IMRC
P1519	Intake Manifold Runner Control Stuck Closed (Bank 1)	G	g	g				Ш											IMRC
P151A	Intake Manifold Runner Controller Performance	G*	g	g	1	-		Ш	_	-									
P151B P151C	Idle Speed Control - RPM Lower Than Expected Idle Speed Control - RPM Higher Than Expected		H	+	-	-		H	-										
P151D	idie Speed Control - Krist Higher Man Expedied		Ħ	+		╁		H	+										
P151E																			
P151F																			
P1520	Intake Manifold Runner Control Circuit	G*	g	g	1	-		Ш	4.						D	U			IMRC
P1521	Variable Resonance Induction System Solenoid #1 Circuit Variable Resonance Induction System Solenoid #2 Circuit		H	+	-	-		H	N										
	IVC Solenoid Circuit		H		+	+		H	N										
	Variable Intake Solenoid Circuit		Ħ						N										
	Air Bypass Valve				Ţ			П	N										
	Air Bypass System		Н	4	-	-		$\sqcup$	N		1			$oxed{oxed}$	1			H	
	Bypass Air Solenoid (Accelerate Warm-up) Circuit Subsidiary Throttle Valve Solenoid Circuit		Н	+	+	-		H	N N	_	$\vdash$	-		$\vdash$	1	<del>                                     </del>	H	H	
	SCAIR Solenoid Circuit		H	+	+	+		$\forall$	IV N		1			+	1	1	H	H	
	A/C Clutch Circuit Open (VLCM)	G	g	g	T	╽		Ħ	J -	1	L				I	L		П	
	Invalid Test - Accelerator Pedal Movement				Ţ			П	d										
	Intake Manifold Communication Control Circuit (Bank 2)	G	g	4	1	1		$\sqcup$	$\perp$	1	1				1	<u> </u>	Щ	Ц	IMCC
	Air Assisted Injector Circuit  Restraint Deployment Indicator Circuit	G*	g	а	-	+	_	${}^{\rm H}$	+	J	-			+	1	1	H	H	
	Blower Fan Speed Circuit Range/Performance	٥	У	У	+	+		$\forall$	+	1	1			+	1	U	H	H	
	Parking Brake Switch Circuit		Ħ	1	t	T		П	d	T	1			$\vdash$		Ť		П	
	Intake Manifold Runner Control Stuck Open (Bank 1)	G*	g		Ţ			Ш											IMRC
	Intake Manifold Runner Control Stuck Open (Bank 2)	G*	g	g	4	1	_	$\sqcup$	_	1	1				1	<u> </u>	H	Щ	IMRC
	A/C Clutch Circuit Overcurrent/Short (VLCM)  Air Bypass Valve Circuit	G	g	+	╂	+	_	${++}$	N	1	-			+	1	1	H	H	
	Intake Manifold Runner Control Circuit Range/Performance		H	+	╁	-	_	${\sf H}$	IV	+	$\vdash$			+	D*	<b>!</b>	H	H	
	Primary PCM ID Circuit (dual PCM application)	G*	g	g	t	1		Ħ	$\top$	1	1			$\vdash$	Ť		Ħ	Ħ	
P1543	Engine Coolant Heater "A" Control Circuit				İ			П							D				
	Engine Coolant Heater "B" Control Circuit		Ц	1	Ţ	<u> </u>		$\coprod$	$\perp$	1	1				D		Щ	Ц	
	Exhaust Gas Recirculation High Side Control Circuit / Open  Exhaust Gas Recirculation High Side Control Circuit Low		Н	+	-	-		${\color{blue}+}$	+	-	<del>                                     </del>			-	1	<del>                                     </del>	H	H	
	Exhaust Gas Recirculation High Side Control Circuit Low Exhaust Gas Recirculation High Side Control Circuit High		H	+	+	+	_	+	+	+	1			+	1	1	H	H	
. 10-11		Ь	ш				<u> </u>				1	Ь	1		1	1		ш	

	ORD-II Diagnostic Trouble Code Definitions	NI-	rth	Am	·	ico	1		1	ı	1	1	-	ura:	200	۸.,	stra	ıli~	
<b>-</b>	OBD-II Diagnostic Trouble Code Definitions		r (m	AM	eri	ıca	-	++	+	+	+		-	uro	Je	AU	Stra	ına	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		Stondology TCW	Standalone I CIM		Diesel PCM		Mazda	Jaquar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	O:	ER Historia	snonu	KOER	Continuous	0 1	¥				Continuous	ဂူ <u>မ</u>		Continuous	0	H.	A = Analog D = Digital F = Frequency I = Input
	Shading indicates change from previous version.	uoo	KOEO	KOE	LOS I	KOE	Con	KOEO	2				Con	KOER		Con	KOEO	KOER	O = Output
	Engine Air Filter Restriction	G (	Ш	II	Ţ	$oxed{\bot}$	L	$\prod$	Ļ	Ļ				$\coprod$		L	П	$\Box$	11.100
	Intake Manifold Communication Control Circuit (Bank 1)  Power Steering Pressure Sensor Out Of Self Test Range	G	g	g	+	+	1	++	+	+	+	-		$\vdash$		<u> </u>	H	$\dashv$	IMCC PSP [AI]
	Cylinder 1 Injector Circuit Range/Performance	0		y			D,	* d	d	+				H	D				1 OI [AI]
P1552	Cylinder 2 Injector Circuit Range/Performance						D'		_						D				
	Cylinder 3 Injector Circuit Range/Performance		Ш		_		D'		_						D				
	Cylinder 4 Injector Circuit Range/Performance Cylinder 5 Injector Circuit Range/Performance		H	+	-	-	D,			-				H	D		H	_	
	Cylinder 6 Injector Circuit Range/Performance		H	Ħ	Ŧ	+	D'		_	+				H			Ħ	H	
	Cylinder 7 Injector Circuit Range/Performance			◨	1	1	D,	* d	d	İ	I	L		ഥ	L				
P1558	Cylinder 8 Injector Circuit Range/Performance		Ц	Ц	Ţ	Ţ	D,	* d	d	Ţ				П			П		
P1559 P1560			H	+	+	+		++	+	+	-	1		$\vdash$		<u> </u>	H	H	
	Brake Line Pressure Sensor Circuit	G	g	g	+	+	1-	+	+	+	+	$\vdash$		$\vdash$	1	<del>                                     </del>	H	$\dashv$	
	PCM B+ Voltage Low (KAM power)	É	9	3	1	Ţ	L	力	M	*	╚			ഥ		L			
	Injection Pump Control Module Requesting Engine Stop		П	I	Ţ			П							D*		П	J	
P1564	Injection Pump Control Module Requesting Reduced Fueling	_		~	-	-	1	+	-	+.		1		$\vdash \vdash$	D*	<u> </u>	H	$\dashv$	
P1565 P1566	Speed Control Command Switch Out Of Range High Speed Control Command Switch Out Of Range Low	G	g	g g	+	+	1	++	+	J	+	1		$\vdash$	1	<del>                                     </del>	H	$\dashv$	
P1567	Speed Control Output Circuit	G	H	9	$\dagger$	+		+	+	J	+			$\vdash$	1		H	$\exists$	
P1568	Speed Control Unable to Hold Speed		g		1					J									
P1569	Intake Manifold Runner Control Circuit Low		Ц	Ц	_	1		$\bot$	N					$oxed{oxed}$	1		Ш	Ц	
P1570 P1571	Intake Manifold Runner Control Circuit High Brake Switch		Н	-	-	-		+	N	l J							$\vdash$		
	Brake Pedal Switch Circuit	G	H		+	+		+	+	J			Е	H			H		
	Throttle Position Not Available	G*		g ·	Т					J <sup>*</sup>	+								
	Throttle Position Sensor Outputs Disagree	G	g																
	Pedal Position Out Of Self Test Range Pedal Position Not Available	G*	g g	g	-	-		+	-	-				H	D*				
	Pedal Position Sensor Outputs Disagree	g G	g		+	-	-	+	+	-				H	D		H	-	
	ETC Power Less Than Demand	[G*]	9	3															
	ETC In Power Limiting Mode	[G*]																	
	Electronic Throttle Monitor PCM Override	G*	g		_	-		+	-	-									ETM
	Electronic Throttle Monitor Malfunction Electronic Throttle Monitor Data Available	G	g g		-			+	+	J				H					ETM ETM
	Electronic Throttle Monitor Cruise Disablement	G	a	а	t			+	+	Ť							H		ETM
P1584	Throttle Control Detected ETB Malfunction	G G*	g	g	1									П					TCU
	Throttle Control Malfunction	G*	g	g	Ţ	1	Ļ	$\prod$	$\perp$	$\bot$	1	<u> </u>		$\prod$	<u> </u>	L	Ц	Ц	TCU
	Electronic Throttle to PCM Communication Error Throttle Control Modulated Command Malfunction	G* G*	g	g	+	+	D	++	+	+	-	1		$\vdash$	1	<u> </u>	H	$\dashv$	TCU
	Throttle Control Modulated Command Maliunction Throttle Control Detected Loss Of Return Spring	G	a	g	+	+		+	+	+	+	1		$\vdash$	1	H	H	$\dashv$	TCU
P1589	Throttle Control Unable To Control To Desired Throttle Angle	G*			1	I	L	力	İ	I	T			╚		L			TCU
	Cruise Control INCREASE DISTANCE Signal		П	I	Ţ	T		П		T	I			Д			П	Д	
P1591 P1592	Cruise Control DECREASE DISTANCE Signal		Н	+	+	+	1	+	+	+.	-	├		$\vdash$	╄	<u> </u>	H	$\sqcup$	
P1592 P1593	Vehicle Data Recorder Data Available		H	+	+	+	1	+	+	J	+	1		$\vdash$	1	<del>                                     </del>	H	$\dashv$	
P1594			H	$\forall$	t	+		$\dagger\dagger$	+	$\dagger$	1			$\vdash$		H	H	$\exists$	
P1595																			
P1596			Н	4	4	+	_	+	+	+	-	-		$\vdash \vdash$	1	┞	H	$\sqcup$	
P1597 P1598			H	+	+	+	1-	+	+	+	-	1		$\vdash$	1	<u> </u>	H	$\dashv$	
P1599			H	H	$\dagger$	+		+	+	+	+	$\vdash$	1	$\vdash$	1	┢	H	$\exists$	
P1600	Loss Of KAM Power, Circuit Open				1		D'	*	_	l J	_		Е	П					
	ECM/TCM Serial Communication Error		Ц	Ц	Ţ	1	L	$\prod$	M		<b>'</b>	<u> </u>		$\prod$	Ļ		Ц	Ц	
	Immobilizer/ECM Communication Error EEPROM Malfunction	G	Н	+	+	+	_	₩	N	l J		<del> </del>		$\vdash$	D D	<u> </u>	H	$\dashv$	
	Code Word Unregistered	G	H	+	+	+	-	+	N		+	1		$\vdash$	U	$\vdash$	H	$\dashv$	
	Keep Alive Memory Test Failure	[G]	H	Ħ	t	1		$\dagger \dagger$	<del>  ''</del>	J				H	1	t	Ħ	$\exists$	
	ECM Control Relay Output Circuit				Ţ					J <sup>*</sup>	٠								
	MIL Output Circuit		Н	4	_	-		+	_	J				$\sqcup$	F.	<u> </u>	$\vdash$	$\sqcup$	
	Watchdog Malfunction Diagnostic Lamp Driver		Н	+	+	+	-	+	+	J <sup>*</sup>	-	$\vdash$	Е	$\vdash$	D*	$\vdash$	H	$\dashv$	
1 1008	Diagnosio Lamp Diivei		Ш				<u> </u>			-1		1		<u> </u>	טן	1	Ш		

	ORD-II Diagnostia Traubla Code Definitions	N/~	rth	۸	10-	icc			1	ı	1		-		20	۸	otro-	lio	
-	OBD-II Diagnostic Trouble Code Definitions	_	m	Am	ıer	ıca	-	+	+	+	+	1	<u> </u>	urop	Je	AUS	stra	ııa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		MOT and abunda	Standalone ICM		Diesel PCM		Mazda	Jaquar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	snon				KOER						_	snon			snon			A = Analog D = Digital F = Frequency
	Shading indicates change from previous version.	Continuous	KOEO	KOER	Contin	KOER	Continuous	KOEO	NO EX				Contir	KOEO KOER		Continuous	KOEO	KOER	I = Input O = Output
	Interactive Reprogramming Code - replace module	[G]					D												
P1611	Interactive Reprogramming Code - diagnose further	[G]	Ш		_	_	D	$\perp$	_	-						<u> </u>	Ш	_	
P1612 P1613	Interactive Reprogramming Code - repeat test - engine is cranking Interactive Reprogramming Code - TBD	[G] [G]	Н	-	+	-		+	-	-				$\vdash$		<u> </u>	H	+	
P1614	Interactive Reprogramming Code - TBD	[G]	H		+	_		+	_	-				H				+	
	Interactive Reprogramming Code - erase error	[G]	П		T	$\top$	D	T									Ħ	T	
	Interactive Reprogramming Code - erase error, low voltage	[G]					D												
P1617	Interactive Reprogramming Code - block program error	[G]					D												
	Interactive Reprogramming Code - block program error, low voltage	[G]	H		4	_	D	11	_	-						<u> </u>		4	
P1619 P1620	Interactive Reprogramming Code - total checksum error Interactive Reprogramming Code - overlay checksum error	[G] [G]	H		+	-	-	+	-	-				$\vdash$	-	<u> </u>	H	+	
P1621	Immobilizer Code Words Do Not Match	[G]	H	-	$\dashv$	+	+	+	N	+				$\vdash$		-	H	$^+$	
	Immobilizer ID Does Not Match		Ħ	t	$\dagger$	$\dagger$	t	$\dagger\dagger$	N	_				H			Ħ	$\dagger$	
	Immobilizer Code Word/ID Number Write Failure			T		T		Ħ	N	ı							Ħ		
	Anti-theft System								N										
	Fan Driver Circuit Open to Power B+ (VLCM)	G	Н	g	4	$\perp$	<u> </u>	+	_	1	-			Ш	1	<u> </u>	$\sqcup$	4	
	A/C Circuit Open to Power B+ (VLCM)  Module Supply Voltage Out Of Range	G	g	4	Т	+	1	+	+	+	+	1	Е	$\vdash$	1	₽	$oldsymbol{ert}$	+	
	Module Ignition Supply Input		H	-	1	-	-	+	+	+	-		E	+	D	<u> </u>	H	+	
P1629	Internal Voltage Regulator		H		+	+	1	+	$\vdash$	+			E	H			H	+	
P162A	Sensor Reference Voltage "D" Circuit/Open		П		T	1		11										T	
P162B	Sensor Reference Voltage "D" Circuit Low																		
P162C	Sensor Reference Voltage "D" Circuit High															<u></u>			
	Internal Control Module Cruise Control Performance				_	_	D		_					Щ		<u> </u>	Ш	4	
P162E P162F	Internal Control Module PTO Control Performance		H		+	_	D-	+	-	-				H		-	H	+	
	Internal Vref		Н	-	+	+	1	+	+	+			Е		D*		H	+	
	Main Relay (power hold)		П		T	1		11					E		D			T	
P1632	Smart Alternator Faults Sensor / Circuit												Ε		D				
	Keep Alive Power Voltage Too Low	G*	g	g	_		D,		d				E*	Щ	L		Ш		
	Data Output Link Circuit	C*	Н	⊢.	Т	-	D'			-				H	D D	_	H	4	
	Tire/Axle Out of Acceptable Range Inductive Signature Chip Communication Error	G*	H		+	-	D,		u	+	-			+	U	<u> </u>	H	+	
	CAN Link ECM/ABS Control Module Circuit/Network		П		1	+	٦	$\dagger \dagger$	+	J <sup>3</sup>	*			H				$^{+}$	
	CAN Link ECM/INSTM Circuit/Network			T		T		Ħ		J <sup>*</sup>	*						Ħ		
P1639	Vehicle ID Block Corrupted, Not Programmed	G*						' d							D				
	Generator "B" Control Circuit						D	d	d								Ш	_	
	Generator "B" Field Terminal Circuit		H		4	-		d d								_		+	
	Generator "B" Field Terminal Circuit Low Generator "B" Field Terminal Circuit High		H		$\dashv$	-	_	d		+	-			+	-	<u> </u>	H	+	
	Transmission Control Module Programming Error		H	$\dashv$	+	Γ*	1	╫	_	+	+			$\forall$			$\forall$	$\dagger$	
P163F	Transmission ID Block Corrupted, Not Programmed				ⅎ	Γ*	L	力	ፗ	İ	I	L		ഥ	L		∄	╧	
	Powertrain DTCs Available In Another Control Module (Ref. PID 0946)	G*	П		I	I	Γ	П		I			Е			匚	П	I	
	Fuel Pump Primary Circuit	[G]			4	$\downarrow$	1	$\downarrow \downarrow$	$\perp$	J		1	Е	$oldsymbol{oldsymbol{\sqcup}}$	1	<u> </u>	$\sqcup$	4	
	CAN Link Circuit  CAN Link Engine Control Module/Transmission Control Module Circuit/Network	G*			+	+	-	+	+	J <sup>3</sup>			Е	$\vdash$	D	<u> </u>	H	+	
	Fuel Pump Speed Control Circuit	[G]	y	y	+	+	-	+	+	J	+			+	U	$\vdash$	$\forall$	+	
	Fuel Pump Resistor Switch Circuit	رحا	H	+	+	+	H	+	N	+	+			H	$\vdash$	-	H	+	
	Linear O2 Sensor Control Chip (Bank 1)	G				Ī	T	ĬŢ	Ť	J <sup>*</sup>	*	L			L		Ħ	J	
	Linear O2 Sensor Control Chip (Bank 2)	G	g	g	I			П		J <sup>*</sup>	_						П		
	Knock Sensor Input Chip		Н	$\perp \downarrow$	4	$\downarrow$	1	$\downarrow \downarrow$	4.	J'	*	1		$oldsymbol{oldsymbol{\sqcup}}$	1	<u> </u>	$\sqcup$	4	
	Fuel Injection Pump Module  O2 Sensor Positive Current Trim Circuit Performance (Bank 1 Sensor 1)	<u> </u>	~	C	+	+	$\vdash$	+	N	4	-	1	-	$\vdash$	1	$\vdash$	H	+	
	O2 Sensor Positive Current Trim Circuit Performance (Bank 1 Sensor 1)  O2 Sensor Positive Current Trim Circuit Performance (Bank 2 Sensor 1)	G			+	+	$\vdash$	+	+	+	+	1		$\vdash$	1	<u> </u>	H	+	
P164C	52 55.55. F 35.1175 Gallon Film Chount Following (Dank 2 Goldon 1)		9	9	$\dagger$	+	1	$\dagger\dagger$	+	+	+		<del>                                     </del>	+	1	$\vdash$	Ħ	$\dagger$	
P164D			П		T	┱	İ		J	J					İ		Ħ	Ħ	
P164E						I				I								1	
P164F			Ш			1		$\coprod$	4	L				Ш		ــــــــــــــــــــــــــــــــــــــ	$\coprod$		
	Power Steering Pressure Switch Out Of Self Test Range	G	g	g	4	+	1	+	N N		+	1	E	ее	-	U	$oldsymbol{ert}$	+	PSP [DI]
	Power Steering Pressure Switch Input  Idle Air Control Monitor Disabled By PSPS Failed On	G	Н	$\dashv$	$\dashv$	+	1	+	N	_	+	1		$\vdash$	1	۳	${\color{blue}+}$	+	PSP [DI]
	Power Steering Output Circuit		H	$\forall$	$\dashv$	+	t	+	+'	+	+	t		$\vdash$		U	$\forall$	$\dagger$	[DO]
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Company   Comp		OPD II Diagnostia Trouble Code Definitions	No	-4h	۸ma	ria				1	1			_			ΙΑ	-4	alia	
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Mazda, Nissan and Land Rozer Legacy DTCs are for reference. Ford PT vess not responsible to assigning thread to the provision werelon.		[] = assigned but not used	Spark Ignition PC		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			Component/ System and I/O Type
PIESS   Pediculation Overrido Circuit		Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	KOEO	KOEK	KOEO	KOER	Continuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	KOER	D = Digital F = Frequency I = Input
PIEGO   CAN Link PCMPFOM Mollinations   Company   Comp																				
PRISTS   CANAL LINK CUlya Mallancation				Ц		Ш											U			[DO]
PIESS   Impector Pump Control Module Prover Circuit							_		-						-				Н	
PIESS			G	y	y i	+	1								-	D				
P1656																				
P1650 P1650																				
P1650				Н			_								_					
P1656				H	_	$\vdash$	_								-				H	
P1656				H	+	H	$\dashv$		H						$\dashv$			H	H	
P1662   EDUE NUTURE CIVENT	P165F				l															
PR663   Full Demand Command Signal Output Circuit		· ·				П													П	
PIEGS   Fleet Demand Command Signal Output Circuit		,		H	$\perp$	H	_				-	$\vdash \vdash$			$\dashv$	<u> </u>	-	H	Н	
P1656   Injection Pump Control Module Communications		_ '		H	-	$\vdash$	-								-				H	
Press   Pres		9 1		Ħ	_	H	7		u						_	D				
P1687   P1670   Control Module Monitoring ECM Fault	P1665	Injection Pump Control Module Communications														D				
PIGNID   PROMING COMMUNICATIONS ERROR   PROPERTION   Pump Centrol Module Monitoring ECM Fault		· · · · · · · · · · · · · · · · · · ·														D				
Pi6698   Disection Pump Control Module Monitoring ECM Fault		,		Н	_	Ш	_								_					
Pi670   Secondary Fuel Pump Relay				H	_	$\vdash$	_		a						_	D			H	
Pi671   Secondary Fuel Pump Relay		, ,		H	+	+	1	D*							-					
Pi673				Ħ	1		T	_			J									
P1675											J									
Pi675			0.0	Н	_	Ш	_								_					
PI676   Injector Data Incompatible		· ·	G*+	-	-	$\vdash$	-								-	D				
Pi677   Alternative Fuel Control Module Communication Circuit		,		Ħ	-	H	1								-	_			H	
P1679   Engine Oil Pressure Output Circuit		, ,					T							Е						
P167A   Alternative Fuel Control Module Communication Circuit Low		'																		
P167B   Fuel Injector Learning Not Done		ů ,		H	_		_							_					Ш	
P167C   CAN Link PCM/PCM Circuit/Network				-	-	$\vdash$	-							E	-					
P167D         Brake Switch "A" / "B" Signal Performance         Image: Company of the company of the				Ħ	-	H	1								-				H	
P167F   Non-OEM Calibration Detected							T													
P1680         Metering Oil Pump Failure         Image: Control Solenoid Circuit         Image: Control Circuit		'																		
P1681       Metering Oil Pump Failure       Image: Control Solenoid Circuit       Image: Control Solenoid Ci				H	_		_	D											Ш	
P1682         Metering Oil Pump Failure         Image: Control Solenoid Circuit         <		ů i		H	-	H	_								-				Н	
P1683   Metering Oil Pump Temperature Sensor Circuit				H	+	H	+					H			-			H	H	
P1685       Metering Oil Pump Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Cont. Circuit       Image: Control Stepping Motor Control Circuit       Image: Control Stepping Motor Control Circuit       Image: Control Stepping Motor Control Circuit       Image: Control Stepping Motor Control Circuit       Image: Control Stepping Motor Control Circuit       Image: Control Stepping Motor Control Circuit       Image: Control Motor Circuit       Image: Control Motor Circuit       Image: Control Circuit       Image: Control Circuit       Image: Control Circuit       Image: Control Circuit       Image: Control Circuit       Image: Control Circuit       Image: Control Circuit       Image: Control Circuit       Image: Control Circuit       Image: Control Circuit       Image: Control Circuit <t< td=""><td></td><td>ů i</td><td></td><td>Ħ</td><td>Ī</td><td>Ħ</td><td>╛</td><td></td><td>⇈</td><td></td><td></td><td></td><td></td><td></td><td>╧</td><td></td><td></td><td>Ħ</td><td>П</td><td></td></t<>		ů i		Ħ	Ī	Ħ	╛		⇈						╧			Ħ	П	
P1686   Metering Oil Pump Stepping Motor Cont. Circuit		ů i				П														
P1687         Metering Oil Pump Stepping Motor Cont. Circuit         Image: Control Solenoid C				Н	_	$\sqcup$	4					Щ			_	1		Щ	Н	
P1688   Metering Oil Pump Stepping Motor Cont. Circuit				Н	+	H	+				-			$\vdash$	-		<u> </u>	H	H	
P1689   Oil Pressure Control Solenoid Circuit				H	+	Ħ	$\dashv$		H						$\dashv$			H	H	
P1691 Turbocharger Pressure Control Solenoid Circuit P1692 Turbocharger Control Solenoid Circuit P1693 Turbocharger Charge Control Circuit P1694 Turbocharger Charge Relief Circuit P1695 CAN Link Injection Pump Control Module/Engine Control Module P1696 CAN Link Engine Control Module/Cruise Control Module Circuit/Network P1697 Cruise Control Distance-Control Input Circuit P1698 Cold Start Fuel Pump Primary Circuit / Open P1699 CAN Link ECM / Climate Control Module P1699 Cold Start Fuel Pump Primary Circuit Low P1699 Cold Start Fuel Pump Primary Circuit High P1690 Cold Start Fuel Pump Primary Circuit High P1690 Cold Start Fuel Pump Primary Circuit High P1690 Cold Start Fuel Pump Primary Circuit Jopen		0 1 11 0		Ħ	1	Ħ									⇟	L				
P1692 Turbocharger Control Solenoid Circuit P1693 Turbocharger Charge Control Circuit P1694 Turbocharger Charge Relief Circuit P1695 CAN Link Injection Pump Control Module/Engine Control Module P1696 CAN Link Engine Control Module/Cruise Control Module Circuit/Network P1697 Cruise Control Distance-Control Input Circuit P1698 Cold Start Fuel Pump Primary Circuit Low P1699 Cold Start Fuel Pump Primary Circuit Ligh P1699 Cold Start Fuel Pump Primary Circuit High P1690 Cold Start Fuel Pump Primary Circuit High P1690 Cold Start Fuel Pump Primary Circuit High P1690 Cold Start Fuel Pump Secondary Circuit / Open				П	I	П	I	D*	d										П	
P1693 Turbocharger Charge Control Circuit P1694 Turbocharger Charge Relief Circuit P1695 CAN Link Injection Pump Control Module/Engine Control Module P1696 CAN Link Engine Control Module/Cruise Control Module Circuit/Network P1697 Cruise Control Distance-Control Input Circuit P1698 Cold Start Fuel Pump Primary Circuit Low P1699 CAN Link ECM / Climate Control Module P1699 Cold Start Fuel Pump Primary Circuit Low P1698 Cold Start Fuel Pump Primary Circuit High P1690 Cold Start Fuel Pump Primary Circuit High P1690 Cold Start Fuel Pump Primary Circuit High P1690 Cold Start Fuel Pump Secondary Circuit / Open		ů .		Н	-	${m H}$	_			_	<u> </u>			$\vdash \vdash$			<u> </u>	H	$\sqcup$	
P1694 Turbocharger Charge Relief Circuit P1695 CAN Link Injection Pump Control Module/Engine Control Module P1696 CAN Link Engine Control Module/Cruise Control Module Circuit/Network P1697 Cruise Control Distance-Control Input Circuit P1698 Cold Start Fuel Pump Primary Circuit / Open P1699 CAN Link ECM / Climate Control Module P169A Cold Start Fuel Pump Primary Circuit Low P169B Cold Start Fuel Pump Primary Circuit Low P169B Cold Start Fuel Pump Primary Circuit High P169C Cold Start Fuel Pump Secondary Circuit / Open		ů .		H	+	H	+		$\vdash$					$\vdash$	+		-	H	Н	
P1695 CAN Link Injection Pump Control Module/Engine Control Module P1696 CAN Link Engine Control Module/Cruise Control Module Circuit/Network P1697 Cruise Control Distance-Control Input Circuit P1698 Cold Start Fuel Pump Primary Circuit / Open P1699 CAN Link ECM / Climate Control Module P169A Cold Start Fuel Pump Primary Circuit Low P169B Cold Start Fuel Pump Primary Circuit Low P169B Cold Start Fuel Pump Primary Circuit High P169C Cold Start Fuel Pump Secondary Circuit / Open				H	+	H	$\dashv$		H						$\dashv$			H	H	
P1697         Cruise Control Distance-Control Input Circuit         J <td< td=""><td></td><td></td><td></td><td>Ħ</td><td>┇</td><td>Ħ</td><td></td><td></td><td></td><td></td><td>L</td><td></td><td></td><td></td><td>╛</td><td>D</td><td></td><td></td><td></td><td></td></td<>				Ħ	┇	Ħ					L				╛	D				
P1698         Cold Start Fuel Pump Primary Circuit / Open         G         g		· ·		I		П	I				_									
P1699         CAN Link ECM / Climate Control Module         J         J         J         I         J         I			_	_		H	4				J				-		<u> </u>	H	$\vdash$	
P169A Cold Start Fuel Pump Primary Circuit Low P169B Cold Start Fuel Pump Primary Circuit High P169C Cold Start Fuel Pump Secondary Circuit / Open		· · · · · · · · · · · · · · · · · · ·	G	g	y	H	-		H	<del>                                     </del>	.1			$\vdash$	+	-	<u> </u>	H	$\vdash$	
P169B Cold Start Fuel Pump Primary Circuit High P169C Cold Start Fuel Pump Secondary Circuit / Open				H	+	H	+		H		J	Н			$\dashv$			H	H	
				Ħ	┇	Ħ					L				╛	L				
P169D   Cold Start Fuel Pump Secondary Circuit Low		· · ·				П	I												П	
	P169D	Cold Start Fuel Pump Secondary Circuit Low		Ш		Ш					<u> </u>					<u> </u>	<u> </u>			

	OBD-II Diagnostic Trouble Code Definitions	No	rth	۸۰۰	)er	ica		1 1	1	1		1	-	uror		Aus	tra	lia	
	Obd-ii Diagnostic Trouble Code Definitions		ıın	AII	ieri	ıca	$\vdash$	+	+	$\vdash$			-	urop	Je	AUS	ura	ıııa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,	Spark Ignition PCM			Standalone I CM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and
	[] = assigned but not used  Capital and small usage letters are used for visual impact only!		H			+		+	Ŝ	J.S.	ت	ž	Ϋ́		۵	Ϋ́		+	I/O Type A = Analog
	Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not	snc			Snc	KOER	snc						snc			snc			D = Digital
	responsible for assigning these DTCs.	Continuous	0	≃ .	≝	2 2	Continuous	0	ا				Continuous	0 &		Continuous	0	~	F = Frequency
	Shading indicates change from previous version.	Sont	(OE	COE	ont OF		ònt	KOEO					Sont	KOE0 KOER		Sont	ОЭОМ	OE	I = Input O = Output
P169E	Cold Start Fuel Pump Secondary Circuit High	Ŭ	_				۲	1		1								_	
P169F	Control Module - Unused Fault Code												Е						•
	Transmission Indeterminate Failure (Failed to Neutral)	G*^		_	Т	4	D/	-		J*				Ш	D				
	Reverse Engagement Error Transmission Range Sensor Circuit Intermittent	G G^	~		Т	+	D <sup>^</sup>		-									_	
	Brake Switch Out Of Self Test Range	G٨	g g	g		+	ישו		d M					e e			H	+	
	Transmission Range Circuit Not Indicating Park/Neutral During Self Test		g	9				d	<del></del>										
P1705	Transmission Range Circuit Not Indicating Park/Neutral During Self Test		-	g					d M					е		U			
	High Vehicle Speed Observed in Park				4	4	D^		М	<u> </u>				Ш					
	Transfer Case Neutral or Park/Neutral Indication Circuit	G	g	g	T	_	[D	1	1.4	-							Щ	_	
	Clutch Switch Circuit Park Neutral Position Switch Out Of Self Test Range		g	$\dashv$	+	+	-	d	M	1	1			е	1		H	+	
	Clutch Switch Out Of Self Test Range		Я	$\dashv$	+	+	$\vdash$	1	IVI	$\vdash$							H	$\dashv$	
	Clutch Adaptive Learning Not Done - Incorrect Engine Conditions					T		Ħ											
	Clutch "A" Engagement Time Performance			_	T*			П											
	Clutch "B" Engagement Time Performance			_	T*		<u> </u>	$\perp$		-							Ш		
	Clutch Delivered Torque Performance Clutch Pressure Release Valve Failed		$\vdash$	_	T T	+	-	++	-	1	1			$\vdash$	1		${oldsymbol{ec{H}}}$	+	
	Transmission Control Module Solenoid/Internal Ground Circuit	G	g	_		+	1	+	М	J							H	+	
_	Transmission Fluid Temperature Sensor Out Of Self Test Range	Ŭ	g		+		1	d		Ť							Ħ		
	Transmission Torque Reduction Request Signal	G											Е			U			
	Transmission Fluid Temperature Sensor In Range Failure (< 50 deg F)	G^					D^		М								Ш		
	Shift Solenoid "A" Inductive Signature	G*	Н	_	4		D*										H	4	
	Shift Solenoid "B" Inductive Signature Shift Solenoid "C" Inductive Signature	G*	Н	$\vdash$		+	D*		+					H			H	+	
	Shift Solenoid "D" Inductive Signature	G*			Ŧ	$\top$	ľ	Ħ									Ħ	T	
	Transmission Fluid Temperature Sensor In Range Failure (> 250 deg F)	G^					D^												•
	Engine Torque Signal			_	T*	4	<u> </u>	Ш	М	<u> </u>				Ш	D				
	Shift Fork "A" Stuck, Movement on Shift Fork "B" Shift Fork "A" Stuck, Movement on Shift Fork C			_	T* T*	+	-	+	-	-							Н	4	
	Shift Fork "B" Stuck, Movement on Shift Fork "A"		H	_	r T*	$\pm$		+									H	+	
	Shift Fork "B" Stuck, Movement on Shift Fork D			_	T*			Ħ											
P171E	Shift Fork "C" Stuck, Movement on Shift Fork "A"				T*														
	Shift Fork "C" Stuck, Movement on Shift Fork D				T*	4	<u> </u>	Ш		<u> </u>				Ш					
P1720	Vehicle Speed (Meter) Circuit		Н	_	4			+	M	J*							H	4	
P1721	Gear 1 Incorrect Ratio Gear 2 Incorrect Ratio		H			-	-	+	M	-								+	
	Gear 3 Incorrect Ratio					+	1	Ħ	M	1									
	Gear 4 Incorrect Ratio					T		Ħ	М										
	Insufficient Engine Speed Increase During Self Test		П	I	Ţ				d					Ц			Ц	Ţ	
	Insufficient Engine Speed Decrease During Self Test	C^	$\vdash$	4	+	+	7		d	-				$\vdash$			H	4	
	Coast Clutch Solenoid Inductive Signature Transmission Slip	G^ G^	$\vdash$	$\dashv$	+	+	D	-	-	1	1			$\vdash$	1		H	+	
	4x4L Switch	G^	$\Box$	$\dashv$	+	+	D/		+	$\vdash$				H			H	+	
	Shift Fork "D" Stuck, Movement on Shift Fork "B"		П		T*	Ī	T	力	I			L		╚			Ħ	T	
	Shift Fork "D" Stuck, Movement on Shift Fork C		П		T*			Ш						П					_
	Shift Fork "A" /B Direction Control Valve Stuck On		Н		T*	4	1	$\downarrow \downarrow$	-	-		<u> </u>		oxdot			Щ	4	
	Shift Fork "A" /B Direction Control Valve Stuck Off Shift Fork C/D Direction Control Valve Stuck On		H		T* T*	+	1	+	+	1				$\vdash$			Н	+	
	Shift Fork C/D Direction Control Valve Stuck Off		H		т*	+	1	+	1	1				$\vdash$			H	$\dashv$	
	Gear Control Malfunction 2,3,5		H	$\exists$		$\dagger$		TT	1	J*				$\sqcap$			H	1	
	1-2 Shift Malfunction	G					D	-											
	2-3 Shift Malfunction	G	Н	4	4	+	D	-	-	-				$\vdash \vdash$			Н	4	
	3-4 Shift Malfunction 4-5 Shift Malfunction	G	$\vdash$	$\dashv$	+	+	D	++	-	1	1			$\vdash$	1		${oldsymbol{ec{H}}}$	+	
	4-5 Shift Mairunction First Gear Switch Circuit Failure		H	+	+	+	-	+	М	$\vdash$		$\vdash$		+			H	+	
	Second Gear Switch Circuit Failure		H	$\exists$	+	$\dagger$		$\dagger \dagger$	M	t		t		$\dag \dag$			Ħ	+	
P1737	Lockup Solenoid							П	М					Ш				1	
	Shift Time Error		Ц	Ц	1	$\perp$		$\prod$	М					$oxed{oxed}$			Ц	4	
	Slip Solenoid Clutch Actuator Position Sonear Circuit Pages/Portermance		$\vdash$	4	-	+	-	+	М	1	1	<u> </u>		$\vdash \vdash$	1		Н	4	
	Clutch Actuator Position Sensor Circuit Range/Performance Clutch Actuator Position Sensor Circuit Low		H	+	+	+	$\vdash$	++	+	1				$\vdash$			H	+	
, 50	State	Ь					1			1	1	<u> </u>	Ь		1	Ь		L	

	OPD-II Diagnostia Trauble Code Definitions	NI-	rtl-	۸	10-	icc		т т	1	1		ı	-		<u> </u>	Α	.4=-	lia T
-	OBD-II Diagnostic Trouble Code Definitions		rtn	Am	ier	ıca	-	++	+	1	<u> </u>	-	-	urop	e	AUS	tra	lia
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		MOT and abuse	Standalone I CIM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	0	KOER	snonu	2 ~	Continuous	0 (					Continuous	0 ~		Continuous	0 (	A = Analog D = Digital F = Frequency
	Shading indicates change from previous version.	Cont	KOE	KOE	Cont	KOE	Cont	KOEO	2				Cont	KOEO		Cont	KOEO	I = Input O = Output
	Clutch Actuator Position Sensor Circuit High			П				Ш										
	Ignition Key Lock Solenoid Circuit / Open Ignition Key Lock Solenoid Circuit Low				-	-	-	++	-	-							$\vdash$	
P173F	Ignition Key Lock Solenoid Circuit High						-	++		-							H	
P1740	Torque Converter Clutch Solenoid Inductive Signature	G*					D*	11									H	
P1741	Torque Converter Clutch Solenoid Control Error	G					D	_	М									
P1742	Torque Converter Clutch Solenoid Circuit Failed On	G*					D	Ш	_	-							Щ	
P1743 P1744	Torque Converter Clutch Solenoid Circuit Failed On Torque Converter Clutch Solenoid Circuit Performance	G^ G*^			-	-	D^	+	-	-							$\vdash$	
	Line Pressure Solenoid	G ^			+	+	D'	H	М									
	Pressure Control Solenoid "A" Open Circuit	G^	g				D^	d	M								H	
	Pressure Control Solenoid "A" Short Circuit	G*^	g				D*	d	М									
	Pressure Control Solenoid "A"				Ţ		D^		М									
	Pressure Control Solenoid "A" Failed Low	G		Ш	_	4		Ш		<u> </u>								
	Gear Lever X Position Sensor Circuit Low Gear Lever X Position Sensor Circuit High		H	$\vdash$	+	+	_	+	+	$\vdash$	<u> </u>			$\vdash$			${oldsymbol{+}}$	+
	Gear Lever Y Position Sensor Circuit Low						-	++		-							H	
	Gear Lever Y Position Sensor Circuit High							11										
P174E	Output Shaft Speed / ABS Wheel Speed Correlation	[G]					D											
P174F	Traction Control Enable/Disable Switch Lamp Circuit						D											
	Clutch Adaptive Learning Not Done			Ш	T	_	_	+		-							₽	
P1751 P1752	Shift Solenoid "A" Performance Shift Solenoid "A" Circuit Short	G^			+		D	++	М	-							$\vdash$	
P1753	Shift Solehold A Circuit Short						-	++	IVI	-							$\vdash$	
	Coast Clutch Solenoid Circuit	G^	g				D^	ď										
	CAN ECM/Park Brake Control Module Circuit Malfunction																	
	Shift Solenoid "B" Performance	G^		Ш	_	4	D^	<b>\</b>		<u> </u>								
P1757 P1758	Shift Solenoid "B" Circuit Short  Pressure Solenoid Control System Incorrect Current			H	-	_		Н	М	J*								
P1759	2-4 Brake Failsafe Valve Malfunction						-	++	М								$\vdash$	
P175A	2 1 State 1 allocate 1 allocate transfer								Ť								Ħ	
P175B																		
P175C				Ш		_		Ш		<u> </u>								
P175D					4	_	_	++		-							H	
P175E P175F					+	+	-	+	-	-				-			$\vdash$	
	Pressure Control Solenoid "A" Short Circuit Intermittent	G^	q			+	D^		-	1							H	
	Shift Solenoid "C" Performance	G^	Ŭ					Ħ									Ħ	
	Overdrive Band Failed Off	G*																
	Low and Reverse Brake Pressure Switch Circuit				4			11	M									
	Low and Reverse Brake Failsafe Valve Malfunction Timing Solenoid Circuit				_	+		+	M				Е				₽	
	Shift Solenoid "D" Performance	G^			+	+		H	IVI									
P1767	Torque Converter Clutch Circuit	G^															Ħ	
P1768	Performance/Normal/Winter Mode Input	G	g	◨	1	ፗ		Ħ	Ţ	L					L	U	⇈	
	AG4 Transmission Torque Modulation Fault (VW trans)				1	$oldsymbol{\perp}$		П					Е					
	Transmission Range Selector Up and Down Position Circuit		$\vdash$	Н	4	$\downarrow$		$\vdash$	-	J	<u> </u>	<u> </u>		H	<u> </u>		Н	
P176B P176C	Transmission Range Selector Up and Down Position Control Error Transmission Range Selector Lock Control Error		H	H	Т	+		++	-	J	<u> </u>						${\mathbb H}$	
P176D	Transmission Range Selector Incorrect Position At Key On		H	H	•	+		++	+	J				H			H	
P176E	J		Ħ	Ħ	1	1		TT		Ť				$\Box$			Ħ	
P176F				П				П									П	
	Clutch Solenoid Circuit	G	Ļ.	$\sqcup$	_	$\bot$	_	$\sqcup$	М	_						<u> </u>	$\sqcup$	
	Throttle Position Sensor Circuit High Throttle Position Sensor Circuit Low	ļ	H	${oldsymbol{ert}}$	-	+		++	M	_	1				1	-	${oldsymbol{ert}}$	
	Throttle Position Sensor Circuit Low CAN Link PCM/Fuel Fired Heater Malfunction	-	H	${\color{blue}+}$	+	+	D	++	М	1	<u> </u>	-		+	1		${\sf H}$	+
	CAN Link Gear Shift Module / TCM		H	H	+	+	٦	$\dagger\dagger$	+	J*	1			$\vdash$			H	
	Transmission System MIL Fault		Ħ	Ħ		Ī	L	ΔŢ	I	J				╚			Ħ	
	Ignition Retard Request Duration			П	Ţ			П	T	J							П	
	Ignition Retard Request Circuit		Ļ.	$\sqcup$	_	$\bot$	_	$\sqcup$	1	J						<u> </u>	$\sqcup$	
	Transmission Reverse I/P Circuit Transmission Control Indicator Light Circuit	G	_	$\vdash \vdash$	+	+	D	++	+	J		<u> </u>		$\vdash$			${oldsymbol{ec{H}}}$	+
F1779	manomiooron Control mulcator Light Circuit	J	y				טו			1	<u> </u>	l	ш		<u> </u>	Ь		1

	000 1101 11 0 1 0 7 7				_								_				_		
	OBD-II Diagnostic Trouble Code Definitions		rth /	Ame	eric	a							-	urop	oe -	Au	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	OEO	KOEK	OEO	OER	ontinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P177A		0	Σ:	¥ ()	×	×	C	ᅐᄌ					0	<u> </u>		0	~	×	0 = Output
P177B																	ธ		
P177C			Ш											$\perp$			Ш		
P177D P177E			H											+	-		Н	H	
P177E			H	-		H								+	-		H		
P1780	Transmission Control Switch (O/D Cancel) Circuit Out Of Self Test Range		H	g				d	М					$\top$			H		
P1781	4X4L Circuit Out Of Self Test Range		g					d									П		
	Performance/Economy Switch Circuit Out Of Self Test Range			g										I					
P1783	Transmission Overtemperature Condition	G^	Ш			Щ	D^		М	J*	L			+	-		Ш	Ш	
P1784 P1785	Transmission Mechanical Failure - First And Reverse Transmission Mechanical Failure - First And Second	G	Н	-										+	-		H	H	
	3-2 Downshift Error	G	H	-										+	-		$\forall$		
	2-1 Downshift Error	G	Ħ	$\parallel$		H		$\vdash$						$\top$	1		Ħ	H	
P1788	Pressure Control Solenoid "B" Open Circuit	G^	g						М								П		
P1789	Pressure Control Solenoid "B" Short Circuit	G^	g						М					L					
P178A			H	-					-					+	-		$\dashv$	Н	
P178B P178C			H	-										+	-		H	H	
P178D			H											$\vdash$			H	H	
P178E			Ħ														Ħ		
P178F														I					
P1790	TP (Mechanical) Circuit		Ш			Щ			М					+	-		Ш	Ш	
	TP (Electric) Circuit Barometer Pressure Circuit		H		$\perp$				M				Е	+	-		$\dashv$	H	
	Ignition Supply Malfunction >16, <7 volts		H	-					IVI	J*			_	+	-		$\forall$		
	Battery Voltage Circuit								М	J*			Е	$\top$	D		Ħ	П	
	Inconsistent CAN Level	G*	g	g						J*				工					-
	CAN Controller Circuit (Bus off)		Ш			Щ				J*				+	-		Ш	Ш	
	CAN TCM/ECM Circuit Malfunction CAN TCM/INST Circuit Malfunction		Н	-						J*				+	-		H	H	
	CAN TOWNST Circuit Maintenant		H	-						J				+	-		$\forall$		
	CAN ECM/Turbocharger Boost Control "A" Actuator Circuit Malfunction		H				D*	d		Ť				$\top$	D		Ħ		
P179B	CAN ECM/Turbocharger Boost Control "A" Actuator - Invalid Data Received						D*	d									П		
P179C			Ш			Ш								$\bot$			Ш	Ш	
P179D			Н											+			Н	H	
P179E P179F			$\vdash$	-	+	H								+	-		$\forall$	H	
1 17 51	4x4		H											$\vdash$			H	Ħ	
P1800	Transmission Clutch Interlock Safety Switch Circuit Failure	G	g	g										工			$\Box$		
P1801	Transmission Clutch Interlock Safety Switch Open Circuit		g											L					
P1802	Transmission Clutch Interlock Safety Switch Short Circuit To Battery  Transmission Clutch Interlock Safety Switch Short Circuit To Crowd		g			H		$\perp$	1	<u> </u>		<u> </u>		+	-	-	${m H}$	dash	
P1803 P1804	Transmission Clutch Interlock Safety Switch Short Circuit To Ground 4-Wheel Drive High Indicator Circuit Failure	G	g g		$\vdash$	H		$\vdash$	$\vdash$	<u> </u>				+	$\vdash$	-	$\dashv$	H	
P1805	4-Wheel Drive High Indicator Open Circuit	G	g	_		H		H	$\vdash$					+	$\vdash$	<del>                                     </del>	H	H	
	4-Wheel Drive High Indicator Short Circuit To Battery	G	g	_					L					I	L		П		
P1807	4-Wheel Drive High Indicator Short Circuit To Ground		g											I			П		
P1808	4-Wheel Drive Low Indicator Circuit Failure	G	g	_		Н		$\vdash$	-	<u> </u>		<u> </u>		+	╄		Н	Ц	
P1809 P180A	4-Wheel Drive Low Indicator Open Circuit	G	g	g	$\vdash$	H		$\vdash$	-	<del>                                     </del>		-		+	$\vdash$	-	$\dashv$	H	
P180B		$\vdash$	H	+		H		$\vdash$	$\vdash$					+	$\vdash$	<del>                                     </del>	H	H	
P180C			Ħ							L				一			Ħ	Ħ	
P180D			П											I			П		
P180E		ļ	Ц	1		Ц			1			<u> </u>		$\dashv$	1	<u> </u>	Щ	Ц	
P180F P1810	4-Wheel Drive Low Indicator Short Circuit To Battery	G			$\vdash$	H		$\vdash$	-	<u> </u>		-		+	╂—	-	$\dashv$	Н	
	4-Wheel Drive Low Indicator Short Circuit To Battery 4-Wheel Drive Low Indicator Short Circuit To Ground		g g		$\vdash$	H		+		<del>                                     </del>		-		+	+	1	$\forall$	H	
	4-Wheel Drive Mode Select Circuit Failure		g			H		$\vdash$						$\top$	1		Ħ	Ħ	
P1813	4-Wheel Drive Mode Select Open Circuit	G	g	g		П								工			П		
	4-Wheel Drive Mode Select Short Circuit To Battery	G	g	g	Щ	Ц								止			Ц	Ц	
	4-Wheel Drive Mode Select Short Circuit To Ground		g		-	H		$\vdash$	₽					+	-	<u> </u>	$\dashv$	Н	
F1010	Transmission Neutral Safety Switch Circuit Failure	G	g	y	1	Ш			<u> </u>	1	l	<u> </u>			1	<u> </u>	Ш	Ш	

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	OBD-II Diagnostic Trouble Code Definitions	-	rtn .	Am	eric	ca			<u> </u>				_	urop	e	Au	stra	IIIa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		Standalone TCM	oranga or		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not						sno									sno			A = Analog D = Digital
	responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	OEO	OER	OEO	OER	Continuous	KOEO					Continuous	KOEO KOER		Continuous	KOEO	OER	F = Frequency I = Input O = Output
P1817	Transmission Neutral Safety Switch Open Circuit	G	a i	۵ د	) <del>X</del>	×	Ö	XX					O	ᅐᅜ		O	×	포	O = Output
	Transmission Neutral Safety Switch Short Circuit To Battery	G	g	_		+		H						+			H		
	Transmission Neutral Safety Switch Short Circuit To Ground	G	g	_													Ħ	$\exists$	
P181A	Clutch Actuator Changeover Solenoid / Open																		
	Clutch Actuator Changeover Solenoid Low																	$\Box$	
	Clutch Actuator Changeover Solenoid High		Ш														Ш	_	
	Clutch Actuator Changeover Solenoid Range/Performance		Н		-	-								_			Н	$\dashv$	
	Clutch Actuator Range/Performance		H	-	+	+		++						+			H	+	
	Clutch Control System Performance Transfer Case Clockwise Shift Relay Coil Circuit Failure	G	g	<u> </u>	+	+			<u> </u>					-			H	+	
P1821	Transfer Case Clockwise Shift Relay Coil Open Circuit		g		╁									_			H	$\dashv$	
P1822	Transfer Case Clockwise Shift Relay Coil Short Circuit To Battery	G	g			+								+			H	_	
P1823	Transfer Case Clockwise Shift Relay Coil Short Circuit To Ground	G	g			T								Ť			Ħ	7	
P1824	4-Wheel Drive Clutch Relay Circuit Failure	G	g	_										T			П	T	
P1825	4-Wheel Drive Clutch Relay Open Circuit	G	g	g															
P1826	4-Wheel Drive Low Clutch Relay Circuit To Battery	G	g	g															
P1827	4-Wheel Drive Low Clutch Relay Circuit To Ground	G	g	g													Ш	4	
P1828	Transfer Case Counter Clockwise Shift Relay Coil Circuit Failure	G	g	_													Ш	_	
P1829	Transfer Case Counter Clockwise Shift Relay Coil Open Circuit	G	g	g	-												Ш	$\dashv$	
P182A P182B			H		-	-		<b></b>						_			₩	+	
P182B			H	-	+	+		1						+			H	$\dashv$	
P182D			H		╁									_			H	$\dashv$	
P182E			H			+								+			H	_	
P182F			Ħ											T			П	T	
P1830	Transfer Case Counter Clockwise Shift Relay Coil Short Circuit To Battery	G	g	g															
P1831	Transfer Case Counter Clockwise Shift Relay Coil Short Circuit To Ground		g														Ш	4	
P1832	Transfer Case Differential Lock-Up Solenoid Circuit Failure		g		-	-			<u> </u>					_			Ш	4	
P1833	Transfer Case Differential Lock-Up Solenoid Open Circuit	G	g	_	-	$\perp$			<u> </u>					_			H	$\dashv$	
P1834 P1835	Transfer Case Differential Lock-Up Solenoid Short Circuit To Battery Transfer Case Differential Lock-Up Solenoid Short Circuit To Ground	G	g g	_	+	+		1						+			H	$\dashv$	
P1836	Transfer Case Front Shaft Speed Sensor Circuit Failure	G	g	_										-			H	_	
P1837	Transfer Case Rear Shaft Speed Sensor Circuit Failure	G	g	_		+								+			H	7	
	Transfer Case Shift Motor Circuit Failure	G	g	_		T								Ť			Ħ	7	
P1839	Transfer Case Shift Motor Open Circuit	G	g	_	T													T	
	Range Change Mechanism Failure																	$\Box$	
	4-Wheel Drive Clutch Coil Return Circuit Open		Ш														Ш	4	
P183C					_												Ш	4	
P183D P183E		1	Н	+	+	+	-	+	1		Н			+	<u> </u>	-	$\dashv$	+	
P183E			H	+	+	H	-	${}^{+}$	1	$\vdash$	$\vdash$		$\vdash$	+	$\vdash$		H	+	
P1840	Transfer Case Shift Motor Short Circuit To Battery	G	g	q	+	Ħ		ff	<del>                                     </del>					$\dashv$	H		Ħ	+	
P1841	Transfer Case Shift Motor Short Circuit To Ground		g		t	Ħ		Ħ	1					$\dashv$	1		Ħ	$\exists$	
P1842	Transfer Case Differential Lock-Up Feedback Switch Circuit Failure		g		İ	T.		ΠŢ	1								П	T	
P1843	Transfer Case Differential Lock-Up Feedback Switch Open Circuit	G	g	g	I			Ш									П	I	
P1844	Transfer Case Differential Lock-Up Feedback Switch Short Circuit To Battery	G	g	_	_	Ц		Щ			Ш			[_			Ц	$oldsymbol{oldsymbol{oldsymbol{oldsymbol{I}}}$	
P1845	Transfer Case Differential Lock-Up Feedback Switch Short Circuit To Ground		g		$\bot$	$\vdash$	_	$\sqcup$	<u> </u>		Ш			_	<u> </u>		Щ	4	
P1846	Transfer Case Contact Plate 'A' Circuit Failure		g	_	+	+	_	+	<u> </u>	<u> </u>	Н				<u> </u>	_	${m H}$	$\dashv$	
P1847 P1848	Transfer Case Contact Plate 'A' Open Circuit Transfer Case Contact Plate 'A' Short Circuit To Battery	_	g	_	+	+	_	+	1	<del>                                     </del>	H		$\vdash$	-	1	<del>                                     </del>	H	+	
P1848	Transfer Case Contact Plate 'A' Short Circuit To Battery  Transfer Case Contact Plate 'A' Short Circuit To Ground	_	g g	_	+	+	_	+	+		$\vdash$		$\vdash$	-		$\vdash$	H	+	
P184A	Transfer Sass Somast Flate A Short Should To Ground	٦	У	9	+	H		${\sf H}$	+		H			$\dashv$			H	$\dashv$	
P184B		1	H		t	t		Ħ	1					$\dashv$	l		Ħ	$\exists$	
P184C			П														П	T	
P184D				1	1													J	
P184E			П	Ţ	Τ	П		П									П	I	
P184F		<u> </u>	Ц	_	_	L		Щ	<u> </u>		Щ			_	<u> </u>		Ц	$\perp$	
	Transfer Case Contact Plate 'B' Circuit Failure		g		-	1		$\vdash$	<u> </u>	<u> </u>	Щ		Ш		<u> </u>	<u> </u>	${oxplus}$	4	
	Transfer Case Contact Plate 'B' Open Circuit Transfer Case Contact Plate 'B' Short Circuit To Potton		g		-	+		+	<u> </u>	<u> </u>	H		$\vdash$		1	-	${m H}$	$\dashv$	
	Transfer Case Contact Plate 'B' Short Circuit To Battery  Transfer Case Contact Plate 'B' Short Circuit To Ground		g		+	+	-	+	-		Н			$\dashv$	-		${m H}$	+	
	Transfer Case Contact Plate B Short Circuit 10 Ground  Transfer Case Contact Plate 'C' Circuit Failure		g g		+	H	<u> </u>	+	+	$\vdash$	H		$\vdash$	+	<u> </u>	$\vdash$	H	+	
004	Transis Sado Contact Fatto C Official Fattario	J	Я	9		1	<u> </u>	ш.	1	ь	ш			L_	1		ш		

	ODD II Diame and a Translate Co. J. D. C. 19				• -		1		1	1	, ,		ı		•		I.a.	.4	11:-	
<u> </u>	OBD-II Diagnostic Trouble Code Definitions	No	rth	Am	ner	ıca	╀	+	+		$\vdash$			Е	uro	Эе	Aus	stra	ııa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,	Spark Ignition PCM			Standalone TCM		M October	Jiesei PCIM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!		H			$\dagger$				_	7	1	_		Ħ	T		Ħ	1	A = Analog
	Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not	sno			sno			sno						sno			Continuous			D = Digital
	responsible for assigning these DTCs.	tinu	Ö	괊.	֚֚֚֚֝֡֡֜֝֜֝֡֝֡֡֡֡֡֡֡֡֡֡֡֡֡֡	2 2			2 2					tinu	<u>ල</u> දු		ţi	ဂ္ဂ	2	F = Frequency I = Input
	Shading indicates change from previous version.	Continuous	KOE	Κο S	ខ្លីខ្ល	KOER	5		KOER					Continuous	KOEO KOER		ខ្ល	KOEO	Š	O = Output
P1855	Transfer Case Contact Plate 'C' Open Circuit	G	g	g																
P1856	Transfer Case Contact Plate 'C' Short Circuit To Battery	G		g	_	_	╀													
P1857 P1858	Transfer Case Contact Plate 'C' Short Circuit To Ground Transfer Case Contact Plate 'D' Circuit Failure	G		g	4	+	+	_							$\vdash$	-		H	4	
P1858	Transfer Case Contact Plate D Circuit Failure  Transfer Case Contact Plate 'D' Open Circuit	G	g	g	+	+	+	_							$\vdash$			H	+	
P185A	Transition Gade Contract Flate D Open Circuit	Ŭ	9	9	$\dagger$		t								H			Ħ	T	
P185B																				
P185C																				
P185D				Н	_	_	$\bot$	_	-						$\vdash \vdash$	-		H	_	
P185E P185F			H	H	+	+	+	_							$\vdash$	-		H	+	
	Transfer Case Contact Plate 'D' Short Circuit To Battery	G	g	g	$\dashv$	+	t	+	$\perp$		H				+	$\vdash$		H	$\dagger$	
P1861	Transfer Case Contact Plate 'D' Short Circuit To Ground	G	g		1		T												T	
P1862	Transfer Case Contact Plate Power Circuit Failure		g	g																
P1863	Transfer Case Contact Plate Power Open Circuit	G	g		_	_	1								Ш	<u> </u>		Ш	_	
P1864	Transfer Case Contact Plate Power Short To Battery	G	g		4		╀	_										H	4	
P1865 P1866	Transfer Case Contact Plate Power Short To Ground Transfer Case System Concern - Servicing Required	G	g g		+	-	+	-	-						-	-		H	$\dashv$	
P1867	Transfer Case Contact Plate General Circuit Failure	G	g		1	+	╁		_						H			H	t	
	4-Wheel Drive Indicator (Lamp) Circuit Failure	G	g		1		T												T	
	4-Wheel Drive Indicator (Lamp) Circuit Short To Battery	G	g																	
	Differential Lock-up Actuator Brake Control Circuit / Open			Ц	_		$\bot$	_								-		Щ	_	
	Differential Lock-up Actuator Brake Control Circuit Low  Differential Lock-up Actuator Brake Control Circuit High			H	4	+	+	_							$\vdash$	-		H	4	
	Clutch Actuator Stuck			+	T*		╁	-	-							-			+	
P186E					Ť		T												T	
P186F																				
	Mechanical Transfer Case 4x4 Switch Circuit Failure	G	g		4		4	_								<u> </u>		H	4	
P1871 P1872	Mechanical Transfer Case 4x4 Switch Circuit Short To Battery  Mechanical 4-Wheel Drive Axle Lock Lamp Circuit Failure	G		g g	-	+	+								H				+	
	Mechanical 4-Wheel Drive Axle Lock Lamp Circuit Failure  Mechanical 4-Wheel Drive Axle Lock Lamp Circuit Short To Battery	G		g	+	+	$^+$	$\dashv$	-						H	1		H	+	
P1874	Transfer Case Hall Effect Sensor Power Circuit Failure	G	g				T													
P1875	Transfer Case Hall Effect Sensor Power Circuit Short To Battery	G	g																	
P1876	Transfer Case 2-Wheel Drive Solenoid Circuit Failure	G	g		4		4	_								<u> </u>		H	4	
P1877 P1878	Transfer Case 2-Wheel Drive Solenoid Circuit Short To Battery Transfer Case Disengaged Solenoid Circuit Failure	G	g		+	-	╀		-						-	-		H	+	
	Transfer Case Disengaged Solenoid Open Circuit		g g	g	+	+	╁	_							H			H	+	
P187A	and the second s	Ť	9	9	$\dashv$	$\dagger$	$\dagger$	$\dagger$	+						H	t		Ħ	+	
P187B				Ц		I	I	1	Ţ									П		
P187C			Ц	Ц	Ţ	Ţ	$\downarrow$	$oldsymbol{oldsymbol{oldsymbol{oldsymbol{I}}}$	Ļ		Щ				Щ			Ц	$oxed{\int}$	
P187D P187E			$\vdash$	Н	$\dashv$	+	+	+	-	-	$\vdash$				$\dashv$	-		H	4	
P187E P187F			H	H	+	+	+	+	+		H				+	+	1	H	+	
	Transfer Case Disengaged Solenoid Short to Battery	G	g	g	$\dashv$	$^{+}$	t	$^{\dagger}$	+						$\dag \uparrow$	1		H	$\dagger$	
P1881	Engine Coolant Level Switch Circuit	G			╛	1	İ	╛	I						ഥ		L		Ī	
	Engine Coolant Level Switch Circuit Short To Ground	G	Щ	Ц	Ţ	Ţ	ſ	I			J				Д			Ц	Ţ	
	Engine Coolant Level Switch Circuit	G	$\sqcup$	Н	_	+	+	4	-		$\blacksquare$				$\vdash$	-		$\sqcup$	4	
	Engine Coolant Level Lamp Circuit Short To Ground Transfer Case Disengaged Solenoid Short to Ground	G	g	<u></u>	+	+	+	+	+	-	$\vdash$			-	+	-	1	H	+	
	4X4 Initialization Failure	G	g		$\dashv$	$\dagger$	$\dagger$	$\dagger$	+						H	$\vdash$		H	$\dashv$	
	4-Wheel Drive Control Solenoid Circuit Failure	Ė		Ĭ	Ţ	╛	Ť	<u></u>	İ	М				L		L	L			
	Differential Oil Temperature Sensor Circuit Failure									М										
	Oil Pressure Pump Performance	G	g	Н	_	+	+	4	$\bot$						$\vdash$	-		H	4	
	Differential Oil Temperature Too High/Too Low  All Wheel Drive Clutch Control Circuit		$\vdash$	H	+	+	+	+	-		H				+	-		H	+	
	All Wheel Drive Clutch Control Circuit  All Wheel Drive Relay Module Communication Circuit		H	H	$\dashv$	+	+	+	+		$\vdash$				+	$\vdash$		H	$\dashv$	
	All Wheel Drive Relay Module Feedback Circuit		П	Ħ	$\dashv$	$\dagger$	$\dagger$	$\dagger$	+						H	t		Ħ	+	
P188E						1	I		l											
	Transfer Case Contact Plate Ground Return Short to Battery		Ц	Ц	Ţ	Ţ	Ţ	$\bot$							Щ			Ц	Ţ	
	4-Wheel Drive Mode Select Return Input Circuit Failure	G			4	+	+	+	+						$\vdash$	-		$\vdash$	4	
P1891 P1892	Transfer Case Contact Plate Ground Return Open Circuit  Axle Disconnect Engagement Solenoid Circuit High	G	g	g	+	+	╁	+	+		$\vdash$				+	1		H	+	
. 1002	. 5.00 5.000 Find Chigago Horiz Otto Houte Fingh	<u> </u>	L	ш			1_				ı			<u> </u>		1	1	Ш	_1	

	ODD II Diama of Table Oct 5 min										1			•		1.			
<b> </b>	OBD-II Diagnostic Trouble Code Definitions	_	rth	Am	ıer	ıca	+	+	+	-	-	<u> </u>	E	uro	oe	Au	stra	ıııa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		MOT carleback	Standalone TCM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	0:	ER.	tinuous	KOER	Continuous	0.1	¥.				Continuous	0 8		Continuous	0	æ	A = Analog D = Digital F = Frequency I = Input
	Shading indicates change from previous version.	Con	KO	KOI	Sol	2 0	Son	KOEO	Ž.				Con	KOER		Con	KOEO	KOER	O = Output
	Axle Disconnect Engagement Solenoid Circuit Low																		
	Axle Disconnect Disengagement Solenoid Circuit High		Ш		_	_			-								Ш	_	
	Axle Disconnect Disengagement Solenoid Circuit Low		Н		4	-	<u> </u>	$\perp$	_					H	<u> </u>		$\blacksquare$	_	
	Axle Disconnect Engagement Position Sensor Circuit High  Axle Disconnect Engagement Position Sensor Circuit Low		H		+	_	1	+	_					H			H	1	
	Axle Disconnect Indicator Circuit High		П		T	$\top$								Ħ			Ħ	1	
P1899	Axle Disconnect Indicator Circuit Low																		
	Axle Disconnect Input Switch Circuit Low																		
P189B	Axle Disconnect Input Switch Circuit High		Ш	_	_	_	<u> </u>	$\perp$	-		-				<u> </u>			_	
P189C P189D			Н	$\dashv$	+	+	1	+	+	-	+	1	-	$\vdash$	1	$\vdash$	H	+	
P189E			H		+	+	1	+	-					H			H	=	
P189F			Ħ	$\top$	7	$\dagger$	t	$\dagger \dagger$	1					$\dagger \dagger$	1		Ħ	T	
C1160	Center Axle Disconnect (CAD) System General Failure	G	g	g															
	Transfer Case Unable To Transition Between 2H and 4H	G	g	g	$oxed{\int}$	Ļ	Ĺ	$\prod$	$\bot$	1	1			$\prod$		lacksquare	Ц	Ţ	
	Transfer Case Unable To Transition Between 4H and 4L	G	g		_	_	<u> </u>	$\perp$	-		-				<u> </u>			_	
C1970 C1971	4X4 Low Mode Switch LED Short To Battery 4X4 Low Mode Switch LED Circuit Failure	G	g g		+	-											+	-	
	IWE Solenoid Circuit Failure	G	g		$\dashv$	+	+	+	+	-				H	1		H	_	
C1980	IWE Solenoid Short To Battery	G	g		1	+		+	+					H			Ħ	1	
	Transmission		3	٦		T												T	
P1900	Output Shaft Speed Sensor Circuit Intermittent	G																	
P1901	Turbine Shaft Speed Sensor Circuit Intermittent	G	Ш		_														
	Kickdown Solenoid Relay Control Circuit		Н	_	_	+	D							H	-		H	_	
	Kickdown Solenoid Circuit Low Voltage Kickdown Solenoid Circuit High Voltage		H		+	_	D		_						<u> </u>		+	_	
	Control Module Configured for End-of-Line Test Mode		H	-	Т	+	۲	u	u	-			Е	H	1		H	_	
	Kickdown Pull Relay Open Or Short Circuit To Ground (A4LD)			T	Ť	$\top$							E					T	
P1907	Kickdown Hold Relay Open Or Short Circuit To Ground (A4LD)												Е						
P1908	Transmission Pressure Control Solenoid Open Or Short (A4LD)												Е						
P1909	Transmission Fluid Temperature Sensor Circuit Open Or Short (A4LD)		Ш	4	_	_	Ļ	+	-		-		Е		<u> </u>			_	
	Reverse Lamp Control Circuit / Open Reverse Lamp Control Circuit Low		Н	_	T T	-	D	d						H			$\vdash$	-	
	Reverse Lamp Control Circuit High		H	_	<del>†</del>	+	+	+	+	-				H	1		H	_	
	Sensor Ground Reference "A" Circuit/Open				Ť												Ħ	T	
	Sensor Ground Reference "A" Circuit Low																		
	Sensor Ground Reference "A" Circuit High																		
	Sensor Ground Reference "B" Circuit/Open				_	_	<u> </u>								<u> </u>		H	_	
	Sensor Ground Reference "B" Circuit Low Sensor Ground Reference "B" Circuit High	<del>                                     </del>	Н	$\dashv$	+	+	1	$+\!\!+\!\!\!+$	-	-	+	1		$\vdash\vdash$	1	1	H	-	
	Engine Coolant Temperature Signal		H	+	Т	+	$\vdash$	++	+	+	+			$\vdash$	1	1	H	$\dashv$	
	Engine Speed Signal		H	_	T	1		H	$\top$	+	1			Ħ	1		П	1	
P1921	Transmission Range Signal				Т			П						П					
	Fuel Additive Level Circuit		Ш					Ш					E	Ш			Ш		
	Fuel Additive Level Circuit Range/Performance Fuel Additive Level Circuit Low		Н	$\dashv$	4	+	-	$\dashv$	+	-	+-		Е	$\vdash$	╂	-	H	_	
	Fuel Additive Level Circuit Low Fuel Additive Level Circuit High		H	$\dashv$	+	+	-	+	-	-	+			$\vdash$	+	1	H	$\dashv$	
	Fuel Additive Level Circuit Intermittent/Erratic		H	+	+	+	+	+	+	+	+			H	$\vdash$	H	H	1	
P1927	Fuel Additive Level Too Low/Empty		Ħ	⇈		Ī	I	Ţļ	┇	l	L	L	E*	口	L	L	Ħ		
	Fuel Additive Pump Control Circuit / Open		П		Ţ	Ţ		П					Е	Щ			П		<del>-</del>
	Fuel Additive Pump Control Circuit Performance		Н	$\perp \downarrow$	4	$\downarrow$	1	$\perp \downarrow$	-		1	1	_	$\sqcup$	1	1	Н	4	
	Fuel Additive Pump Control Circuit Low Fuel Additive Pump Control Circuit High	-	Н	$\dashv$	+	+	-	+	+	-	-	1	E	$\vdash$	1	1	H		
	Fuel Additive Level Low		H	$\dashv$	+	+	+	+	+		+		E	$\vdash$	1	<u> </u>	H	+	
	Fuel Level Signal		H	$\forall$	$\dagger$	$\vdash$	$\vdash$	+	-		+		ι-	H	1		H	$\dashv$	
	Vehicle Speed Signal		П	Ħ	Т	1	t	TT	$\top$	$\top$	1			Ħ	D		Ħ	1	
	Brake Switch/Sensor Signal	G	g	g		I		Ш						$\Box$	D				_
	Clutch Switch/Sensor Signal		Ш			1		Ш						Щ			Щ	_[	
	Fuel Fired Heater Control Circuit / Open Fuel Fired Heater Control Circuit Low		Н	$\dashv$	+	+	+	$\dashv$	+	-	-	<u> </u>		⊬	-		Н	4	
	Fuel Fired Heater Control Circuit Low Fuel Fired Heater Control Circuit High	-	Н	$\dashv$	$\dashv$	+	+	+	+	-	+	1		$\vdash$	1	1	H	+	
	Invalid Scan Tool Communication/Request	<del>                                     </del>	H	$\forall$	$\dashv$	+	T	$\forall$	+	+	$\dagger$	t		$\vdash$	1	$\vdash$	H	+	
-	,				_+		•		_	-1	1	•	•		•		•		

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	OBD-II Diagnostic Trouble Code Definitions		rth /	\me	rica	3							Е	urop	е	Au	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCN		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
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DAGOD	· ·	ပိ	λ ?	2 8	5 5	왿	ပိ	중 중					ပိ	조 조		ပိ	X	Σ	O = Output
P193B P193C	Throttle/Pedal Signal		+	T*	Н	+		-									H	H	
P193D			H	$\top$	H	+											Ħ		
P193E																	ธ		
P193F																	Ш		
P1940			$\vdash$	-	Н	4											Н		
P1941 P1942			+	+	H	+		-						-			H	H	
P1943			H	+	H	+											H	H	
P1944				T	Ħ	T											Ħ		
P1945			П		П	Į											П		
				4	Ш	4											Ш	Ц	
<u> </u>	Hybrid Propulsion		${\it H}$	+	${\color{blue}+}$	+		+						$\vdash$	1		$\dashv$	Н	
P1A00	Пуина Рторивіон		${\mathsf H}$	+	H	+		+						$\vdash$	-		$\forall$	H	
P1A01	Generator Brake Performance		Ħ	$\dagger$	Ħ	$\dashv$		$\top$						H			$\forall$	Ħ	
P1A02	Transmission One Way Clutch Performance			Т															
P1A03	Drive Motor "A" Shutdown Circuit			Т													Ш		
P1A04	Generator Shutdown Circuit			T		4											Щ	Ш	
	Desired Engine Speed Signal Vehicle Mode Signal		$\vdash$	T	_	4		-									H	Н	
	Inverter High Voltage Performance		H	T	_	$\dashv$											H	H	
	Generator Mode Signal		H	Ť		+											Ħ		
	Hybrid Battery Power Off Signal			Ť		T											Ħ	П	
	Immediate Shutdown Signal "A"	G		Т															
	Hybrid Battery Power Limit Exceeded		Ш		Ш	4											Ш		
	Hybrid Powertrain Control Module - Engine Disabled Hybrid Powertrain Control Module - Generator Disabled	G	$\vdash$	-	H	4		-									H	H	
	Hybrid Powertrain Control Module - Generator Disabled	G	H	+	H	$\dashv$		+						+			H	H	
	Hybrid Powertrain Control Module - Vehicle Disabled	G				+											$\forall$	Ħ	
	Hybrid Powertrain Control Module - Battery Disabled	G															$\Box$		
	Hybrid Powertrain Control Module - One Way Clutch Disabled	G																	
	Hybrid Powertrain Control Module - Generator Brake Disabled	G	$\sqcup$	4	Ш	4											$\downarrow \downarrow$		
	Hybrid Powertrain Control Module - Regenerative Braking Disabled Hybrid Powertrain Control Module - Transmission Disabled	G	H	+	H	+											H	H	
	Immediate Shutdown Signal "B"	G	+	-	H	+		-									$\forall$		
	Variable Voltage Controller Voltage Control Circuit	G	Ħ		Ħ	1											Ħ	Ħ	
	Variable Voltage Controller Processor	G																	
	Variable Voltage Controller Inductor Temperature Sensor Circuit	G		4	Ш	4										<u> </u>	Ш		
	Variable Voltage Controller Driver Temperature Sensor Circuit	G	$\vdash$	-	Н	4											$\vdash$	Н	
P1A1A P1A1B	Variable Voltage Controller Over Temperature	G	$\vdash$	-	H	$\dashv$											H	H	
P1A1C			H	$\top$	H	+											Ħ		
P1A1D						T											П		
P1A1E			П		П	I											П	П	
P1A1F		<u> </u>	$oldsymbol{ec{ec{ec{ec{ec{ec{ec{ec{ec{ec$	$\bot$	$\sqcup$	4		$\perp$	<u> </u>	<u> </u>					1	<u> </u>	$\sqcup$	Ц	
P1A20			dash	+	$\vdash$	+		+	1	1				+	1	1	$\dashv$	Н	
<b>-</b>	Fuel and Air Metering and Auxiliary Emission Controls		${\mathsf H}$	+	H	$\dashv$		+						$\vdash$	-		$\forall$	H	
P2000	NOx Adsorber Efficiency Below Threshold (Bank 1)		Ħ		Ħ	$\dashv$		$\top$					Е	H			$\forall$	Ħ	
	NOx Adsorber Efficiency Below Threshold (Bank 2)		◨	I	$\square$	╛		1									D		
	Diesel Particulate Filter Efficiency Below Threshold (Bank 1)		Ц	Ţ	Ц	Ţ	D*	$\bot$	$ldsymbol{oxedsymbol{oxedsymbol{oxed}}}$					LE			Ц	Ц	
	Diesel Particulate Filter Efficiency Below Threshold (Bank 2)	O+	dash	+	$\vdash \vdash$	4		+	N 4+	_				$\vdash$	1	<u> </u>	$\dashv$	Н	
P2004 P2005	Intake Manifold Runner Control Stuck Open (Bank 1) Intake Manifold Runner Control Stuck Open (Bank 2)	G*	H	+	$\vdash$	+		+	M*	<del>                                     </del>				$\vdash$	1	<del>                                     </del>	$\dashv$	Н	
	Intake Manifold Runner Control Stuck Open (Bank 2)  Intake Manifold Runner Control Stuck Closed (Bank 1)	G	${\mathsf H}$	+	$\forall$	$\dashv$		+	M*	1				+	<del>                                     </del>	1	$\forall$	H	
	Intake Manifold Runner Control Stuck Closed (Bank 2)	G	Ħ	T	Ħ	7		$\top$	<u> </u>	t				H			$\forall$	H	
	Intake Manifold Runner Control Circuit / Open (Bank 1)	G*	g (	g	Ⅱ				M*				Е						
	Intake Manifold Runner Control Circuit Low (Bank 1)		Ц	Ļ	Ц	$oldsymbol{\downarrow}$		$\bot$	M*				Ε	LE		$ldsymbol{oxedsymbol{oxedsymbol{eta}}}$	Ц	Ц	
	Intake Manifold Runner Performance (Bank 1)		Н	+	$\vdash \vdash$	4		+	<u> </u>	<u> </u>						<u> </u>	$\dashv$	Н	
	Intake Manifold Runner Performance (Bank 2) Diesel Particulate Filter Over Temperature (Bank 1)		H	+	$\vdash$	+		+		-				H	1	-	$\dashv$	H	
. 2000	propert annualate tiller over temperature (park 1)	<u> </u>			<u> </u>	_1_		1	<u> </u>	I	1					l	ш	ш	

	ORD-II Diagnostia Traubla Code Definitions	N/a-	rth	Ame	ari-	ا ۾				,			-	urc	20	Aus	ctro	ıli-	
	OBD-II Diagnostic Trouble Code Definitions		u)	AINE	21 IC	Ja		$\vdash$	1	$\vdash$		-		urop	<del>/E</del>	Aus	ou a	and 	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	OEO	KOER	000	OER	Continuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P200D	Diesel Particulate Filter Over Temperature (Bank 2)		<u>x</u>	<u> </u>	<u> </u>	7	U	-					U	7 7			7	<u>×</u>	o = output
	Catalyst System Over Temperature (Bank 1)		H		T	Ħ											П		
P200F	Catalyst System Over Temperature (Bank 2)																		
	Intake Manifold Runner Control Circuit High (Bank 1)								М*				Е						
P2011	Intake Manifold Runner Control Circuit / Open (Bank 2)		Ш		-			Щ									Ш		
P2012	Intake Manifold Runner Control Circuit Low (Bank 2)		H		+			H								-			
P2013 P2014	Intake Manifold Runner Control Circuit High (Bank 2) Intake Manifold Runner Position Sensor/Switch Circuit (Bank 1)	G*	g	~	+	+													
P2014 P2015	Intake Manifold Runner Position Sensor/Switch Circuit (Bank 1)  Intake Manifold Runner Position Sensor/Switch Circuit Range/Perf. (Bank 1)	G*	g	y	+	+		H									Н	H	
P2016	Intake Manifold Runner Position Sensor/Switch Circuit Low (Bank 1)		Ħ		+	H		H	M*								H	H	
P2017	Intake Manifold Runner Position Sensor/Switch Circuit High (Bank 1)		Ħ		╁			H	M*								H		
P2018	Intake Manifold Runner Position Sensor/Switch Circuit Intermittent (Bank 1)		Π		T	$\prod$			L						L		$\prod$	П	
P2019	Intake Manifold Runner Position Sensor/Switch Circuit (Bank 2)	G*	g	g	I														
P201A	Reductant Injection Valve Circuit Range/Performance (Bank 2 Unit 1)		Ц			Д		Ш								匚	Ц	Щ	
P201B			Ш		_														
P201C		<u> </u>	Н	_	1	Н		H	<u> </u>					$\vdash \vdash$	┞	₽	Н	Щ	
P201D P201E		-	Н	+	+	Н		$\vdash$	<u> </u>					$\vdash$	-	₩	Н	Н	
P201E P201F		<u> </u>	Н	+	+	Н		+	<del>                                     </del>					+	-	├-	Н	Н	
P2020	Intake Manifold Runner Position Sensor/Switch Circuit Range/Perf. (Bank 2)	G*	H		+			H									H	H	
P2021	Intake Manifold Runner Position Sensor/Switch Circuit Low (Bank 2)	_	H		+	H													
P2022	Intake Manifold Runner Position Sensor/Switch Circuit High (Bank 2)		Ħ		T	Ħ													
P2023	Intake Manifold Runner Position Sensor/Switch Circuit Intermittent (Bank 2)																		
P2024	Evaporative Emissions Fuel Vapor Temperature Sensor Circuit																		
	Evaporative Emissions Fuel Vapor Temperature Sensor Circuit Performance		Ш					Ш								L			
	Evaporative Emissions Fuel Vapor Temperature Sensor Circuit Low Voltage				-														
	Evaporative Emissions Fuel Vapor Temperature Sensor Circuit High Voltage Evaporative Emissions Fuel Vapor Temperature Sensor Circuit Intermittent		H	-	-	H		$\vdash$							-	-	H	Н	
	Fuel Fired Heater Disabled		H		+		D	d d									H	H	
	Reductant Tank Heater Control Circuit / Open		H		╁		U	u u											
	Reductant Tank Heater Control Circuit Low					T													
P202C	Reductant Tank Heater Control Circuit High																		
P202D	Reductant Leakage																		
	Reductant Injection Valve Circuit Range/Performance (Bank 1 Unit 1)																		
	Reductant/Regeneration Supply Control Circuit Range/Performance		Ш		1			Щ.								<u> </u>	Ш		
	Fuel Fired Heater Performance				-	$\vdash$		d d											
	Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 2)  Exhaust Gas Temperature Sensor Circuit Low (Bank 1 Sensor 2)		H		+	+	D* D*	$\vdash$									H		
	Exhaust Gas Temperature Sensor Circuit Low (Bank 1 Sensor 2)		H		-	+	D*	+									$\vdash$		
	Exhaust Gas Temperature Sensor Circuit (Bank 2 Sensor 2)		H	-	+	H	0	+		H				+			H	H	
	Exhaust Gas Temperature Sensor Circuit Low (Bank 2 Sensor 2)		H		$\dagger$	H		$\vdash$						+			H	H	
	Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 2)		Π		T	$\prod$			L						L		$\prod$	П	
	Reductant Injection Air Pressure Sensor "A" Circuit		П												D		П		
	Reductant Injection Air Pressure Sensor "A" Circuit Range/Performance																		
	Reductant Injection Air Pressure Sensor "A" Circuit Low		Н		1	Н		Ш		Ш					1	<u> </u>	Н	Ц	
	Reductant Level Sensor Circuit		H	-	+	H		H						$\vdash$	1	<u> </u>	H	Н	
	Reductant Level Sensor Circuit Range/Performance Reductant Level Sensor Circuit Low		H	-	+	H		$\vdash$		H				+	1	<u> </u>	H	Н	
	Reductant Level Sensor Circuit Low  Reductant Level Sensor Circuit High		H	-	+	H		$\vdash$		Н				+		-	H	H	
	Reductant Level Sensor Circuit Flight Reductant Level Sensor Circuit Intermittent/Erratic	<del>                                     </del>	H	-	+	H		$\vdash$		H				+			H	H	
	Reductant Level Too Low		Ħ	1	t	$\dagger \dagger$		H						$\vdash$	T	1	Ħ	H	
	Reductant Injection Air Pressure Sensor "A" Circuit High		П		I	Ħ											П		
P2041	Reductant Injection Air Pressure Sensor "A" Circuit Intermittent		П			П											П		
	Reductant Temperature Sensor Circuit		Ц		1	Ш		Ш							1	<u> </u>	Ш	Щ	
	Reductant Temperature Sensor Circuit Range/Performance		Н		1	Н		Ш		Ш					1	<u> </u>	Н	Ц	
	Reductant Temperature Sensor Circuit Low	-	Н	+	+	H		$\vdash$	<u> </u>	$\vdash$				$\vdash$	-	₩	H	Н	
	Reductant Temperature Sensor Circuit High Reductant Temperature Sensor Circuit Intermittent	-	Н	-	+	H		$\vdash$	1	H		_		+	-	<u> </u>	Н	Н	
	Reductant Temperature Sensor Circuit Intermittent Reductant Injection Valve Circuit / Open (Bank 1 Unit 1)		Н	-	+	H		$\vdash$		Н				+	D	-	H	Н	
	Reductant Injection Valve Circuit Low (Bank 1 Unit 1)		H	+	$\dagger$	$\forall$		$\vdash$	t					+	۲	$\vdash$	H	H	
	Reductant Injection ValveCircuit High (Bank 1 Unit 1)		H		t	Ħ		Ħ									Ħ	H	
	Reductant Pressure Sensor Circuit		П		I	П											П		

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Ame	rica	<del>.</del> Т	Ţ	1					-	uro	ne	Aus	etro	alio	
-	OBD-II DIAGIIOSIIC FIOUDIE COUE DEIIIIIIIOIIS		u1 /	-1116	1166	a		+					_	uro	Pe 	Au	อน ซี	and	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	9	Continuous	E0	Ē	Continuous	KOEO					Continuous	KOEO	í	Continuous	KOEO	ER	A = Analog D = Digital F = Frequency I = Input
D004D		ပိ	KC	5 8	5		ပ	중 중					ပိ	5 5	<u> </u>	కి	δ	Ϋ́	O = Output
	Reductant Pressure Sensor Circuit Range/Performance Reductant Pressure Sensor Circuit Low		-			_								$\vdash$	-		H		
	Reductant Pressure Sensor Circuit Low Reductant Pressure Sensor Circuit High		H		1 1	+								H			H	H	
	Reductant Pressure Sensor Circuit Intermittent/Erratic		Ħ		Ħ	1								Ħ			H		
P204F	Reductant System Performance (Bank 1)																		
	Reductant Injection Valve Circuit / Open (Bank 2 Unit 1)																		
	Reductant Injection Valve Circuit Low (Bank 2 Unit 1)		Н			4											Н		
	Reductant Injection Valve Circuit High (Bank 2 Unit 1)  Reductant Injection Valve Circuit / Open (Bank 1 Unit 2)		H	+	+	-								H	D		Н		
	Reductant Injection Valve Circuit / Open (Bank 1 Unit 2)		H	-		$\dashv$		-						$\vdash$	10	1	H		
	Reductant Injection Valve Circuit High (Bank 1 Unit 2)		Ħ			1								Ħ			П	Ħ	
P2056	Reductant Injection Valve Circuit / Open (Bank 2 Unit 2)																		
	Reductant Injection Valve Circuit Low (Bank 2 Unit 2)			I	П	I								П				П	
	Reductant Injection Valve Circuit High (Bank 2 Unit 2)		Ц	1	$\prod$	_[	[		<u> </u>					Ш		1	Ц	Ц	
	Reductant Injection Air Pump Control Circuit / Open		Н	+	H	+	_	+	-		<u> </u>			$\vdash \vdash$	-	1	Н	Н	
	Reductant Tank Temperature Sensor Circuit  Reductant Tank Temperature Sensor Circuit Range/Performance		H	+	${\mathbb H}$	+	$\dashv$	+	<u> </u>				<u> </u>	+	-	1	Н	Н	
	Reductant Tank Temperature Sensor Circuit Range/Performance Reductant Tank Temperature Sensor Circuit Low		${\sf H}$	+	${}^{\rm H}$	+		+	1		-			+	-	1	H	H	
	Reductant Tank Temperature Sensor Circuit High					<del>-  </del>											H	H	
	Reductant Tank Temperature Sensor Circuit Intermittent/Erratic		Ħ			1								Ħ			П	Ħ	
P205F	Reductant System Performance (Bank 2)																		
	Reductant Injection Air Pump Control Circuit Low																		
	Reductant Injection Air Pump Control Circuit High		Ш			4									-		Ш	Ш	
	Reductant/Regeneration Supply Control Circuit / Open Reductant/Regeneration Supply Control Circuit Low		H	-	+	+		-						$\vdash$	-	-	H	H	
	Reductant/Regeneration Supply Control Circuit High		H	+	H	+		+						H	+-		H	H	
	Fuel Level Sensor "B" Circuit	G*	g	q	Ħ	$\dashv$								H	+		H		
	Fuel Level Sensor "B" Circuit Range/Performance		g		Ħ	1								Ħ			Ħ		
	Fuel Level Sensor "B" Circuit Low		g	g				d d											
	Fuel Level Sensor "B" Circuit High	G*	g	g	$\sqcup \downarrow$	_	D	d d						Ш			Ш		
	Fuel Level Sensor "B" Circuit Intermittent		Н	-	1 1	+								H	-		H		
	Reductant Quality Sensor Reductant Quality Sensor Range/Performance		H	+	+	+								H	-		Н	H	
	Reductant Quality Sensor Low		H		1 1	+		+						H	-		H	H	
	Reductant Quality Sensor High		Ħ			1								Ħ			П	Ħ	
	Intake Manifold Tuning Valve Stuck Open (Bank 2)																		
	Intake Manifold Tuning Valve Stuck Closed (Bank 2)																		
	Intake Manifold Tuning Valve Stuck Open (Bank 1)	G		g		4									-		Ш	Ш	IMTV
	Intake Manifold Tuning Valve Stuck Closed (Bank 1) Throttle Actuator Control System - Ice Blockage	G	H	g	+	+		-						H	-		Н	Н	IMTV IMTV
	Manifold Absolute Pressure/Mass Air Flow - Throttle Position Correlation at Idle	G	H	+	+	+								H	-		H	H	IIVIIV
	Manifold Absolute Pressure/Mass Air Flow - Throttle Position Correlation at Higher Le	oad				<del>-  </del>											H	H	
P2075	Intake Manifold Tuning Valve Position Sensor/Switch Circuit (Bank 1)				Ħ									Ħ					
	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Range/Performance (Ba	ank 1	)																
	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Low (Bank 1)		g		Ц	$oldsymbol{oldsymbol{oldsymbol{oldsymbol{I}}}$	J	$\bot$						Щ	$oxed{\bot}$	lacksquare	Ц	Ц	
	Intake Manifold Tuning Valve Position Sensor/Switch Circuit High (Bank 1)	G	g	g	$\sqcup$	4		+	<u> </u>				_	$\vdash \vdash$	-	1	Н	Н	
	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Intermittent (Bank 1) Intake Manifold Tuning Valve Position Sensor/Switch Circuit (Bank 2)		H	+	${\mathbb H}$	+	$\dashv$	+	<u> </u>				<u> </u>	+	-	1	Н	Н	
	Intake Manifold Tuning Valve Position Sensor/Switch Circuit (Bank 2)  Intake Manifold Tuning Valve Position Sensor/Switch Circuit Range/Performance (Bank 2)	ank 2		+	H	+		+	<u> </u>					H	+	$\vdash$	H	H	
	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Low (Bank 2)		$\Box$	$\top$	$\dagger \dagger$	$\forall$	1	$\top$						Ħ	T	t	Ħ	Ħ	
	Intake Manifold Tuning Valve Position Sensor/Switch Circuit High (Bank 2)		Ш	1	Ιİ	I		╧	L								П	U	
	Intake Manifold Tuning Valve Position Sensor/Switch Circuit Intermittent (Bank 2)		П	T	П	I	I										П	П	
	Reductant Quality Performance		Ц	_	$\sqcup$	_		_	<u> </u>					$\sqcup \!\!\! \perp$	-	<u> </u>	Н	Ц	
	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 1)		Н	-	+	+	D*	+						$\vdash \vdash$	-	1	H	Н	
	Exhaust Gas Temperature Sensor Circuit Intermittent (Bank 1 Sensor 1)  Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 2 Sensor 1)		H	+	+	+	D D*	+	1				-	$\vdash$	+	1	Н	H	
	Exhaust Gas Temperature Sensor Circuit Range/Feriormance (Bank 2 Sensor 1)		H	+	${}^{+}$	_	D*	+						+	+		H	H	
	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 2)		H	+	T	_	D*	+						$\dag \dag$	1		H	H	
	Exhaust Gas Temperature Sensor Circuit Intermittent (Bank 1 Sensor 2)			I	D	╛	D	ᆂ						П	I				
	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 2 Sensor 2)		Ц		П	Ţ								Щ			П	Ц	
	Exhaust Gas Temperature Sensor Circuit Intermittent (Bank 2 Sensor 2)		Н	_	$\sqcup$	4		$\perp$	F 5-					$oldsymbol{arphi}$	-	1	Н	Ц	
P2088	"A" Camshaft Position Actuator Control Circuit Low (Bank 1)		Ш		Ш				M*						1			Ш	

																	_		
	OBD-II Diagnostic Trouble Code Definitions		th /	Ame	rica	а							E	urop	Эе	Au	stra	llia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	DEO	Continuous	DEO	OER	ontinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input
P2089	"A" Camshaft Position Actuator Control Circuit High (Bank 1)	ŭ	Ϋ́	20	Ž.	ž	Ö	호호	M*				ŭ	호호	-	ŭ	ž	ž	O = Output
	Reductant Pump Control Circuit / Open		+	-	H	=			IVI					$\vdash$	$\vdash$		H	$\dashv$	
	Reductant Pump Control Range/Performance					T								T			Ħ	$\exists$	
P208C	Reductant Pump Control Circuit Low																		
	Reductant Pump Control Circuit High													$\perp$			Ш	Ц	
	Reductant Injection Valve Stuck Closed (Bank 1 Unit 1)			_	Н	_								+	-		Н	4	
P208F P2090	Reductant Injection Valve Stuck Closed (Bank 2 Unit 1) "B" Camshaft Position Actuator Control Circuit Low (Bank 1)		4	-	Н	_			M*					+	-		H	+	
P2090	"B" Camshaft Position Actuator Control Circuit Low (Bank 1)		-	+	H	_			M*					$\vdash$	<u> </u>		H	$\dashv$	
P2092	"A" Camshaft Position Actuator Control Circuit Low (Bank 2)					Ħ			M*					1			H	$\exists$	
P2093	"A" Camshaft Position Actuator Control Circuit High (Bank 2)			╅	Ħ	_t			M*					一			П	T	
P2094	"B" Camshaft Position Actuator Control Circuit Low (Bank 2)				П				M*					I			П	I	
P2095	"B" Camshaft Position Actuator Control Circuit High (Bank 2)				Ц				M*					ot			Ц	4	
P2096	Post Catalyst Fuel Trim System Too Lean (Bank 1)	G*	4	+	$\sqcup$	_			M*					+	<u> </u>	<u> </u>	${oxplus}$	4	
P2097	Post Catalyst Fuel Trim System Too Rich (Bank 1)	G*	_	_	Н	4			M*					$\vdash$	<u> </u>	<u> </u>	₩	+	
P2098 P2099	Post Catalyst Fuel Trim System Too Lean (Bank 2) Post Catalyst Fuel Trim System Too Rich (Bank 2)	G*		-	H	_			M*					r	-		H	$\dashv$	
P209A	Reductant Injection Air Pressure Sensor "B" Circuit	-			+	=			IVI					$\vdash$			H	_	
P209B	Reductant Injection Air Pressure Sensor "B" Circuit Range/Performance		T		Ħ	1								$\top$			Ħ	$\exists$	
P209C	Reductant Injection Air Pressure Sensor "B" Circuit Low		T		H	T											Ħ	T	
P209D	Reductant Injection Air Pressure Sensor "B" Circuit High																		
	Reductant Injection Air Pressure Sensor "A" / "B" Correlation													$\perp$			Ш	┙	
	Reductant Tank Heater Control Performance			_										+			Ш	4	
	Reductant Purge Control Valve Circuit / Open Reductant Purge Control Valve Performance		+	+	Н	_		-						+	-	-	H	+	
	Reductant Purge Control Valve Circuit Low		$\dashv$	+	H	_		+						-	+-		H	+	
	Reductant Purge Control Valve Circuit High		H		H	_								$\vdash$			H	$\dashv$	
	Reductant Purge Control Valve Stuck Open					T								T			Ħ	$\exists$	
P20A5	Reductant Purge Control Valve Stuck Closed																		
	Reductant Injection Air Pressure Control Valve Circuit / Open													$\perp$			Ш	_	
	Reductant Injection Air Pressure Control Valve Performance		4	-	Н	_		_						+	-		Н	_	
	Reductant Injection Air Pressure Control Valve Circuit Low Reductant Injection Air Pressure Control Valve Circuit High		4	-	Н	_								+	-		H	$\dashv$	
	Reductant Injection Air Pressure Control Valve Stuck Open		-	+	H	_								$\vdash$	<u> </u>		H	$\dashv$	
	Reductant Injection Air Pressure Control Valve Stuck Closed					Ħ								1			H	$\exists$	
	Reductant Metering Unit Temperature Sensor Circuit				П	T											П	T	
P20AD	Reductant Metering Unit Temperature Sensor Circuit Range/Performance																	I	
	Reductant Metering Unit Temperature Sensor Circuit Low													$\perp$			Ш	_	
	Reductant Metering Unit Temperature Sensor Circuit High		4	-	Н	_		_						+	-		Н	_	
	Reductant Metering Unit Temperature Sensor Circuit Intermittent/Erratic  Reductant Heater Coolant Control Valve Circuit / Open	1	$\dashv$	+	H	-		$\vdash$						+	1	1	Н	+	
	Reductant Heater Coolant Control Valve Performance		$\dashv$	+	H	+								+	1	1	Ħ	+	
	Reductant Heater Coolant Control Valve Circuit Low		$\forall$	$\dagger$	Ħ	1		H						十	T		Ħ	$\dashv$	
	Reductant Heater Coolant Control Valve Circuit High		╛	l	Ճ									工			♬	J	
	Reductant Metering Unit Heater Control Circuit / Open				П									I			Ц	I	
	Reductant Metering Unit Heater Control Performance		4	+	$\sqcup$	_			<u> </u>					+	<u> </u>	<u> </u>	${oxplus}$	4	
	Reductant Metering Unit Heater Control Circuit Low	<u> </u>	$\dashv$	+	H	_		H	<u> </u>					+	-	<u> </u>	dash	$\dashv$	
	Reductant Metering Unit Heater Control Circuit High Reductant Heater "A" Control Circuit / Open		$\dashv$	+	H	+		+						+	1	1	Н	+	
	Reductant Heater "A" Control Performance	<del>                                     </del>	$\dashv$	+	H	+		+						十	$\vdash$		Ħ	$\dashv$	
	Reductant Heater "A" Control Circuit Low					_								丁			П	T	
	Reductant Heater "A" Control Circuit High				П									I			П	I	
	Reductant Heater "B" Control Circuit / Open	<u> </u>	Ц	1	Ц	_[		L						$oldsymbol{\perp}$	<u> </u>		Ц	ot	
	Reductant Heater "B" Control Performance	ļ	4	+	H	4		$\perp$						+	-	<u> </u>	arpropto	$\dashv$	
	Reductant Heater "B" Control Circuit Low  Reductant Heater "B" Control Circuit High		$\dashv$	+	H				<u> </u>					+	-	<del>                                     </del>	H	+	
	Reductant Heater "C" Control Circuit High Reductant Heater "C" Control Circuit / Open		$\dashv$	+	H	$\dashv$		+						+	+	1	H	+	
	Reductant Heater "C" Control Performance		$\forall$	$\dagger$	H	+		+						+	1		Ħ	$\dashv$	
	Reductant Heater "C" Control Circuit Low			1										丁	L			J	
	Reductant Heater "C" Control Circuit High		Ц		Ц									$\perp \!\!\!\! \perp$			Ц	I	
	Reductant Heater "D" Control Circuit / Open		4	+	Н	_		$\vdash$						+	-	<u> </u>	H	4	
P2006	Reductant Heater "D" Control Performance	<u> </u>			Ш				<u> </u>					止	<u> </u>	<u> </u>	ш		

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-	OBD-II Diagnostic Trouble Code Definitions		rtn	Am	eri	ca	-	+	-	<del>                                     </del>	-		-	urop	e	AUS	stra	la
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		Standalone TCM	Standarone i Civi		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	c	KOER	snonu	) K	Continuous	0 ~					Continuous	0 ~		Continuous	0	A = Analog D = Digital F = Frequency
	Shading indicates change from previous version.	Cont	KOEO	KOE	KOF	KOE	Cont	KOEO					Cont	KOE0 KOER		Cont	KOEO	I = Input O = Output
	Reductant Heater "D" Control Circuit Low		Ц	$\perp \! \! \! \! \! \perp$	#	1		$\prod$							<u> </u>		Ц	
	Reductant Heater "D" Control Circuit High  Reductant Control Module Requested MIL Illumination		Н	H	+	+	-	++	-	-				$\vdash$	<del>                                     </del>	_	H	
	Reductant Injection Air Pressure Leakage		Н		t			+									H	
	Exhaust Aftertreatment Fuel Injector "A" Control Circuit / Open				T												Ħ	
	Exhaust Aftertreatment Fuel Injector "A" Control Performance																	
	Exhaust Aftertreatment Fuel Injector "A" Control Circuit Low		Ш		_	-									D*			
	Exhaust Aftertreatment Fuel Injector "A" Control Circuit High  Exhaust Aftertreatment Fuel Injector "A" Stuck Open		H		+	-		++							D*		H	
	Exhaust Aftertreatment Fuel Injector "A" Stuck Open  Exhaust Aftertreatment Fuel Injector "A" Stuck Closed		H		+	-		++									H	
	Exhaust Aftertreatment Fuel Injector "B" Control Circuit / Open		П		T			HT									H	
P20D2	Exhaust Aftertreatment Fuel Injector "B" Control Performance				1			П									П	
	Exhaust Aftertreatment Fuel Injector "B" Control Circuit Low		Ц	Ц	Ţ	Ţ		ЦΤ									Ц	
	Exhaust Aftertreatment Fuel Injector "B" Control Circuit High				_			$\bot \bot$									Ш	
	Exhaust Aftertreatment Fuel Injector "B" Stuck Open  Exhaust Aftertreatment Fuel Injector "B" Stuck Closed		Н	$\vdash$	+	+	-	+	-	<del>                                     </del>	-			$\vdash$	-	-	H	+
	Exhaust Aftertreatment Fuel Supply Control Circuit / Open		H	+	+	+		++						$\vdash$			H	+
	Exhaust Aftertreatment Fuel Supply Control Performance				T			Ħ									П	
P20D9	Exhaust Aftertreatment Fuel Supply Control Circuit Low																	
	Exhaust Aftertreatment Fuel Supply Control Circuit High				_												Ш	
	Exhaust Aftertreatment Fuel Supply Control Stuck Open		Н		+	-		++									Н	
	Exhaust Aftertreatment Fuel Supply Control Stuck Closed  Exhaust Aftertreatment Fuel Pressure Sensor Circuit		Н	+	+	+		++						$\vdash$			${}$	
	Exhaust Aftertreatment Fuel Pressure Sensor Circuit Range/Performance		H	$\dashv$	$\dagger$	+		$\dagger \dagger$	1	1				$\vdash$			H	
	Exhaust Aftertreatment Fuel Pressure Sensor Circuit Low				1			П									П	
	Exhaust Aftertreatment Fuel Pressure Sensor Circuit High		Ц	Ц	$oldsymbol{oldsymbol{oldsymbol{oldsymbol{\Gamma}}}$	Ţ		$\coprod$									Ц	
	Exhaust Aftertreatment Fuel Pressure Sensor Circuit Intermittent/Erratic  Exhaust Gas Temperature Sensor 1 / 2 Correlation (Bank 1)	ļ	Н	$\perp$	+	+	D	++		1					<u> </u>		${\mathbb H}$	
	Exhaust Gas Temperature Sensor 1 / 2 Correlation (Bank 1)  Exhaust Gas Temperature Sensor 1 / 3 Correlation (Bank 1)		H	+	+	+	D	++	$\vdash$				H	$\vdash$	<del>                                     </del>		H	
	Exhaust Gas Temperature Sensor 1 / 3 Correlation (Bank 1)		H	H	$\dagger$	$\dagger$	D	$\dagger \dagger$	1								H	
P20E5	Exhaust Gas Temperature Sensor 1 / 2 Correlation (Bank 2)				1	Ţ		П									Ц	
	Reductant Injection Air Pressure Too Low		Ц	Ц	$oldsymbol{oldsymbol{oldsymbol{oldsymbol{\Gamma}}}$	Ļ		$\coprod$									Ц	
	Reductant Injection Air Pressure Too High	ļ	H	H	+	+	-	+	1	<u> </u>	<u> </u>			$\vdash$	<u> </u>	_	H	1
<b>——</b>	Reductant Pressure Too Low Reductant Pressure Too High	-	Н	+	+	+	-	+	-	<u> </u>	-			$\vdash$	1	-	${\sf H}$	+
	Reductant Pressure 100 High Reductant Control Module Power Relay De-Energized Performance - Too Early		H	+	+	+		++						$\vdash$			H	+
	Reductant Control Module Power Relay De-Energized Performance - Too Late		Ħ		╅	1	L	$\pm \dagger$	L								LΤ	
P20EC	SCR NOx Catalyst - Over Temperature (Bank 1)							П									П	
	SCR NOx Pre-Catalyst - Over Temperature (Bank 1)		Ц	$oxedsymbol{oxedsymbol{oxedsymbol{eta}}}$	1	1		$\prod$		<u> </u>							Ц	
	SCR NOx Catalyst Efficiency Below Threshold (Bank 1) SCR NOx Pre-Catalyst Efficiency Below Threshold (Bank 1)		H	$\dashv$	+	+		++			-			$\vdash$	1		H	+
	SCR NOx Pre-Catalyst Efficiency Below Threshold (Bank 1) SCR NOx Catalyst - Over Temperature (Bank 2)		H	+	+	+	-	++	$\vdash$				H	$\vdash$	<del>                                     </del>		H	
	SCR NOx Pre-Catalyst - Over Temperature (Bank 2)		Ħ	H	t			$\dagger\dagger$									Ħ	
P20F2	SCR NOx Catalyst Efficiency Below Threshold (Bank 2)				I	L		Ш									П	
	SCR NOx Pre-Catalyst Efficiency Below Threshold (Bank 2)		Ц	Ц	Ţ	$oldsymbol{\perp}$	Ĺ	$\prod$	1								Ц	
	Reductant Consumption Too Low		Н	H	+	+		+						$\vdash \vdash$	<u> </u>		${oldsymbol{ert}}$	
	Reductant Consumption Too High Reductant Injection Valve Stuck Open (Bank 1 Unit 1)	-	Н	+	+	+	-	+	-	<u> </u>	-			$\vdash$	1	-	${\sf H}$	+
P20F7	Reductant Injection Valve Stuck Open (Bank 1 Onit 1)  Reductant Injection Valve Stuck Open (Bank 2 Unit 1)		H	+	$\dagger$	+		$\dagger \dagger$	$\vdash$					$\vdash$			H	
P20F8					I	İ		Δİ	L								Ħ	
P20F9						Ţ		П										
P20FA			Н	$\perp$	+	$\bot$		+	_	<u> </u>	<u> </u>			$\vdash \vdash$			${oldsymbol{arphi}}$	1
P20FB P20FC		<u> </u>	Н	$\vdash$	+	+		++	-	<u> </u>	<u> </u>			$\vdash$	<del>                                     </del>	<u> </u>	H	
P20FC P20FD			H	H	+	+	$\vdash$	++									H	
P20FE			H	$\vdash$	$\dagger$	$\dagger$		$\dagger \dagger$	1								H	
P20FF								Ш									П	
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<u> </u>			Н	$\vdash$	+	+		+	-	<u> </u>				$\vdash \vdash$			H	+
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<u> </u>									-	-								ì

**- Mill. illuminations ** — Chil Currool flashes, * = "Wirene's light illuminates,		OBD-II Diagnostic Trouble Code Definitions	No	rth /	Ame	rica	a		$\top$					Е	urop	e	Aus	stra	lia
Mazca, Nissan and Land Rover legacy D/Cs are for reference. Ford PTI vasa not responsible for assigning thread DFCs.  Shading indicates change from previous version.    1		* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan						SAE J1930 Component/ System and I/O Type
Fuel and Art Metering and Austilery Emission Controls		Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	ontinuous	(OEO	OER	OEO	OER	ontinuous	OEO					ontinuous	OEO		ontinuous	OEO	D = Digital
P2100			0	Σ:	× 0	Σ:	Σ.	0	x x					0	X X		0	Σ:	2 0 = Output
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P2101   Throttle Actuator "A" Control Motor Circuit Range/Performance   G* g g g   G   M*   M*   E*   Control Motor Circuit Low   G* g g g   G   M*   M*   Control Motor Circuit Low   G* g g g   G   M*   M*   Control Motor Circuit High   G* g g g   G   M*   G* g g g   G   M*   G* g g g   G   M*   G* g g g   G   M*   G* g g g   G   M*   G* g g g   G   M*   G* g g g   G   M*   G* g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   M*   G* g g g g   G   G* g g g g   G   G* g g g g   G   G* g g g g   G   G* g g g g   G   G* g g g g   G* g g g g   G* g g g g   G* g g g g   G* g g g g   G* g g g g g   G* g g g g g g g g g g g g g g g g g g		Fuel and Air Metering and Auxiliary Emission Controls																	
P2102   Throttle Actuator "A" Control Motor Circuit High   G* g g g   M"   M"   M"   M"   M"   M"   M				_	_														
P2103   Throttle Actuator "A" Control Motor Circuit High   G* g g g   G   M*   M*   M*   M*   M*   M*   M*				_	_	H								E*	-			Н	
P2104 Throttle Actuator Control System - Forced Idle P2105 Throttle Actuator Control System - Forced Engine Shutdown P2106 Throttle Actuator Control System - Forced Engine Shutdown P2107 Throttle Actuator Control Module Processor P2108 Throttle Actuator Control Module Processor P2108 Throttle Actuator Control Module Processor P2108 Throttle Actuator Control Module Processor P2108 Throttle Actuator Control Module Processor P2108 Throttle Actuator Control Module Processor P2108 Throttle Actuator Part Control Module Processor P2109 Throttle Actuator Part Control Module Processor P2109 Throttle Actuator Part Control Motor Circuit Actuator Part Control Motor Circuit Actuator Part Control Motor Circuit Actuator Part Control Motor Circuit Range/Performance P2100 Throttle Actuator Part Control Motor Circuit High P2100 Throttle Actuator Part Control Motor Circuit High P2101 Throttle/Pedal Position Sensor/Switch "C" / "F" Voltage Correlation P2101 Throttle Actuator Control System - Forced Limited RPM P2111 Throttle Actuator Control System - Stuck Open P2111 Throttle Actuator Control System - Stuck Closed P2112 Throttle Actuator Control System - Stuck Closed P2113 Throttle Pedal Position Sensor "D" Minimum Stop Performance P2114 Throttle Pedal Position Sensor "D" Minimum Stop Performance P2115 Throttle Pedal Position Sensor "D" Minimum Stop Performance P2116 Throttle Pedal Position Sensor "D" Minimum Stop Performance P2117 Throttle Pedal Position Sensor "P" Minimum Stop Performance P2118 Throttle Pedal Position Sensor "D" Minimum Stop Performance P2119 Throttle Actuator Control Motor Current Range/Performance P2110 Throttle Actuator Control Motor Current Range/Performance P2111 Throttle Actuator Control Throttle Body Range/Performance P2112 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P318 Throttle/Pedal Position Sensor/Switch "D" Circu				_	_	H			-						-				+
P2106 Throttle Actuator Control System - Forced Limited Power  G*+  P2107 Throttle Actuator Control Module Processor  G*+  D**  D**  M*  E  M*  E  P2108 Throttle Actuator Control Module Performance  P2109 Throttle Actuator Control Module Performance  P2109 Throttle Actuator Control Module Performance  P2109 Throttle Actuator 'B' Control Motor Circuit / Open  P2100 Throttle Actuator 'B' Control Motor Circuit Range/Performance  P2100 Throttle Actuator 'B' Control Motor Circuit Low  P2100 Throttle Actuator 'B' Control Motor Circuit Low  P2100 Throttle Actuator 'B' Control Motor Circuit High  P2101 Throttle Actuator 'B' Control Motor Circuit High  P2102 Throttle Actuator Control System - Forced Limited RPM  G*+  P2110 Throttle Actuator Control System - Stuck Open  P2111 Throttle Actuator Control System - Stuck Open  P2112 Throttle Actuator Control System - Stuck Closed  G*+  P2113 Throttle Actuator Control System - Stuck Closed  G*+  P2114 Throttle Actuator Control System - Stuck Popen  P2115 Throttle Pedal Position Sensor 'B' Minimum Stop Performance  P2116 Throttle / Pedal Position Sensor 'B' Minimum Stop Performance  P2117 Throttle / Pedal Position Sensor 'C' Minimum Stop Performance  P2118 Throttle / Pedal Position Sensor 'B' Minimum Stop Performance  P2119 Throttle / Pedal Position Sensor 'B' Minimum Stop Performance  P2110 Throttle / Pedal Position Sensor 'B' Minimum Stop Performance  P2111 Throttle / Pedal Position Sensor 'B' Minimum Stop Performance  P2111 Throttle / Pedal Position Sensor 'B' Minimum Stop Performance  P2111 Throttle / Pedal Position Sensor 'B' Minimum Stop Performance  P2111 Throttle / Pedal Position Sensor 'B' Minimum Stop Performance  P2112 Throttle / Pedal Position Sensor 'S' Minimum Stop Performance  G 9 9 D*+ d d M*  E*  P2122 Throttle/Pedal Position Sensor/Switch 'D' Circuit Low  G 9 9 D*+ d d M*  E*  P2123 Throttle/Pedal Position Sensor/Switch 'D' Circuit Low  G 9 9 D*+ d d M*  E*				J	3			D											
P2107   Throttle Actuator Control Module Processor   G*+		,				Ш				_									
P2108   Throttle Actuator Control Module Performance		· · · · · · · · · · · · · · · · · · ·		H	+	Н	4	4	+					E	+		_	Н	1
P2109 Throttle / Pedal Position Sensor "A" Minimum Stop Performance P210A Throttle Actuator "B" Control Motor Circuit / Open P210B Throttle Actuator "B" Control Motor Circuit Range/Performance P210C Throttle Actuator "B" Control Motor Circuit Low P210D Throttle Actuator "B" Control Motor Circuit High P210E Throttle Pedal Position Sensor/Switch "C" / "F" Voltage Correlation P210F Throttle Actuator "B" Control Motor Circuit High P210F Throttle Actuator Control System - Forced Limited RPM P2110 Throttle Actuator Control System - Stuck Open P2111 Throttle Actuator Control System - Stuck Open P2112 Throttle Actuator Control System - Stuck Closed G"+			0 +	${\sf H}$	+	$\forall$	+		+						+			H	+
P210B Throttle Actuator "B" Control Motor Circuit Range/Performance P210C Throttle Actuator "B" Control Motor Circuit Low P210D Throttle Actuator "B" Control Motor Circuit High P210E Throttle Actuator "B" Control Motor Circuit High P210F Throttle/Pedal Position Sensor/Switch "C" / "F" Voltage Correlation P210F P2110 Throttle Actuator Control System - Forced Limited RPM P2111 Throttle Actuator Control System - Stuck Open P2112 Throttle Actuator Control System - Stuck Open P2113 Throttle Actuator Control System - Stuck Open P2114 Throttle Actuator Control System - Stuck Open P2115 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2116 Throttle / Pedal Position Sensor "C" Minimum Stop Performance P2117 Throttle / Pedal Position Sensor "C" Minimum Stop Performance P2118 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2119 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2111 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2111 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2111 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2111 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2111 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2111 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2111 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2111 Throttle / Pedal Position Sensor "Switch "D" Circuit Coult Sensor School Sensor Switch "D" Circuit Low P2121 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2122 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2124 Throttle/Pedal Position Sensor/Switch "D" Circui	P2109	Throttle / Pedal Position Sensor "A" Minimum Stop Performance		⇈	I	ธ	1		I	_					╧				APP
P210C Throttle Actuator "B" Control Motor Circuit Low P210D Throttle Actuator "B" Control Motor Circuit High P210E Throttle/Pedal Position Sensor/Switch "C" / "F" Voltage Correlation P210F P210F P210F P210F P210F P210F P2110 Throttle Actuator Control System - Forced Limited RPM P2111 Throttle Actuator Control System - Stuck Open P2112 Throttle Actuator Control System - Stuck Open P2113 Throttle Actuator Control System - Stuck Closed P2114 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2115 Throttle / Pedal Position Sensor "C" Minimum Stop Performance P2116 Throttle / Pedal Position Sensor "D" Minimum Stop Performance P2117 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2118 Throttle / Pedal Position Sensor "E" Minimum Stop Performance P2119 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2110 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2111 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2112 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2111 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2112 Throttle / Pedal Position Sensor "Switch "D" Circuit Range/Performance G4		The state of the s		Ц		Ц	1	Ī							Ţ			Ц	
P210D Throttle Actuator "B" Control Motor Circuit High P210E Throttle/Pedal Position Sensor/Switch "C" / "F" Voltage Correlation P210F P2110 Throttle Actuator Control System - Forced Limited RPM P2111 Throttle Actuator Control System - Stuck Open P2112 Throttle Actuator Control System - Stuck Closed P2113 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2114 Throttle / Pedal Position Sensor "C" Minimum Stop Performance P2115 Throttle / Pedal Position Sensor "D" Minimum Stop Performance P2116 Throttle / Pedal Position Sensor "E" Minimum Stop Performance P2117 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2118 Throttle Actuator Control Motor Current Range/Performance P2119 Throttle Actuator Control Throttle Body Range/Performance P2120 Throttle/Pedal Position Sensor/Switch "D" Circuit Range/Performance P2121 Throttle/Pedal Position Sensor/Switch "D" Circuit Range/Performance P2122 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2124 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2125 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2126 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2127 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2128 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2129 Throttle/Pedal Position Sensor/Switch "D" Circuit High		Ţ ,		${\mathbb H}$	+	H	+		+						+			Н	-
P210E Throttle/Pedal Position Sensor/Switch "C" / "F" Voltage Correlation P210F P210F P2110 Throttle Actuator Control System - Forced Limited RPM P2111 Throttle Actuator Control System - Stuck Open P2112 Throttle Actuator Control System - Stuck Open P2113 Throttle Actuator Control System - Stuck Closed P2114 Throttle Actuator Control System - Stuck Closed P2115 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2116 Throttle / Pedal Position Sensor "C" Minimum Stop Performance P2117 Throttle / Pedal Position Sensor "B" Minimum Stop Performance P2118 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2119 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2119 Throttle Actuator Control Motor Current Range/Performance P2119 Throttle Actuator Control Throttle Body Range/Performance P2110 Throttle/Pedal Position Sensor/Switch "D" Circuit Range/Performance P2121 Throttle/Pedal Position Sensor/Switch "D" Circuit Range/Performance P2122 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P3 P3 P3 P3 P3 P3 P3 P3 P3 P3 P4 P3 P3 P3 P4 P3 P3 P3 P3 P3 P3 P3 P3 P3 P3 P3 P3 P3					-	H			-						-				+
P2110 Throttle Actuator Control System - Forced Limited RPM  P2111 Throttle Actuator Control System - Stuck Open  P2112 Throttle Actuator Control System - Stuck Closed  P2113 Throttle Actuator Control System - Stuck Closed  P2114 Throttle / Pedal Position Sensor "B" Minimum Stop Performance  P2115 Throttle / Pedal Position Sensor "C" Minimum Stop Performance  P2116 Throttle / Pedal Position Sensor "E" Minimum Stop Performance  P2117 Throttle / Pedal Position Sensor "E" Minimum Stop Performance  P2118 Throttle / Pedal Position Sensor "F" Minimum Stop Performance  P2119 Throttle / Pedal Position Sensor "F" Minimum Stop Performance  P2111 Throttle / Pedal Position Sensor "F" Minimum Stop Performance  P2112 Throttle / Pedal Position Sensor "F" Minimum Stop Performance  P2113 Throttle / Pedal Position Sensor "F" Minimum Stop Performance  P2114 Throttle / Pedal Position Sensor "F" Minimum Stop Performance  P2115 Throttle / Pedal Position Sensor "F" Minimum Stop Performance  P2116 Throttle / Pedal Position Sensor "F" Minimum Stop Performance  P2117 Throttle / Pedal Position Sensor "F" Minimum Stop Performance  P2118 Throttle / Pedal Position Sensor/Switch "D" Circuit  P2120 Throttle/Pedal Position Sensor/Switch "D" Circuit Low  P2121 Throttle/Pedal Position Sensor/Switch "D" Circuit Low  P2122 Throttle/Pedal Position Sensor/Switch "D" Circuit Low  P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P2124 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P2125 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P2126 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P2127 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P2128 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P2129 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P2120 Throttle/Pedal Position Sensor/Switch "D" Circuit High  P	P210E	<u> </u>		⇈	I	Ħ	1		I						士			Ħ	
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P2117 Throttle / Pedal Position Sensor "F" Minimum Stop Performance P2118 Throttle Actuator Control Motor Current Range/Performance P2119 Throttle Actuator Control Throttle Body Range/Performance P2110 Throttle Actuator Control Throttle Body Range/Performance P2120 Throttle/Pedal Position Sensor/Switch "D" Circuit P2121 Throttle/Pedal Position Sensor/Switch "D" Circuit Range/Performance P2122 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High P3		·		${\mathbb H}$	+	$\dashv$	+	-	+						+			${\mathbb H}$	+
P2118 Throttle Actuator Control Motor Current Range/Performance P2119 Throttle Actuator Control Throttle Body Range/Performance P2120 Throttle/Pedal Position Sensor/Switch "D" Circuit P2121 Throttle/Pedal Position Sensor/Switch "D" Circuit Range/Performance P2122 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2124 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2125 Throttle/Pedal Position Sensor/Switch "D" Circuit Low P2126 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2127 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2128 Throttle/Pedal Position Sensor/Switch "D" Circuit High P2129 Throttle/Pedal Position Sensor/Switch "D" Circuit High				H	+	H	+	$\dashv$	+	<del>                                     </del>					+		-	H	+
P2120   Throttle/Pedal Position Sensor/Switch "D" Circuit			L	H	╅	Ħ			╅	L		Ħ				L		Ħ	
P2121   Throttle/Pedal Position Sensor/Switch "D" Circuit Range/Performance   G   g   g   D   d   d   M*   E*   E*   E*   E*   E*   E*   E*	P2119	Throttle Actuator Control Throttle Body Range/Performance	G+			Ц				М*									
P2122         Throttle/Pedal Position Sensor/Switch "D" Circuit Low         G+ g g         D*+ d d M*         E*         E*           P2123         Throttle/Pedal Position Sensor/Switch "D" Circuit High         G+ g g         D*+ d d M*         E*         E*			_	Ц	_	Ц	-  -	_	- I	B #=					$\perp$	D		Ц	
P2123 Throttle/Pedal Position Sensor/Switch "D" Circuit High G+ g g D*+ d d M* E* E*						H									+	-		Н	
P2124 Throttle/Pedal Position Sensor/Switch "D" Circuit Intermittent G g g g D D d d M E D E D D D D D D D D D D D D D D D D						H						H			+			H	+
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	OBD-II Diagnostic Trouble Code Definitions		rth .	Am	eri	ca		$\sqcup$			_		E	urop	Эе	Au	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	OE0	Continuous	OEO	OER	Continuous	KOEO	S S S S S S S S S S S S S S S S S S S				Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P2125	Throttle/Pedal Position Sensor/Switch "E" Circuit	-	×.	X C	<u>,   x</u>	. <u>x</u>	D		d				E*	XX	D	0	Ť	×	0 - Output
P2126	Throttle/Pedal Position Sensor/Switch "E" Circuit Range/Performance	G	g	а	t	+	D		d M	*			E*		1		Ħ	H	
P2127	Throttle/Pedal Position Sensor/Switch "E" Circuit Low	G+	g	_	Ť			r d					E*		1		${}^{\dag}$	H	
P2128	Throttle/Pedal Position Sensor/Switch "E" Circuit High	G+	g		Ť			- d					E*				П	Ħ	
P2129	Throttle/Pedal Position Sensor/Switch "E" Circuit Intermittent	G	g		Ť			d					Е				П		
P212A	Throttle/Pedal Position Sensor/Switch "G" Circuit																		
P212B	Throttle/Pedal Position Sensor/Switch "G" Circuit Range/Performance																		
P212C	Throttle/Pedal Position Sensor/Switch "G" Circuit Low				1												Ш	Ш	
P212D	Throttle/Pedal Position Sensor/Switch "G" Circuit High		Ш		4			Ш									Ш	Ш	
P212E	Throttle/Pedal Position Sensor/Switch "G" Circuit Intermittent				4												ш	Ш	
P212F	Three Hall Decision Conser (Cristale IIII) Circuit	-	Н	4	+	+	7		-1	+	1		<u> </u>	$\vdash$	1	<u> </u>	${m \sqcup}$	$\dashv$	
	Throttle/Pedal Position Sensor/Switch "F" Circuit	1	_	_	+	+		d		+	1	-	_	$\vdash$	1	1	₽	${m H}$	
P2131 P2132	Throttle/Pedal Position Sensor/Switch "F" Circuit Range/Performance Throttle/Pedal Position Sensor/Switch "F" Circuit Low	G G+	g	g	+	+	D D*			+	+			+	1	1	H	$\dashv$	
P2132	Throttle/Pedal Position Sensor/Switch "F" Circuit High	G+	g	_	+	+	D*				+			$\vdash$		-	H	$\vdash$	
P2134	Throttle/Pedal Position Sensor/Switch "F" Circuit Intermittent	G	g		$^{+}$	+	D	d		+	+			$\vdash$	-	1	H	H	
P2135	Throttle/Pedal Position Sensor/Switch "A" / "B" Voltage Correlation	G*+	9	9	+		D		d M	*	+		E*				${}^{+}$	H	
P2136	Throttle/Pedal Position Sensor/Switch "A" / "C" Voltage Correlation		H		$\dagger$		D	d					E*				Ħ	H	
P2137	Throttle/Pedal Position Sensor/Switch "B" / "C" Voltage Correlation		Ħ		T		D	d									П	Ħ	
P2138	Throttle/Pedal Position Sensor/Switch "D" / "E" Voltage Correlation	G+	g	g	T		D+		d M	*			E*				П	Ħ	
P2139	Throttle/Pedal Position Sensor/Switch "D" / "F" Voltage Correlation	G+	g	_	Ť		D	d	d								П		
P213A	Exhaust Gas Recirculation Throttle Control Circuit "B" / Open				T												П		
P213B	Exhaust Gas Recirculation Throttle Control Circuit "B" Range/Performance																		
	Exhaust Gas Recirculation Throttle Control Circuit "B" Low		Ш		1			Ш									Ш	Ш	
	Exhaust Gas Recirculation Throttle Control Circuit "B" High				4												ш	Ш	
	Fuel Injection System Fault - Forced Engine Shutdown				+	-		+			-				-		Н	$\vdash$	
P213F P2140	Fuel Pump System Fault - Forced Engine Shutdown Throttle/Pedal Position Sensor/Switch "E" / "F" Voltage Correlation	G+	_	~	+	-	Ь	d	4		-		_	$\vdash$	<u> </u>		+	H	
P2141	Exhaust Gas Recirculation Throttle Control Circuit "A" Low	GŦ	y	y	+		D	u	u						D		${m H}$	H	
	Exhaust Gas Recirculation Throttle Control Circuit "A" High		H		+			H			+				D		${}^{+}$	H	
	Exhaust Gas Recirculation Vent Control Circuit / Open		H		$\dagger$			Ħ							1		Ħ	H	
	Exhaust Gas Recirculation Vent Control Circuit Low		Ħ		T			Ħ	N	*							П	Ħ	
P2145	Exhaust Gas Recirculation Vent Control Circuit High				Ť				N	*							П		
P2146	Fuel Injector Group "A" Supply Voltage Circuit / Open																		
P2147	Fuel Injector Group "A" Supply Voltage Circuit Low												Е						
	Fuel Injector Group "A" Supply Voltage Circuit High		Ш		1			Ш					Е				Ш	Ш	
	Fuel Injector Group "B" Supply Voltage Circuit / Open				4			$\sqcup$			_						ш	Ш	
	Fuel Injector Group "B" Supply Voltage Circuit Low		Н		#	-		$\square$			-						Ш	$\vdash$	
	Fuel Injector Group "B" Supply Voltage Circuit High Fuel Injector Group "C" Supply Voltage Circuit / Open		H	-	+	-		++	-	-	+			$\vdash$	-	-	H	H	
	Fuel Injector Group "C" Supply Voltage Circuit / Open		H	-	+	-		+	-		+			$\vdash$	-		H	H	
	Fuel Injector Group "C" Supply Voltage Circuit High		H		+			+									${m H}$	H	
	Fuel Injector Group "D" Supply Voltage Circuit / Open		H	+	+	+		$\forall$	-	+	+	1	$\vdash$	H	1	$\vdash$	H	H	
	Fuel Injector Group "D" Supply Voltage Circuit Low		Ħ		t	1		Ħ			1			tt			${}^{\dag}$	Ħ	
	Fuel Injector Group "D" Supply Voltage Circuit High	1	H	#	$\dagger$	T		Ħ		$\top$	1			H	1		Ħ	Ħ	
P2158	Vehicle Speed Sensor "B"				J	T		ΙT		1	L				L	L	П	П	
	Vehicle Speed Sensor "B" Range/Performance			1	I	I				Ţ									
	Vehicle Speed / Wheel Speed Correlation		П		Ţ		D*		d					Ш			Д	Ц	
	Vehicle Speed / Output Shaft Speed Correlation		Ц	_	1	1	D*	Ш	d	1	1			Ш	1	1	Ш	Ц	
	Output Shaft Speed / Wheel Speed Correlation	-	Н	4	+	+		++	-	+	1		<u> </u>	$\vdash$	1	<u> </u>	$\vdash$	$\dashv$	
P215D P215E		1	Н	-	+	+	-	+	+	+	+	-		$\vdash$	1	1	$\dashv$	H	
P215E P215F		1	${oldsymbol{ech}}$	+	+	+		++	+	+	+	-		$\vdash$	1	1	$\forall$	$\forall$	
P2160	Vehicle Speed Sensor "B" Circuit Low	1	H	+	+	+	-	++	-	+	1			$\forall$	1	1	$\forall$	H	
P2161	Vehicle Speed Sensor "B" Intermittent/Erratic	1	H	+	+	+	H	H	-	+	+	$\vdash$	$\vdash$	H	1	$\vdash$	H	Ħ	
	Vehicle Speed Sensor "A" / "B" Correlation	1	H	+	$\dagger$	1		${\sf H}$		+	1			Ħ	1		Ħ	Ħ	
P2163	Throttle/Pedal Position Sensor "A" Maximum Stop Performance		П	1	Ť	T		$\sqcap$		1				Ħ	1		Ħ	П	
P2164	Throttle/Pedal Position Sensor "B" Maximum Stop Performance				J	T		ΙT		1	L				L	L	П	П	
P2165	Throttle/Pedal Position Sensor "C" Maximum Stop Performance					I													
P2166	Throttle/Pedal Position Sensor "D" Maximum Stop Performance		Ц		Ţ	Ţ		Щ			$oxedsymbol{oxedsymbol{oxedsymbol{eta}}}$			Щ			Ц	Ц	
P2167	Throttle/Pedal Position Sensor "E" Maximum Stop Performance		Ц	_	$\downarrow$	1		$\sqcup$	_	1	1			Ш	1	1	Ц	Ц	
P2168	Throttle/Pedal Position Sensor "F" Maximum Stop Performance	1	Ш							1			<u> </u>	Щ	]		ш	Ш	

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Ame	ario	ا د		П	T	1	1		-	uro	26	Aus	ctro	alic	-
	טוויים שומשוויים ווייםם שומשויים ווייםם וויי		u I	AIIIE	FIIC	a		++	+	1			_	_ar 0	Ī	Au	ou č	and	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	DEO	KOER Continuous	)EO	)ER	Continuous	KOEO	į				Continuous	KOEO KOER		Continuous	KOEO	)ER	A = Analog D = Digital F = Frequency I = Input
D0460		ပိ	Σ.	질	ž	Ў	ပိ	질	-				ပိ	조 조		ပိ	ĸ	Ў	O = Output
	Exhaust Pressure Regulator Vent Solenoid Control Circuit / Open Fuel Injector Group "E" Supply Voltage Circuit / Open		H	-	+	H			-						-			H	
	Fuel Injector Group "E" Supply Voltage Circuit Low					H													
	Fuel Injector Group "E" Supply Voltage Circuit High																		
	Fuel Injector Group "F" Supply Voltage Circuit / Open																		
	Fuel Injector Group "F" Supply Voltage Circuit Low			_	-			H											
	Fuel Injector Group "F" Supply Voltage Circuit High  Exhaust Pressure Regulator Vent Solenoid Control Circuit Low		H	-	-	H								$\vdash$	-				
	Exhaust Pressure Regulator Vent Solenoid Control Circuit high														1				
	Throttle Actuator Control System - Sudden High Air Flow Detected													Ħ					
	Throttle Actuator Control System - High Air Flow Detected		П			П												П	
	Throttle Actuator Control System - Sudden Low Air Flow Detected	<u> </u>	$\sqcup$	_	1	Н		$\sqcup$	1	1		<u> </u>		lacksquare	-			Ц	
	Throttle Actuator Control System - Low Air Flow Detected Throttle Actuator Control System - Idle Position Not Learned		H	-		H							E*	$\vdash$	-		$\perp$		
P2176 P2177	System Too Lean Off Idle (Bank 1)		H	+	+	H		H	M*	$\vdash$				$\vdash$	$\vdash$		H	H	
P2178	System Too Rich Off Idle (Bank 1)		H	$\dashv$	t	Ħ		H	M*					H	t		Ħ	H	
P2179	System Too Lean Off Idle (Bank 2)				L			Ш	M*										
	Fuel Injector Group "G" Supply Voltage Circuit / Open		Ц	Ţ		Ц		Щ	L					Щ				Ц	
	Fuel Injector Group "G" Supply Voltage Circuit Low		H	-	-	$\sqcup$		$\vdash \vdash$	-	1		-	<u> </u>	$\vdash \vdash$	-	<u> </u>		Н	
	Fuel Injector Group "G" Supply Voltage Circuit High Fuel Injector Group "H" Supply Voltage Circuit / Open		H	-	-	H								$\vdash$	-				
	Fuel Injector Group "H" Supply Voltage Circuit / Open  Fuel Injector Group "H" Supply Voltage Circuit Low			$^{+}$	-	H		H						$\vdash$					
	Fuel Injector Group "H" Supply Voltage Circuit High																		
	System Too Rich Off Idle (Bank 2)								M*										
	Cooling System Performance		H		-										<u> </u>				
	Engine Coolant Temperature Sensor 2 Circuit  Engine Coolant Temperature Sensor 2 Circuit Range/Performance		H	-	-			$\vdash$	-						-				
	Engine Coolant Temperature Sensor 2 Circuit Kange/Fenormance			-	-	H			1						-				
	Engine Coolant Temperature Sensor 2 Circuit High													Ħ					
	Engine Coolant Temperature Sensor 2 Circuit Intermittent/Erratic																		
	System Too Lean at Idle (Bank 1)		H		-				M*						<u> </u>				
	System Too Rich at Idle (Bank 1) System Too Lean at Idle (Bank 2)		H	-	-			$\vdash$	M*						-				
	System Too Rich at Idle (Bank 2)		H	-	╁	H			M*						1		+	H	
	System Too Lean at Higher Load (Bank 1)								T										
	System Too Rich at Higher Load (Bank 1)																		
	System Too Lean at Higher Load (Bank 2)		Ш																
	System Too Rich at Higher Load (Bank 2)	C+	H	_	-	$\sqcup$		$\vdash \vdash$	R A+	1		-	<u> </u>	$\vdash \vdash$	-	<u> </u>		Н	
	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 1) O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 1)	G*	-	g g	+	Н		$\vdash$	M*	1			-	$\vdash$	1	1	$\vdash$	Н	
	O2 Sensor Signal Biased/Stuck Lean (Bank 2 Sensor 1)	G*		g	$\vdash$	H		H	M*	$\vdash$				H	$\vdash$			H	
	O2 Sensor Signal Biased/Stuck Rich (Bank 2 Sensor 1)	G*	-	g	T	Ħ		П	M*								Ħ	Ħ	
	Intake Air Temperature 1 / 2 Correlation		П	1	Γ	П	D*	d						П				Ц	
	Bank 1 Air-Fuel Ratio Imbalance		$\sqcup$	-	1	Н		$\vdash \vdash$	-	1			<u> </u>	dash	-		$\bot$	Ц	
	Bank 2 Air-Fuel Ratio Imbalance Cylinder 1 Air-Fuel Ratio Imbalance		${oldsymbol{ech}}$	+	+	${oldsymbol{arphi}}$		$\vdash$	+	1			-	$\vdash$	1	1	$\vdash$	Н	
	Cylinder 1 Air-Fuel Ratio Imbalance Cylinder 2 Air-Fuel Ratio Imbalance		H	+	+	$\forall$		+	+	1			-	$\vdash$	1	1	$\vdash$	H	
	Cylinder 3 Air-Fuel Ratio Imbalance		Ħ	$\dashv$	1	H		H	T	T				tt	T			Ħ	
P219F	Cylinder 4 Air-Fuel Ratio Imbalance		П					Ш						Ц					
	Cylinder 5 Air-Fuel Ratio Imbalance		Ц	_ _	L	Ц		$\coprod$	1	1				$oxed{\Box}$	<u> </u>	<u> </u>		Ц	
	Cylinder 6 Air-Fuel Ratio Imbalance		H	+	1	$\sqcup$		H	+	₽	-	-		$\vdash \vdash$	-			Н	
	Cylinder 7 Air-Fuel Ratio Imbalance Cylinder 8 Air-Fuel Ratio Imbalance		H	+	+	H		+	+				-	$\vdash$	+	1	$\vdash$	Н	
	Cylinder 9 Air-Fuel Ratio Imbalance		H	$\dashv$	1	${\sf H}$		$\dag \dagger$	+					$\dag \uparrow$	1		H	H	
	Cylinder 10 Air-Fuel Ratio Imbalance		Δţ		T														
	Cylinder 11 Air-Fuel Ratio Imbalance		П			П												П	
P21A7	Cylinder 12 Air-Fuel Ratio Imbalance		Н	_	1	$\sqcup$		$\vdash \vdash$	1	-				$\vdash \vdash$	╄	<u> </u>		Ц	
-		<u> </u>	H	-	-	Н		$\vdash$	1	1			-	$\vdash\vdash$	-			Н	
	Fuel and Air Metering and Auxiliary Emission Controls		H	+	+	$\forall$		+	+	1			-	$\vdash$	1	1	$\vdash$	H	
P2200	NOx Sensor Circuit (Bank 1 Sensor 1)		H	$\dashv$	H	Ħ		H	1					H	t		Ħ	H	
	NOx Sensor Circuit Range/Performance (Bank 1 Sensor 1)	G																	
					_												_	_	

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Ame	ario	ا و،			1				-	uror	20	Aus	etro	alio	
	Obb-ii Diagnostic Trouble Code Definitions		u I	AIII	21 IC	a		+						ai O	JE	Aus	อน สั 	and	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	E0	KOER	ЕО	ER	ntinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	ER	A = Analog D = Digital F = Frequency I = Input
		ਲ	8	ଥ	KO	8	Ŝ	중 중					S	중 중		ŝ	8	ΚO	O = Output
	NOx Sensor Circuit Low (Bank 1 Sensor 1)	G	g	g	-											<u> </u>			
	NOx Sensor Circuit High (Bank 1 Sensor 1)  NOx Sensor Circuit Intermittent (Bank 1 Sensor 1)	G	g	g	+	H		H								-		Н	
	NOx Sensor Heater Control Circuit / Open (Bank 1 Sensor 1)		H	+	+	H		H									Н	H	
	NOx Sensor Heater Control Circuit Low (Bank 1 Sensor 1)		H	-	$^{+}$	Ħ		H										H	
	NOx Sensor Heater Control Circuit High (Bank 1 Sensor 1)				T	Ħ											П		
P2208	NOx Sensor Heater Sense Circuit (Bank 1 Sensor 1)																		
	NOx Sensor Heater Sense Circuit Range/Performance (Bank 1 Sensor 1)					Ш													
	NOx Sensor Heater Sense Circuit Low (Bank 1 Sensor 1)			_	-	H		Щ									Ш		
	NOx Sensor Heater Sense Circuit High (Bank 1 Sensor 1)		H		+	H		H								-		Н	
	NOx Sensor Heater Sense Circuit Intermittent (Bank 1 Sensor 1)  NOx Sensor Circuit (Bank 2)		H	+	+	H		+		H				+	1	-	H	H	
	NOx Sensor Circuit (Bank 2)		H	$\dashv$	+	$\forall$		+	<del>                                     </del>					+	$\vdash$	$\vdash$	H	H	
	NOx Sensor Circuit Low (Bank 2)		Ħ	$\top$	1	Ħ		H									Ħ	H	
	NOx Sensor Circuit High (Bank 2)																		
	NOx Sensor Circuit Intermittent (Bank 2)		Ц			Ц		Ш								匚	Ц	Ц	
P2218	NOx Sensor Heater Control Circuit / Open (Bank 2)		Ц	_ _	1	Ц		Ш		Ш					1	<u> </u>	Н	Ц	
	NOx Sensor Heater Control Circuit Low (Bank 2)	<u> </u>	H	+	+	${\mathbb H}$		$\vdash$	-	$\vdash$				$\vdash$	1	<u> </u>	Н	Н	
P2220 P2221	NOx Sensor Heater Control Circuit High (Bank 2)  NOx Sensor Heater Sense Circuit (Bank 2)	<u> </u>	H	+	+	H		H						$\vdash$	1	<u> </u>	H	H	
P2222	NOx Sensor Heater Sense Circuit (Bank 2)		H	$^+$	+	H		$\vdash$								-	H	H	
	NOx Sensor Heater Sense Circuit Low (Bank 2)				T													H	
	NOx Sensor Heater Sense Circuit High (Bank 2)				T	Ħ											П		
	NOx Sensor Heater Sense Circuit Intermittent (Bank 2)																		
	Barometric Pressure Sensor "A" Circuit																		
	Barometric Pressure Sensor "A" Circuit Range/Performance			_	-	H	-	Щ.	M*						D		Ш		
	Barometric Pressure Sensor "A" Circuit Low Barometric Pressure Sensor "A" Circuit High		H	_	+			d d							D D			H	
	Barometric Pressure Sensor "B" Circuit		H	+	t	H		uu	IVI								H	H	
	Barometric Pressure Sensor "B" Circuit Range/Performance		H	1	t	Ħ		H									H		
P222C	Barometric Pressure Sensor "B" Circuit Low																		
	Barometric Pressure Sensor "B" Circuit High																		
	Barometric Pressure Sensor "B" Circuit Intermittent/Erratic			_	1	$\bigsqcup$													
	Barometric Pressure Sensor "A" / "B" Correlation		H		+	H	_	.1 .1									Н		
	Barometric Pressure Sensor "A" Circuit Intermittent/Erratic  O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 1 Sensor 1)		H	_	+		D	d d										H	
	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 1 Sensor 2)		H	$^+$	+	H		$\vdash$								-	H	H	
	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 1 Sensor 3)		Ħ	$\dashv$	t	Ħ		Ħ						H	t		Ħ	Ħ	
	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 2 Sensor 1)	L	Ճ	╛	Ī	Ħ			L						L		Ħ	Ħ	
	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 2 Sensor 2)		Д		Γ	П											П	П	
	O2 Sensor Signal Circuit Shorted to Heater Circuit (Bank 2 Sensor 3)		Ц	_ _	1	$\sqcup$		Ш							1	<u> </u>	Н	Щ	
P2237	O2 Sensor Positive Current Control Circuit / Open (Bank 1 Sensor 1)	<u> </u>	H	+	+	${\mathbb H}$		$\vdash$	M*	$\vdash$				$\vdash$	1	<u> </u>	Н	Н	
P2238 P2239	O2 Sensor Positive Current Control Circuit Low (Bank 1 Sensor 1) O2 Sensor Positive Current Control Circuit High (Bank 1 Sensor 1)		H	+	+	H		$\vdash$	<del>                                     </del>	$\vdash$				$\vdash$	-	<u> </u>	H	Н	
	O2 Sensor Positive Current Control Circuit / Open (Bank 1 Sensor 1)		H	+	+	$\forall$		$\vdash$	<del>                                     </del>	$\vdash$				+		<del>                                     </del>	H	H	
P2241	O2 Sensor Positive Current Control Circuit Low (Bank 2 Sensor 1)		H	$\dashv$	t	Ħ		$\vdash$						+			H	H	
	O2 Sensor Positive Current Control Circuit High (Bank 2 Sensor 1)		П	1	T	П		H									Ħ	Ħ	
	O2 Sensor Reference Voltage Circuit / Open (Bank 1 Sensor 1)																П		
	O2 Sensor Reference Voltage Performance (Bank 1 Sensor 1)		Ц	$\bot$	L	Ц		Щ	_	Ш					igsqcurl	匚	Ц	Ц	
	O2 Sensor Reference Voltage Circuit Low (Bank 1 Sensor 1)		H	-	+	${m H}$		$\vdash$	M*	Ш				$\perp \downarrow$	1	$\vdash$	H	Н	
	O2 Sensor Reference Voltage Circuit High (Bank 1 Sensor 1) O2 Sensor Reference Voltage Circuit / Open (Bank 2 Sensor 1)		${oldsymbol{ech}}$	+	+	${\color{blue}H}$		$\vdash$	M*	$\vdash$				+	-	<u> </u>	Н	Н	
	O2 Sensor Reference Voltage Performance (Bank 2 Sensor 1)		H	+	╁	H		H	<u> </u>					$\vdash$	$\vdash$	<u> </u>	H	H	
	O2 Sensor Reference Voltage Circuit Low (Bank 2 Sensor 1)		H	$\dashv$	t	Ħ		H		H				+			H	H	
	O2 Sensor Reference Voltage Circuit High (Bank 2 Sensor 1)		Ħ	$\top$	1	Ħ		H									Ħ	H	
P2251	O2 Sensor Negative Current Control Circuit / Open (Bank 1 Sensor 1)		П		L	П			М*								П		
	O2 Sensor Negative Current Control Circuit Low (Bank 1 Sensor 1)		Ц		Ĺ	Ц		Ш								匚	Ц	Ц	
	O2 Sensor Negative Current Control Circuit High (Bank 1 Sensor 1)		Ц	_	1	$\sqcup$		$oxed{oldsymbol{oxed}}$	<u> </u>	Щ						<u> </u>	Н	Ц	
	O2 Sensor Negative Current Control Circuit / Open (Bank 2 Sensor 1)		H	_	1	${oldsymbol{arphi}}$		$\vdash$		Н				$\perp$	1	$\vdash$	H	Н	
	O2 Sensor Negative Current Control Circuit Low (Bank 2 Sensor 1) O2 Sensor Negative Current Control Circuit High (Bank 2 Sensor 1)	<u> </u>	H	+	+	H		H		H				$\vdash$	1	<u> </u>	H	Н	
	Secondary Air Injection System Control "A" Circuit Low	G*	g	а	+	$\forall$		+	1	$\vdash$				+	$\vdash$	<del>                                     </del>	H	H	
. 2201	Coochida, 7. ii injootion Cystom Control 71 Offcut Low	, ,	9	9	1	1			<u> </u>						1		1_1	ш	

	OBD-II Diagnostic Trouble Code Definitions	Nο	rth	Δn	ner	ica		<u> </u>	П					F	uror	ne.	Aus	stra	ılia	
	ODD-II DIAGIIOSIIC TIVUDIE COUE DEIIIIIIOIIS		- 41		101	ica	-	+	+						u op		Aus	3116	ına	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,	Spark Ignition PCM			Standalone TCM		Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!									_	,	_	_			Ī				A = Analog
	Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not	Continuous			sno	KOER	Sino	3						Continuous			Continuous			D = Digital
	responsible for assigning these DTCs.	tinu	ဂ္ဂ	괊.	Ę.	ဂ္ဂါဇ္	ية ا	ç						tinu	ဂ္က မှူ		ţi	ဂ္ဂ	2	F = Frequency I = Input
	Shading indicates change from previous version.	ပ္ပ	Š	ΚÕ	် ပ	<u> </u>	5	Š	KOER					Con	KOEO KOER		ខ្ល	KOEO	KOE	O = Output
P2258	Secondary Air Injection System Control "A" Circuit High	G*	g	g																
P2259	Secondary Air Injection System Control "B" Circuit Low			Ш				_										Ш		
P2260	Secondary Air Injection System Control "B" Circuit High				_			-										H		
P2261 P2262	Turbocharger/Supercharger Bypass Valve - Mechanical Turbocharger/Supercharger Boost Pressure Not Detected - Mechanical			H	_		D	*	+									Н		
	Turbocharger/Supercharger Boost Pressure Not Detected - Mechanical  Turbocharger/Supercharger Boost System Performance			H	1		D	_	+									H		
P2264	Water in Fuel Sensor Circuit				T		_	_	l d											
P2265	Water in Fuel Sensor Circuit Range/Performance																			
	Water in Fuel Sensor Circuit Low			Ш	_			_										Ш		
	Water in Fuel Sensor Circuit High			Н	_		-	-	+									H		
	Water in Fuel Sensor Circuit Intermittent Water in Fuel Condition		┢	H	+	+	Г	) (	l d								<del>                                     </del>	H	$\dashv$	
	Water In Fuel Lamp Control Circuit		H	H	+	t	+		Ĭ						$\vdash$			H	$\exists$	
P226B	Turbocharger/Supercharger Boost Pressure Too High - Mechanical		L	П		1	I	Ī								L	L	Ħ		
P226C				Ц	I	Ţ		Ţ	П									П	Ц	
P226D			1	$\sqcup$	_	$\perp$	1		$\mathbb{H}$						igdash			Н	Ц	
P226E P226F			1	${\color{blue}+}$	-	+	-	+	H						$\vdash$	1		Н	$\dashv$	
	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 2)	G*		g	_	-	+	+	+	M*					+			H	-	
	O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 2)	G*		g	Ħ			-		M*								H		
	O2 Sensor Signal Biased/Stuck Lean (Bank 2 Sensor 2)	G*		g	T															
	O2 Sensor Signal Biased/Stuck Rich (Bank 2 Sensor 2)	G*		g																
	O2 Sensor Signal Biased/Stuck Lean (Bank 1 Sensor 3)	G*		g				_		M*								Ш		
	O2 Sensor Signal Biased/Stuck Rich (Bank 1 Sensor 3) O2 Sensor Signal Biased/Stuck Lean (Bank 2 Sensor 3)	G*		g g	-			-	+	M*								Н		
	O2 Sensor Signal Biased/Stuck Rich (Bank 2 Sensor 3)	G*		g	1				+									H		
	Oxygen Sensor Signals Swapped Bank 1 Sensor 3 / Bank 2 Sensor 3	_		g	T															
	Intake Air System Leak	G*																		
	Air Flow Restriction / Air Leak Between Air Cleaner and MAF			Ш	_			4						Е				H		
P2281 P2282	Air Leak Between MAF and Throttle Body Air Leak Between Throttle Body and Intake Valve			H	_			-	+					E				Н		
	Injector Control Pressure Sensor Circuit			H	1				+					_				H		
	Injector Control Pressure Sensor Circuit Range/Performance			Ħ	T		D	)*	d									Ħ		
	Injector Control Pressure Sensor Circuit Low						D	_	l d											
	Injector Control Pressure Sensor Circuit High			Ш	_		D	)* C	l d									Ш		
P2287	Injector Control Pressure Sensor Circuit Intermittent Injector Control Pressure Too High		-	H	_	-	D	*	٦							D*		H		
	Injector Control Pressure Too High - Engine Off			H	1	-	D	)* c	a							U		Н		
	Fuel Pressure Regulator 1 - Forced Engine Shutdown			Ħ	T		<u>                                     </u>													FPR1
	Fuel Pressure Regulator 2 - Forced Engine Shutdown																			FPR2
	Fuel Pressure Regulator 1 Exceeded Control Limits - Pressure Too Low			Ш				_										Ш		FPR1
	Fuel Pressure Regulator 1 Exceeded Control Limits - Pressure Too High Fuel Pressure Regulator 1 Exceeded Learning Limits - Too Low	<u> </u>	1	${oldsymbol{ert}}$	4	+	-	+	$\mathbb{H}$						H	1	-	Н	$\dashv$	FPR1 FPR1
	Fuel Pressure Regulator 1 Exceeded Learning Limits - 100 Low  Fuel Pressure Regulator 1 Exceeded Learning Limits - Too Low		┢	H	+	+	-	+	+								<del>                                     </del>	H	$\dashv$	FPR1
	Injector Control Pressure Too Low		H	H	+		D	)* (	l d						$\vdash$			H	Ħ	
	Injector Control Pressure Too Low - Engine Cranking		T	ΔŢ		_	D									D*	L	Ħ	▤	
P2292	Injector Control Pressure Erratic			П	I	Ţ	[	)	d										П	
	Fuel Pressure Regulator 2 Performance		_	$\sqcup$	_	-	-	-	$\sqcup$						H	<u> </u>		Н	$\Box$	FPR2
	Fuel Pressure Regulator 2 Control Circuit / Open Fuel Pressure Regulator 2 Control Circuit Low		1	${\color{blue}+}$	-	+	-	+	H						$\vdash$	1		Н	$\dashv$	FPR2 FPR2
	Fuel Pressure Regulator 2 Control Circuit Low  Fuel Pressure Regulator 2 Control Circuit High		H	H	$\dashv$	+	+	+	+						$\vdash$			H	H	FPR2
	O2 Sensor Out of Range During Deceleration (Bank 1 Sensor 1)		İ	Ħ					Ħ					E*		L		П		
	O2 Sensor Out of Range During Deceleration (Bank 2 Sensor 1)			П										E*						_
	Brake Pedal Position/Accelerator Pedal Position Incompatible			Ц		_	D	)* (	l d						L			Ц	Ц	
	Fuel Pressure Regulator 2 Exceeded Control Limits - Pressure Too Low	<u> </u>	1	${oldsymbol{ert}}$	4	+	-	+	$\mathbb{H}$						H	1	-	Н	$\dashv$	FPR2 FPR2
	Fuel Pressure Regulator 2 Exceeded Control Limits - Pressure Too High Fuel Pressure Regulator 2 Exceeded Learning Limits - Too Low		┢	H	+	+	-	+	H								<del>                                     </del>	H	$\dashv$	FPR2
	Fuel Pressure Regulator 2 Exceeded Learning Limits - Too Low		H	H	1			$\dashv$	$\dagger \dagger$						$\vdash$			H	Ħ	FPR2
	NOx Sensor Circuit (Bank 1 Sensor 2)			╚		1	I	I							╚	L				
	NOx Sensor Circuit Range/Performance (Bank 1 Sensor 2)			Ц	I				П									Щ	Ц	
	NOx Sensor Circuit Low (Bank 1 Sensor 2)		1	Н	4	+	-	+	H						$\vdash$	1		H	$\dashv$	
P22A1	NOx Sensor Circuit High (Bank 1 Sensor 2)			Ш												<u> </u>	<u> </u>	Ш		

				_				1					_				_		
	OBD-II Diagnostic Trouble Code Definitions		rtn	An	ner	ıca	+	+	-	-	-		Ŀ	urop	oe -	Au	stra	alia	1
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV			Standalone TCM		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	)EO	)ER	ntinuous	KOER	Continuous	KOEO	JEK				Continuous	KOEO KOER		Continuous	KOEO	ER	A = Analog D = Digital F = Frequency I = Input
D00 4 0	NO 0 0' ''LL ''' (P L 40 0')	ర	¥	ᆇ	<u>ن</u> ک	칠	ၓ	¥	ž		-		8	ᅐ		ၓ	¥	Ў	O = Output
	NOx Sensor Circuit Intermittent (Bank 1 Sensor 2)  NOx Sensor Heater Control Circuit/Open (Bank 1 Sensor 2)		<u> </u>	Н			+	$\dashv$	_		-						_	Н	
	NOx Sensor Heater Control Circuit/Open (Bank 1 Sensor 2)		┢	$\vdash$	+	-	-	+	-		-				-	-	-	H	
	NOx Sensor Heater Control Circuit High (Bank 1 Sensor 2)		H	H			-	+			1							H	
	NOx Sensor Heater Sense Circuit (Bank 1 Sensor 2)		t	H	1			T											
P22A7	NOx Sensor Heater Sense Circuit Range/Performance (Bank 1 Sensor 2)																		
P22A8	NOx Sensor Heater Sense Circuit Low (Bank 1 Sensor 2)																		
	NOx Sensor Heater Sense Circuit High (Bank 1 Sensor 2)																		
P22AA	NOx Sensor Heater Sense Circuit Intermittent (Bank 1 Sensor 2)		-	Ш	4			$\perp$										H	
-	Ignition System or Misfire		$\vdash$	Н	-	+		$\dashv$	+	-	-			$\vdash$	1	1	1	Н	
P2300	Ignition Coil "A" Primary Control Circuit Low		╁	H	+	+	+	+	+	+	+			+	1	1	┢	H	
	Ignition Coil "A" Primary Control Circuit High		t	Ħ	+	$\top$	1	$\dagger \dagger$	$\dagger$	$\vdash$	T	t		Ħ	t	t	t	Ħ	
	Ignition Coil "A" Secondary Circuit		İ	П	_†		İ	Ħ		l	İ	L		ΙT			T	П	
P2303	Ignition Coil "B" Primary Control Circuit Low													Ц					
	Ignition Coil "B" Primary Control Circuit High			Ш	J	Ţ		Ш						Щ			$\Box$	Ш	
	Ignition Coil "B" Secondary Circuit			Ц		_		Щ			<u> </u>			$\coprod$				Ш	
P2306	Ignition Coil "C" Primary Control Circuit Low		<u> </u>				_	$\perp$			-						_		
	Ignition Coil "C" Primary Control Circuit High		-						-		_							Н	
P2308 P2309	Ignition Coil "C" Secondary Circuit Ignition Coil "D" Primary Control Circuit Low		<u> </u>	H			+-	+	-		-			$\vdash$			_	Н	
	Ignition Coil "D" Primary Control Circuit High		╁	H	+			$\blacksquare$						H			-	H	
	Ignition Coil "D" Secondary Circuit		t	H	+		╁	$\exists \exists$										H	
	Ignition Coil "E" Primary Control Circuit Low		l	Ħ				##			1							П	
P2313	Ignition Coil "E" Primary Control Circuit High																		
	Ignition Coil "E" Secondary Circuit																		
	Ignition Coil "F" Primary Control Circuit Low		<u> </u>					$\perp$			<u> </u>								
	Ignition Coil "F" Primary Control Circuit High		-	Н	4			+	-		-							H	
	Ignition Coil "F" Secondary Circuit Ignition Coil "G" Primary Control Circuit Low		<u> </u>	H			+-	+	-		-			$\vdash$			_	Н	
	Ignition Coil "G" Primary Control Circuit High		╁	H	+			$\blacksquare$						H			-	H	
	Ignition Coil "G" Secondary Circuit		t	H	7		T	$\blacksquare$										П	
	Ignition Coil "H" Primary Control Circuit Low		T	Ħ	1			Ħ											
P2322	Ignition Coil "H" Primary Control Circuit High																		
	Ignition Coil "H" Secondary Circuit																		
	Ignition Coil "I" Primary Control Circuit Low		<u> </u>								_							Н	
	Ignition Coil "I" Primary Control Circuit High Ignition Coil "I" Secondary Circuit		╁	${\sf H}$	+	+	-	+	+	-	-	<u> </u>		$\vdash$	1	1	1	Н	
	Ignition Coil "I" Secondary Circuit Ignition Coil "J" Primary Control Circuit Low		╁	Н	+	+	-	+	+	-	+			+	1	1	┝	H	
	Ignition Coil "J" Primary Control Circuit Low		╁	H	+	+	-	+		+	+			$\vdash$			H	H	
	Ignition Coil "J" Secondary Circuit		t	Ħ	+	$\top$	t	$\dagger \dagger$	$\dagger$	$\vdash$	T	t		Ħ	t	t	t	H	
	Ignition Coil "K" Primary Control Circuit Low		L			↥	L		T	L	L			Ш	L	L	L		
	Ignition Coil "K" Primary Control Circuit High			П				Ш						Ц					
	Ignition Coil "K" Secondary Circuit			Ц				Ш						ot				Ш	
	Ignition Coil "L" Primary Control Circuit Low		1	Ш	4	_		$\dashv$	$\bot$	-	-	<u> </u>	<u> </u>	dash	1	1	1	Щ	
	Ignition Coil "L" Primary Control Circuit High		1	H	4	-	1	+	+	-	-	-	-	$\vdash$	-	-	1	Н	
	Ignition Coil "L" Secondary Circuit  Cylinder #1 Above Knock Threshold		┢	H	+	+	-	+	+	+	+	1	Е	+	D*	1	-	H	
	Cylinder #1 Above Knock Threshold  Cylinder #2 Above Knock Threshold		┢	H	+	+		+	+	+	+	<del>                                     </del>	E	+	D*	1	$\vdash$	H	
	Cylinder #3 Above Knock Threshold		t	Ħ	+	$\top$	1	$\dagger \dagger$	$\dagger$	$\vdash$	T	t	E	Ħ	D*	t	t	Ħ	
P2339	Cylinder #4 Above Knock Threshold			П		╧	Ĺ		l	l					D*				
	Cylinder #5 Above Knock Threshold			П				Ш											· · · · ·
	Cylinder #6 Above Knock Threshold		L	Ц	Ţ		L	Ш		1	1			$\prod$			Ĺ	Ц	
	Cylinder #7 Above Knock Threshold		1	Н	4	_		$\dashv$	$\bot$	-	1	<u> </u>	-	$\vdash \vdash$	<u> </u>	<u> </u>	_	Щ	
	Cylinder #8 Above Knock Threshold		1	H	4	-	1	+	+	-	-	-	-	$\vdash$	-	-	1	Н	
	Cylinder #9 Above Knock Threshold Cylinder #10 Above Knock Threshold		┢	H	+	+	-	$\dashv \dashv$	+	+	+	$\vdash$		+			H	Н	
P2346	Cylinder #10 Above Knock Threshold  Cylinder #11 Above Knock Threshold		┢	H	+	+		+	+	+	+	1		+	$\vdash$	$\vdash$	H	Н	
P2347	Cylinder #12 Above Knock Threshold		t	H	+	1		+	+		1			$\dagger \dagger$			t	H	
P2348			T	П	1		l	П				İ		Ħ				П	
P2349					1									$\Box$					
P234A																		Ш	

	OBD-II Diagnostic Trouble Code Definitions	Noi	e4h	۸ma	ria	_								urop		Au		lia	
	OBD-II Diagnostic Trouble Code Definitions		un /	AIIIE	FIIC	a		-						urop	T	Au	Jua	IIIa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	9	ntinuous	EO	띪	ntinuous	KOER KOER					Continuous	KOEO KOER		Continuous	KOEO	띪	A = Analog D = Digital F = Frequency I = Input
P234B	Shaanig malaataa shaanga nam pronosa voluum	ဒ	8 8	28	8	8	ပိ	88					ပိ	중 중		ပိ	8	오	O = Output
P234C			H			1		-						$\vdash$			H	$\exists$	
P234D														I				1	
P234E P234F				-		_								+	-		H	$\dashv$	
P2350			H		H	1		-						$\top$			H	$\exists$	
P2351														I			П	I	
P2352 P2353			H	+	H	-		-						+	-		${\mathbb H}$	$\dashv$	
P2354			H		H	1		-						$\vdash$			H	$\exists$	
P2355			Ц		П	1								工			П	コ	
P2356 P2357			$\dashv$	+	H	-		+	1					$\dashv$	-		$\dashv$	$\dashv$	
P2357 P2358			H	+	H	+		$\dashv$	$\vdash$					+	$\vdash$		H	$\dashv$	
P2359			П	1	П	_								工			П	コ す	
P235A P235B			H		Н	4		_						+	-		H	$\dashv$	
P235C			H			1								$\vdash$	1		H	$\dashv$	
P235D														工				I	
P235E P235F						_		-						+			$\vdash$	$\dashv$	
P2360			H		H	1		-						$\vdash$	1		H	$\dashv$	
P2361														工				I	-
P2362 P2363			H		Н	4		_						+	-		H	$\dashv$	
P2364			H			1								$\vdash$	1		H	$\dashv$	
P2365														I				I	
P2366 P2367			H		H	_		-						+			H	$\dashv$	
P2368			H			Ŧ		-						+			H	$\exists$	
P2369														I				1	
P236A P236B						_		_						+			${f H}$		
P236C			H			1								$\vdash$	1		H	$\dashv$	
P236D														工				I	
P236E P236F						_		_						+			${f H}$		
P2370			H			1								$\vdash$	1		H	$\dashv$	
P2371														工			Ħ	コ	
P2372 P2373			$\sqcup$	+	H	4		-	<del>                                     </del>					+	-		$\dashv$	$\dashv$	
P2373 P2374			$\forall$	+	H	-		$\dashv$						+			H	$\dashv$	
P2375					П	_								丰			П	I	
P2376 P2377			$\sqcup$	+	${oxed}$	4		-	<u> </u>					+	-		arpropto	$\dashv$	
P2377			$\forall$	+	H	+		$\dashv$						+			H	$\dashv$	
P2379					П									工				I	
P237A P237B			$oxed{+}$	+	${\mathbb H}$	4		-	<del>                                     </del>					+	-		$\dashv$	$\dashv$	
P237B P237C			H	+	H	+		$\dashv$						$\dashv$			H	$\dashv$	
P237D				1	П									工			П	I	
P237E P237F			H	+	$oxed{+}$	_	_	$\perp$						$\vdash$	<u> </u>		$ ot \vdash  ot \mid$	$\dashv$	
P237F P2380			$\forall$	+	H	$\dashv$		+	-					+	-		H	$\dashv$	
P2381			Ц	上	П									土	L		Ħ	I	
P2382			Ц	Ŧ	П	1		$\bot$						F			Ц	7	
P2383 P2384			${\mathbb H}$	+	H	+		$\dashv$	<u> </u>					$\dashv$	$\vdash$		H	+	
P2385			Ħ	T	Ħ	_		╅	L					士	T		Ħ	Ħ	
P2386			П	Ţ	П									I			П	I	
P2387 P2388			$\dashv$	+	${oldsymbol{ec{H}}}$	+		+	<u> </u>		Н			$\dashv$	-	_	${m H}$	$\dashv$	
1 2300	<u> </u>	<u> </u>	ш		1_1				1	1	i l				1	1	ш	ᆚ	

	ODD II Diamacatic Travilla Code Deficitions	<b>N</b> 1.		Α			1		-	1		1				I & -	-4	.17 -	
-	OBD-II Diagnostic Trouble Code Definitions	_	rτn	Am	eri	ıca	1	$+\!\!+\!\!\!+$	+	+	-	+	E	Euro	pe	Au	stra	ılla	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		MOT on olephons	otandalone i civi		Diesel PCM		Mondo	Mazua	Jaguar Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	0:	ER Hiptions	snonu	KOER	Continuous	0.1	¥,				Continuous	0 8		Continuous	0:	:E	A = Analog D = Digital F = Frequency I = Input
Dagge	Shading indicates change from previous version.	ទ	KO	KO	3 5	<u> </u>	ទ	KOEO	Š				ŝ	KOEO	_	ទ	KOEO	KOER	O = Output
P2389 P238A			Н	H	+	+				+								H	
P238B					t														
P238C																			
P238D P238E			Н	-	-			+	+	_	_	-					H	Н	
P238F			H														H	H	
P2390					t														
P2391																			
P2392				_	-				-	_		<u> </u>	<u> </u>	$\vdash$					
P2393 P2394			H	+	+	+	1	+	+	+	+	+	+	$\forall$	$\vdash$	-	H	H	
P2395			Ħ			1	L	11	_			1		丗	L		Ħ	Ħ	
P2396																			
P2397			H	4	+	+	<u> </u>	+	+	+	-	-	1	$\vdash$	1	-	H	Н	
P2398 P2399			Н	+	+	+	-	+	+	+	+	+	-	$\vdash$	-	$\vdash$	Н	H	
1 2000	Auxiliary Emission Controls		H		+					-							H	H	
P2400	Evaporative Emission System Leak Detection Pump Control Circuit / Open								Ν	/1*									
P2401	Evaporative Emission System Leak Detection Pump Control Circuit Low								_	/l*									
P2402	Evaporative Emission System Leak Detection Pump Control Circuit High			_	-					/1* /1*		<u> </u>	<u> </u>	$\vdash$					
P2403 P2404	Evaporative Emission System Leak Detection Pump Sense Circuit / Open Evaporative Emission System Leak Detection Pump Sense Circuit Range/Performar	nce	H	-	+	-	-			/I /I*			1			-	H	H	
P2405	Evaporative Emission System Leak Detection Pump Sense Circuit Low	100	H		+					/1*							H	H	
P2406	Evaporative Emission System Leak Detection Pump Sense Circuit High								Ν	/1*									
P2407	Evaporative Emission System Leak Detection Pump Sense Circuit Intermittent/Errat	ic	Ш						Ν	/1*									
P2408 P2409	Fuel Cap Sensor/Switch Circuit Fuel Cap Sensor/Switch Circuit Range/Performance				-			++		-			E						
P240A	Evaporative Emission System Leak Detection Pump Heater Circuit / Open		H		+					-			<u> </u>				H	H	
P240B	Evaporative Emission System Leak Detection Pump Heater Circuit Low																		
P240C	Evaporative Emission System Leak Detection Pump Heater Circuit High		Ш							_									
P240D P240E			Н	-	-			+	+	_	_	-					H	Н	
P240E			H		+	-	<u> </u>	+		+						-	H	H	
	Fuel Cap Sensor/Switch Circuit Low												Е					Ħ	
	Fuel Cap Sensor/Switch Circuit High												Е						
	Fuel Cap Sensor/Switch Circuit Intermittent/Erratic			_				$\bot$	+	_									
	Exhaust Gas Recirculation System Performance  O2 Sensor Exhaust Sample Error (Bank 1 Sensor 1)				-			++		-									
	O2 Sensor Exhaust Sample Error (Bank 1 Sensor 1)		H	Ħ	+			$\top$	T	+				H			Ħ	H	
P2416	Oxygen Sensor Signals Swapped Bank 1 Sensor 2 / Bank 1 Sensor 3			◨	1	I	L	I	I	╧				Ш					
	Oxygen Sensor Signals Swapped Bank 2 Sensor 2 / Bank 2 Sensor 3	<u> </u>	Ц	Į	1	$\bot$	Ļ	$+$ $\Box$	ļ	$\downarrow$	_	1		Щ	1		П	Ц	
	Evaporative Emission Control System Switching Valve Control Circuit / Open Evaporative Emission Control System Switching Valve Control Circuit Low	G*	g	g	+	+	₽-	+	+	+	-	-	1	${\it H}$	1	-	H	Н	
	Evaporative Emission Control System Switching Valve Control Circuit Low  Evaporative Emission Control System Switching Valve Control Circuit High		H	+	+	+	1	+	+	+	+	+	1	$\vdash$	+	$\vdash$	H	H	
	Evaporative Emission Control System Vent Valve Stuck Open		Ħ			1	L	$\pm \dagger$				T		丗	L	L	Ħ	Ħ	
P2422	Evaporative Emission Control System Vent Valve Stuck Closed				Ţ			П		Ţ								П	
	HC Adsorbtion Catalyst Efficiency Below Threshold (Bank 1)		Н	$\sqcup$	-	-	1	+	4	4	_	-	<u> </u>	$\sqcup$	-	<u> </u>	H	Ц	
	HC Adsorbtion Catalyst Efficiency Below Threshold (Bank 2)  Exhaust Gas Recirculation Cooling Valve Control Circuit / Open		H	+	+	+	<del> </del>	+	+	+	+	+	1	+	-	-	H	Н	
	Exhaust Gas Recirculation Cooling Valve Control Circuit Low		H	$\dagger$	$\dagger$	+	1	+	$\dagger$	+	+	+	1	H	1	$\vdash$	H	H	
	Exhaust Gas Recirculation Cooling Valve Control Circuit High			◨	1	I	L	力	I	╛	╧	L	L	苴	L	L			
	Exhaust Gas Temperature Too High (Bank 1)		Ц	Д	Ţ			П	Ţ	Ţ				Ц			Щ	Ц	
	Exhaust Gas Temperature Too High (Bank 2)		Н	$\dashv$	-	+	D,	*	+	+	_	-	1	H	-		H	Н	
	Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 3)  Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 3)		H	+	+	+	D,		+	+	+	+	$\vdash$	${}^{+}$	+	-	H	H	
	Exhaust Gas Temperature Sensor Circuit (Varige) From arce (Bank 1 Sensor 3)		H	$\dagger$	$\dagger$	+	D.		$^{+}$	$\dagger$	-	1	1	$\dag \dag$	1	1	H	H	
P242D	Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 3)				1	Ţ	D'		I	1				Ш					
	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 1 Sensor 3)		Ц	Ц	$\downarrow$	Ţ	D		Ţ	1		1		Щ	1		Ц	Ц	
	Diesel Particulate Filter Restriction - Ash Accumulation Secondary Air Injection System Air Flow/Pressure Sensor Circuit (Bank 1)		Н	+	+	+	D-	+	+	+	-	+	╂—	$\vdash$	-	-	Н	Н	
	Secondary Air Injection System Air Flow/Pressure Sensor Circuit (Bank 1) Secondary Air Injection System Air Flow/Pressure Sensor Circuit Range/Performance	e (B:	ank	(1)	+	+	1	+	+	+	+	+	1	${}^{+}$	$\vdash$	+	H	H	
. 2 /01		J (D	A1 11\	٠,	_		1					1			1	1	ш		

	ODD II Dissessed Treadyle Ondo Definitions	l NI-	.41.	A		_ 1		1 1	1	1	1	1	_	·			-1		
	OBD-II Diagnostic Trouble Code Definitions	-	tn .	Ame	Pric	a							_	urop	De	Aus	stra	ıııa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCIV		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	OEO	KOER	OEO	OER	ontinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P2432	Secondary Air Injection System Air Flow/Pressure Sensor Circuit Low (Bank 1)	0	X.	X (0	×	x	0	XX					0	조 조		0	×	×	O = Output
	Secondary Air Injection System Air Flow/Pressure Sensor Circuit High (Bank 1)																		
	Secondary Air Injection System Air Flow/Pressure Sensor Circuit Intermittent High In	nput	Ва	nk 1	)													I	
P2435	Secondary Air Injection System Air Flow/Pressure Sensor Circuit (Bank 2)	(D.	ال	2)		H											H	$\dashv$	
P2436 P2437	Secondary Air Injection System Air Flow/Pressure Sensor Circuit Range/Performand Secondary Air Injection System Air Flow/Pressure Sensor Circuit Low (Bank 2)	e (B	ank	2)	-	H											Н	$\dashv$	_
	Secondary Air Injection System Air Flow/Pressure Sensor Circuit High (Bank 2)		Ħ			Ħ											H	$\exists$	
P2439	Secondary Air Injection System Air Flow/Pressure Sensor Circuit Intermittent High In	nput	Ва	nk 2	)														
P2440	Secondary Air Injection System Switching Valve Stuck Open (Bank 1)																	I	
P2441	Secondary Air Injection System Switching Valve Stuck Closed (Bank 1)			_		Щ											Ш	4	
P2442 P2443	Secondary Air Injection System Switching Valve Stuck Open (Bank 2) Secondary Air Injection System Switching Valve Stuck Closed (Bank 2)		H	-		H											${f H}$	$\dashv$	
P2444	Secondary Air Injection System Switching Valve Stuck Closed (Bank 2) Secondary Air Injection System Pump Stuck On (Bank 1)		H	_		H											H	+	
P2445	Secondary Air Injection System Pump Stuck Off (Bank 1)		Ħ			Ħ											H	$\exists$	
P2446	Secondary Air Injection System Pump Stuck On (Bank 2)																		
P2447	Secondary Air Injection System Pump Stuck Off (Bank 2)																	╛	
P2448	Secondary Air Injection System High Air Flow (Bank 1)	G*		g		H		$\vdash$									Н	4	
P2449 P244A	Secondary Air Injection System High Air Flow (Bank 2) Diesel Particulate Filter Differential Pressure Too Low (Bank 1)		H	-		H	D*	$\vdash$									H	$\dashv$	
P244B	Diesel Particulate Filter Differential Pressure Too High (Bank 1)			-													H	$\exists$	
	Exhaust Temperature Too Low For Particulate Filter Regeneration (Bank 1)		Ħ				D	Ħ							D*		П	T	
P244D	Exhaust Temperature Too High For Particulate Filter Regeneration (Bank 1)						D											I	
	Exhaust Temperature Too Low For Particulate Filter Regeneration (Bank 2)			_		Щ											Ш	4	
	Exhaust Temperature Too High For Particulate Filter Regeneration (Bank 2)  Evaporative Emission Control System Switching Valve Performance/Stuck Open	G*	Н			H		$\vdash$									H	$\dashv$	
	Evaporative Emission Control System Switching Valve Fehormance/Stuck Open	G		-													H	$\exists$	
	Diesel Particulate Filter Pressure Sensor "A" Circuit		П			П	D*										Ħ	7	DPFP-A
	Diesel Particulate Filter Pressure Sensor "A" Circuit Range/Performance						D*										П	I	DPFP-A
	Diesel Particulate Filter Pressure Sensor "A" Circuit Low			_		Щ	D*										Ш	4	DPFP-A
	Diesel Particulate Filter Pressure Sensor "A" Circuit High Diesel Particulate Filter Pressure Sensor "A" Circuit Intermittent/Erratic			_			D* D										Н	$\dashv$	DPFP-A DPFP-A
	Exhaust Gas Recirculation Cooler System Performance			-			D*										H	$\exists$	DFFF-A
	Diesel Particulate Filter Regeneration Duration						D										Ħ	T	
P2459	Diesel Particulate Filter Regeneration Frequency						D+											I	
	Exhaust Gas Recirculation Cooler Bypass Control Circuit			_		Ш	D*	d d									Ш	4	
	Exhaust Gas Recirculation Cooler Bypass Control Circuit Range/Performance Exhaust Gas Recirculation Cooler Bypass Control Circuit Low		H	-		H	D*	d d	-								${f H}$	$\dashv$	
	Exhaust Gas Recirculation Cooler Bypass Control Circuit Low  Exhaust Gas Recirculation Cooler Bypass Control Circuit High		H	_		H	D*	d d									H	+	
	Diesel Particulate Filter Pressure Sensor "B" Circuit		Ħ			Ħ											H	$\exists$	DPFP-B
P245F	Diesel Particulate Filter Pressure Sensor "B" Circuit Range/Performance																Ħ	I	DPFP-B
	Diesel Particulate Filter Pressure Sensor "B" Circuit Low			_		Ш											Ш	4	DPFP-B
P2461 P2462	Diesel Particulate Filter Pressure Sensor "B" Circuit High		Н	-	-	$\vdash$		$\vdash\vdash$	1					$\vdash$	1		H	$\dashv$	DPFP-B DPFP-B
P2462 P2463	Diesel Particulate Filter Pressure Sensor "B" Circuit Intermittent/Erratic Diesel Particulate Filter Restriction - Soot Accumulation		H	+	1	H	D+	$\vdash$	$\vdash$	<u> </u>				+	$\vdash$		H	+	DEFF-D
P2464	Diesel Particulate Filter Differential Pressure Too Low (Bank 2)		Ħ	$\dagger$		Ħ		H						+			Ħ	$\forall$	
	Diesel Particulate Filter Differential Pressure Too High (Bank 2)																Ħ	I	
	Exhaust Gas Temperature Sensor Circuit (Bank 2 Sensor 3)		Ц	Ţ	L	Ц		ЦĹ	igsqcurl						igsqcurl		Ц	ot	
	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 2 Sensor 3)		Н	+	-	H		$\vdash$	-	<u> </u>				$\vdash$	-	_	H	$\dashv$	
	Exhaust Gas Temperature Sensor Circuit Low (Bank 2 Sensor 3)  Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 3)		H	+	1	H		$\vdash$	$\vdash$	<u> </u>				+	$\vdash$		H	+	
	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 2 Sensor 3)		Ħ	$\dagger$		Ħ		H						+			Ħ	$\forall$	
	Vehicle Conditions Incorrect for Diesel Particulate Filter Regeneration						D*										◨	I	
	Diesel Particulate Filter Restriction - Forced Limited Power		Ц	_ _		Ц	D+	$oxed{oxed}$									Ц	$\dashv$	
	Diesel Particulate Filter Pressure Sensor "A" / "B" Correlation		Н	+		H		$\vdash \vdash$	1	1				-	D		$\dashv$	$\dashv$	
	Exhaust Gas Temperature Sensor Circuit (Bank 1 Sensor 4)  Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 1 Sensor 4)		H	-	-	H		$\vdash$	1					$\vdash$	1		H	$\dashv$	
	Exhaust Gas Temperature Sensor Circuit Nanger enormance (Bank 1 Sensor 4)		H	$\dagger$		H		$\vdash$						+			Ħ	$\exists$	
P2471	Exhaust Gas Temperature Sensor Circuit High (Bank 1 Sensor 4)			I	L				L					╚	L		♬	∄	
	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 1 Sensor 4)		П			Ц											Щ	J	
	Exhaust Gas Temperature Sensor Circuit (Bank 2 Sensor 4)		Н	+	-	H		$\vdash \vdash$	1	<u> </u>				4	1	_	${m m eta}$	$\dashv$	
	Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 2 Sensor 4)  Exhaust Gas Temperature Sensor Circuit Low (Bank 2 Sensor 4)		H	+	-	$\forall$		$\vdash$	1	<u> </u>				+	1	-	H	$\dashv$	
. 2415	permanent out temperature denser direuit LOW (Darik 2 denser 4)	Ь	ш	_	<del>-</del>	ш		ш_	1	1	ı				1	Ц	ш	ᆚ	

22477 Exhaust Gas Temperature Sensor Circuit Intermitent/Erratic (Bank 2 Sensor 4)         Exhaust Gas Temperature Out of Range (Bank 1 Sensor 1)           22479 Exhaust Gas Temperature Out of Range (Bank 1 Sensor 2)																				17, 2007
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22475   Exhaust Gas Temperature Cut of Range (Bank 1 Sensor 4)				H	Ħ		1		$\dagger$									H		
22470																				
22472   Exhaust Gas Temperature Out of Range (Bank 2 Sensor 2)		, , ,			$\vdash$		-		+									H	H	
2247E   Exhaust Gas Temperature Out of Range (Bank 2 Sensor 3)				H	H		-											H		
2480   2481																				
Adhaust Gas Temperature Sensor Circuit United (Bank 1 Sansor 5)  Athaust Gas Temperature Sensor Circuit United (Bank 1 Sansor 5)  Athaust Gas Temperature Sensor Circuit United (Bank 1 Sansor 5)  Athaust Gas Temperature Sensor Circuit High (Bank 1 Sansor 5)  Athaust Gas Temperature Sensor Circuit High (Bank 1 Sansor 5)  Athaust Gas Temperature Sensor Circuit High (Bank 1 Sansor 5)  Athaust Gas Temperature Sensor Circuit High (Bank 1 Sansor 5)  Athaust Gas Temperature Sensor Circuit High (Bank 1 Sansor 5)  Athaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 5)  Athaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 5)  Athaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 5)  Vehicle Speed, Idle Control and Auxiliary Inputs  Available of Carlot (Bank 2 Sensor 5)  Vehicle Speed, Idle Control and Auxiliary Inputs  Available of Carlot (Bank 2 Sensor 5)  Vehicle Speed, Idle Control and Auxiliary Inputs  Available of Carlot (Bank 2 Sensor 5)  Vehicle Speed, Idle Control and Auxiliary Inputs  Available of Carlot (Bank 2 Sensor 5)  Vehicle Speed, Idle Control and Auxiliary Inputs  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Vehicle Speed, Idle Control and Auxiliary Inputs  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Sensor 5)  Available of Carlot (Bank 2 Senso																				
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2483a         Exhaust Cas Temperature Sensor Cricuit High (Bank 1 Sensor 5)            2448         Exhaust Cas Temperature Sensor Cricuit Hornierun Furratio (Bank 1 Sensor 5)            2448         Exhaust Cas Temperature Sensor Cricuit Range Performance (Bank 2 Sensor 5)            24246         Exhaust Cas Temperature Sensor Cricuit Range Performance (Bank 2 Sensor 5)            24248         Exhaust Cas Temperature Sensor Cricuit High         (Bank 2 Sensor 5)           24248         Exhaust Cas Temperature Sensor Cricuit High         (Bank 2 Sensor 5)           24248         Exhaust Cas Temperature Sensor Cricuit High         (Bank 2 Sensor 5)           24248         Exhaust Cas Temperature Sensor Cricuit High         (Bank 2 Sensor 5)           24248         Exhaust Cas Temperature Sensor Cricuit High (Bank 2 Sensor 5)           24240         (Santa 1 Lang Teminal Circuit Low           24240         (Bank 2 Sensor 5)           24240         (Bank 2 Sensor 5)           24250         (Changing System Voltage High         (Mank 3 Mank 3				H	$\forall$	+	+	H	$\forall$	+	+	+	$\vdash$	$\vdash$	$\dag \uparrow$	+		H	H	
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2-2486   Exhaust Gas Temperature Sensor Circuit Range/Performance (Bank 2 Sensor 5)				Ш	Ц	4	-		+	$\perp$	1				$oxed{oxed}$	1		$\sqcup$	Ш	
2-2487   Exhaust Gas Temperature Sensor Circuit Low (Bank 2 Sensor 5)		,		Н	H	+	+	-	+	+	+	-	<u> </u>		H	1	1	Н	Н	
2-2480   Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 5)		1 0 1		H	$\dag$	+	-	1	$\forall$	+	+	-			H	+	1	H	H	
Vehicle Speed, Idle Control and Auxiliary Inputs	P2488	Exhaust Gas Temperature Sensor Circuit High (Bank 2 Sensor 5)							Ш						П			П		
Vehicle Speed, Idle Control and Auxiliary Inputs  Vehicle Speed, Idle Control and Auxiliary Inputs  Section Generator Lamp Terminal Circuit High Generator Lamp Terminal Circuit High M M Generator Lamp Terminal Circuit High M M Generator Lamp Terminal Circuit High M M Generator Lamp Terminal Circuit High M M Generator Lamp Terminal Circuit High M M Generator Lamp Terminal Circuit High M M Generator Lamp Terminal Circuit High M M Generator Lamp Terminal Circuit High M M Generator Lamp Terminal Circuit High M M Generator Lamp System Voltage Low M M Generator Lamp System Voltage Low M M Generator Lamp System Voltage High M M Generator Lam	P2489	Exhaust Gas Temperature Sensor Circuit Intermittent/Erratic (Bank 2 Sensor 5)		H	oxdapsilon	4	-		$\sqcup$	$\perp$	+	_			$\sqcup$	1		$\sqcup$	Ц	
25200   Generator Lamp Terminal Circuit High	P248A			Н	${\mathbb H}$	+	+	1	+	+	+	-	1		${\mathsf H}$	1	1	Н	H	
25200   Generator Lamp Terminal Circuit High				H	$\dashv$	+	$\dagger$	1	$\forall t$	+	+	+			$\forall$	+	1	H	H	
25200   Generator Lamp Terminal Circuit High				П	Ц	1					1				П			П	Ц	
	DOFOO			Н	dash	-	+	1	+	-	4	-	<u> </u>	<u> </u>	$\vdash$	$\vdash$		Н	Н	
Charging System Voltage Low		'		H	${}$	+	+	-	+		_		<u> </u>		H	$\vdash$	1	H	H	
Charging System Voltage High   Charging System Voltage High   D d d d   D d d d   D d d d   D d d d   D d d   D d d   D d d   D d d   D d d   D d d   D d d   D d d   D d d   D d d   D d d   D d d d   D d d d   D d d d   D d d d   D d d d   D d d d   D d d d   D d d d d	P2502	Charging System Voltage		Ħ	◨	1	I		Ш	Ν	1				Ш			Ħ	Ц	
ECM / PCM Power Input Signal				Ш	Ц	4	<u> </u>		$\coprod$	_	_	_			Щ			$\square$	Ц	
CEM / PCM Power Input Signal Range/Performance				Н	$\dashv$	+	+	ח		1	/1 ,	J	$\vdash$	$\vdash$	+	$\vdash$	_	H	Н	
ECM / PCM Power Input Signal Low		1 0		H	$\dag$	1	$\vdash$	۲	- u	+	$\dagger$				H	1	1	H	H	
P2509   ECM / PCM Power Input Signal Intermittent	P2507	ECM / PCM Power Input Signal Low		П				_		N	1*				П			П	Ц	
P250A         Engine Oil Level Sensor Circuit           P250B         Engine Oil Level Sensor Circuit Range/Performance           P250C         Engine Oil Level Sensor Circuit Low           P250D         Engine Oil Level Sensor Circuit High           P250E         Engine Oil Level Sensor Circuit High           P250F         Engine Oil Level Sensor Circuit Intermiterratic           P250F         Engine Oil Level Sensor Circuit Range/Performance           P2510         ECM / PCM Power Relay Sense Circuit Range/Performance           P2511         ECM / PCM Power Relay Sense Circuit Intermittent           P2512         Event Data Recorder Request Circuit / Open           P2513         Event Data Recorder Request Circuit Low           P2514         Event Data Recorder Request Circuit High           P2515         A/C Refrigerant Pressure Sensor 'B' Circuit           P2516         A/C Refrigerant Pressure Sensor 'B' Circuit           P2517         A/C Refrigerant Pressure Sensor 'B' Circuit Low           P2518         A/C Refrigerant Pressure Sensor 'B' Circuit Low           P2519         A/C Refrigerant Pressure Sensor 'B' Circuit High           P2510         P/C Engules Switch Circuit / Open           P2511         P/C Engules Switch Circuit High           P2512         P/C Enable Switch Circuit High		, , ,		$\vdash$	oxdapsilon	-	-	D	d	+	$\perp$		ļ	<u> </u>	$\vdash$	-	1	Н	Н	
P250B         Engine Oil Level Sensor Circuit Low           P250C         Engine Oil Level Sensor Circuit Low           P250D         Engine Oil Level Sensor Circuit High           P250E         Engine Oil Level Sensor Circuit Intermittent/Erratic           P250F         Engine Oil Level Sensor Circuit Intermittent/Erratic           P250F         Engine Oil Level Too Low           P251F         ECM / PCM Power Relay Sense Circuit Intermittent           P2511         ECM / PCM Power Relay Sense Circuit Intermittent           P2512         Event Data Recorder Request Circuit / Open           P2513         Event Data Recorder Request Circuit High           P2514         Event Data Recorder Request Circuit High           P2515         A/C Refrigerant Pressure Sensor 'B' Circuit           P2516         A/C Refrigerant Pressure Sensor 'B' Circuit Low           P2517         A/C Refrigerant Pressure Sensor 'B' Circuit Low           P2518         A/C Refrigerant Pressure Sensor 'B' Circuit High           P2519         A/C Request 'A' Circuit           P2510         P/O Enable Switch Circuit Low           P2511         P/O Enable Switch Circuit Low           P2512         P/O Enable Switch Circuit Low           P2513         P/O Enable Switch Circuit Low           P2514         P/O Engine Shutdown Circ		i ü	-	Н	$\dashv$	-	+	-	+	+	+	-	$\vdash$		${\mathsf H}$	1		Н	Н	
P2250E   Engine Oil Level Sensor Circuit Low				Ħ	Ħ			T	力	ⅎ			L	L	丗	L	L	Ħ	Ħ	
P250E   Engine Oil Level Sensor Circuit Intermittent/Erratic   P250F   Engine Oil Level Too Low   P2510   ECM / PCM Power Relay Sense Circuit Range/Performance   P2511   ECM / PCM Power Relay Sense Circuit Intermittent   P2512   Event Data Recorder Request Circuit / Open   G+	P250C	Engine Oil Level Sensor Circuit Low		П	П	1	Ţ		Ш		1							Ш	П	•
P250F   Engine Oil Level Too Low   P2510   ECM / PCM Power Relay Sense Circuit Range/Performance   P2511   ECM / PCM Power Relay Sense Circuit Intermittent   P2512   EVENT Data Recorder Request Circuit / Open   G+		<u> </u>		Н	dash	-	+	1	+	+	+	-	<u> </u>	<u> </u>	$\vdash$	$\vdash$		Н	Н	
P2510   ECM / PCM Power Relay Sense Circuit Range/Performance		v		H	${}$	+	+	-	+	+	+		<u> </u>		H	$\vdash$	1	H	H	
P2512   Event Data Recorder Request Circuit / Open	P2510	ECM / PCM Power Relay Sense Circuit Range/Performance		Ħ	⇈	1	I	L	丗	土	1		L		世		L	Ħ	ﯕ	
P2513 Event Data Recorder Request Circuit Low P2514 Event Data Recorder Request Circuit High P2515 A/C Refrigerant Pressure Sensor "B" Circuit P2516 A/C Refrigerant Pressure Sensor "B" Circuit Range/Performance P2517 A/C Refrigerant Pressure Sensor "B" Circuit Low P2518 A/C Refrigerant Pressure Sensor "B" Circuit Low P2519 A/C Refrigerant Pressure Sensor "B" Circuit High P2510 A/C Refrigerant Pressure Sensor "B" Circuit High P2511 A/C Refrigerant Pressure Sensor "B" Circuit High P2512 A/C Request "A" Circuit / Open P2513 PTO Enable Switch Circuit / Open P2514 PTO Enable Switch Circuit High P2515 PTO Engine Shutdown Circuit High P2516 PTO Engine Shutdown Circuit High P2517 PTO Engine Shutdown Circuit High P2518 PTO Engine Shutdown Circuit High P2519 A/C Request "A" Circuit Low P2510 A/C Request "A" Circuit High P2520 A/C Request "A" Circuit High P2521 A/C Request "B" Circuit High P2522 A/C Request "B" Circuit Low P2523 A/C Request "B" Circuit Low		,		П	Į	Ţ			П									П		
P2514 Event Data Recorder Request Circuit High P2515 A/C Refrigerant Pressure Sensor "B" Circuit P2516 A/C Refrigerant Pressure Sensor "B" Circuit Range/Performance P2517 A/C Refrigerant Pressure Sensor "B" Circuit Low P2518 A/C Refrigerant Pressure Sensor "B" Circuit Low P2519 A/C Refrigerant Pressure Sensor "B" Circuit High P2510 A/C Request "A" Circuit P2511 A/C Request "A" Circuit P2512 A/C Request "A" Circuit P2513 PTO Enable Switch Circuit / Open P2514 PTO Enable Switch Circuit Low P2515 PTO Engine Shutdown Circuit / Open P2516 PTO Engine Shutdown Circuit / Open P2517 PTO Engine Shutdown Circuit High P2518 PTO Engine Shutdown Circuit High P2519 A/C Request "A" Circuit Low P2510 A/C Request "A" Circuit Low P2511 PTO Engine Shutdown Circuit High P2521 A/C Request "A" Circuit Low P2522 A/C Request "B" Circuit P2523 A/C Request "B" Circuit Low		·		Н	${\mathbb H}$	+	+	1	+	+	+	-	<u> </u>		${\mathbb H}$	1		Н	Н	
P2515   A/C Refrigerant Pressure Sensor "B" Circuit   G g g g   G g g g g g g g g g g g g g		· · · · · · · · · · · · · · · · · · ·		H	$\dashv$	+	+		+	+	+	+	$\vdash$		$\forall$	1		H	H	
P2517 A/C Refrigerant Pressure Sensor "B" Circuit Low G g g g S S S S S S S S S S S S S S S S	P2515	A/C Refrigerant Pressure Sensor "B" Circuit	G	g	g										Ш			П		
P2518 A/C Refrigerant Pressure Sensor "B" Circuit High P2519 A/C Request "A" Circuit P2519 A/C Request "A" Circuit P251A PTO Enable Switch Circuit / Open P251B PTO Enable Switch Circuit Low P251C PTO Enable Switch Circuit High P251D PTO Engine Shutdown Circuit / Open P251E PTO Engine Shutdown Circuit Low P251F PTO Engine Shutdown Circuit High P251P PTO Engine Shutdown Circuit High P2520 A/C Request "A" Circuit Low P2521 A/C Request "B" Circuit High P2522 A/C Request "B" Circuit High P2523 A/C Request "B" Circuit Low			_	Ц	Ų	$\bot$	$\bot$	L	$+$ $\downarrow$	$\perp$	$\bot$	_	L	lacksquare	$oldsymbol{oldsymbol{oldsymbol{arphi}}}$	<u> </u>		Ц	Ц	
P2519   A/C Request "A" Circuit   P251A   PTO Enable Switch Circuit / Open   P251B   PTO Enable Switch Circuit Low   P251C   PTO Enable Switch Circuit High   P251D   PTO Engine Shutdown Circuit / Open   P251E   PTO Engine Shutdown Circuit Low   P251F   PTO Engine Shutdown Circuit High   P251D   PTO Engine Shutdown Circuit High   P251F   PTO Engine Shutdown Circuit High   P2520   A/C Request "A" Circuit Low   P2521   A/C Request "A" Circuit High   P2522   A/C Request "B" Circuit High   P2523   A/C Request "B" Circuit High   P2523   A/C Request "B" Circuit High   P2523   A/C Request "B" Circuit Low   P2523   A/C Request "B" Circuit Low   P2523   A/C Request "B" Circuit Low   P2523   A/C Request "B" Circuit Low   P2523   A/C Request "B" Circuit Low   P2523   A/C Request "B" Circuit Low   P2523   A/C Request "B" Circuit Low   P2524   A/C Request "B" Circuit Low   P2525   A/C Request "B" Circuit		· ·	G	g	g	+	+	$\vdash$	+	+	+	+	-		H	-	1	Н	H	
PTO Enable Switch Circuit / Open		· · ·		H	$\dag$	1	$\dagger$	H	$\dagger \dagger$	+	+		H		$\forall$	1		H	H	
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P251F         PTO Engine Shutdown Circuit High         Image: Circuit Low P2520         A/C Request "A" Circuit Low P2521         Image: Circuit Low P2521         Image: Circuit Low P2522         Image: Circuit Low P2522         Image: Circuit Low P2522         Image: Circuit Low P25233         Image: Circuit Low P25233         Image: Circuit Low P25233         Image: Circuit Low P25233         Image: Circuit Low P25233         Imag		<u> </u>	-	H	$\dag$	+	-	1	$\forall$	+	+	-	$\vdash$		$\forall$	+	1	H	H	
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** MIL illuminates, ^= C/D Cancel flashes, += "Wrench' light illuminates, of the part of t		000 110: 11 0 1 0 1 0 1 1			_	_	-			1				_				_		
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P2558 Engine Coolant Level Sensor/Switch Circuit Low P2559 Engine Coolant Level Sensor/Switch Circuit High P2554 PTO Speed Selector Sensor/Switch 2 Circuit / Open P255B PTO Speed Selector Sensor/Switch 2 Circuit Range/Performance P255C PTO Speed Selector Sensor/Switch 2 Circuit Low P255D PTO Speed Selector Sensor/Switch 2 Circuit High P255E PTO Speed Selector Sensor/Switch 2 Circuit High P255E PTO Speed Selector Sensor/Switch 2 Circuit High P255E A/C Request "A" Circuit Range/Performance P255F A/C Request "A" Circuit Range/Performance P2560 Engine Coolant Level Low P2561 A/C Control Module Requested MIL Illumination				Н	$\bot$	1	Н		dash	1					_			H	Н	
P2559 Engine Coolant Level Sensor/Switch Circuit High P255A PTO Speed Selector Sensor/Switch 2 Circuit / Open P255B PTO Speed Selector Sensor/Switch 2 Circuit Range/Performance P255C PTO Speed Selector Sensor/Switch 2 Circuit Low P255D PTO Speed Selector Sensor/Switch 2 Circuit Low P255D PTO Speed Selector Sensor/Switch 2 Circuit High P255E PTO Speed Selector Sensor/Switch 2 Circuit High P255E PTO Speed Selector Sensor/Switch 2 Circuit Intermittent/Erratic P255F A/C Request "A" Circuit Range/Performance P2560 Engine Coolant Level Low P2561 A/C Control Module Requested MIL Illumination		ů .		${\it H}$	+	-	$\vdash$		$\vdash$	1					+		_	Н	${oldsymbol{ec{H}}}$	
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P255B PTO Speed Selector Sensor/Switch 2 Circuit Range/Performance P255C PTO Speed Selector Sensor/Switch 2 Circuit Low P255D PTO Speed Selector Sensor/Switch 2 Circuit High P255E PTO Speed Selector Sensor/Switch 2 Circuit High P255E PTO Speed Selector Sensor/Switch 2 Circuit Intermittent/Erratic P255F A/C Request "A" Circuit Range/Performance P2560 Engine Coolant Level Low P2561 A/C Control Module Requested MIL Illumination				H	$\dagger$		H		tt	t					$\top$			H	H	
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P2561 A/C Control Module Requested MIL Illumination				H	+	1	H		H	1					$\dashv$			H	H	
P2562 Turbocharger Boost Control Position Sensor "A" Circuit		•		Ħ	I	L									┇			Ħ		
	P2562	Turbocharger Boost Control Position Sensor "A" Circuit		Ш			LĪ			1										

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	OBD-II Diagnostic Trouble Code Definitions		rth .	Ame	eric	a		H					ь	urop	e	Aus	stra	ilia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	)EO	KOER	)EO	JER	ontinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	КОЕО	DER	A = Analog D = Digital F = Frequency I = Input
Dagea	Turbookaraar Boost Control Position Concer "A" Circuit Bongs/Derformance	ŭ	ž	<u> </u>	ž	ᇫ	<u>წ</u>	ᇫᇫ					ŏ	조 조		ŭ	조	조	O = Output
P2563 P2564	Turbocharger Boost Control Position Sensor "A" Circuit Range/Performance Turbocharger Boost Control Position Sensor "A" Circuit Low		H	-	+	Н	ט	+									H	-	
P2565	Turbocharger Boost Control Position Sensor "A" Circuit Low  Turbocharger Boost Control Position Sensor "A" Circuit High		H	_	+			H									H		
P2566	Turbocharger Boost Control Position Sensor "A" Circuit Intermittent																H		
P2567	Direct Ozone Reduction Catalyst Temperature Sensor Circuit																Ħ		
P2568	Direct Ozone Reduction Catalyst Temperature Sensor Circuit Range/Performance																		
P2569	Direct Ozone Reduction Catalyst Temperature Sensor Circuit Low																		
P256A	Engine Idle Speed Selector Sensor/Switch Circuit / Open				1												Ш		
P256B	Engine Idle Speed Selector Sensor/Switch Circuit Range/Performance		H	-	-			H									H		
P256C P256D	Engine Idle Speed Selector Sensor/Switch Circuit Low  Engine Idle Speed Selector Sensor/Switch Circuit High	<u> </u>	Н	-	+	H		$\vdash$	1	<del>                                     </del>		_		+	1	-	Н	$\dashv$	
P256E	Engine Idle Speed Selector Sensor/Switch Circuit Intermittent/Erratic	<del>                                     </del>	$\forall$	+	+	H		+					<del>                                     </del>	+		<del>                                     </del>	Н	$\dashv$	
P256F	A/C Request "B" Circuit Range/Performance		H	-	t	H		$\vdash$						+			H	Ħ	
P2570	Direct Ozone Reduction Catalyst Temperature Sensor Circuit High		П		İ	П											П		
P2571	Direct Ozone Reduction Catalyst Temperature Sensor Circuit Intermittent/Erratic																		
	Direct Ozone Reduction Catalyst Deterioration Sensor Circuit																		
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	Direct Ozone Reduction Catalyst Deterioration Sensor Circuit Low		Н	_	-												Н		
	Direct Ozone Reduction Catalyst Deterioration Sensor Circuit High		H	+	+-			$\vdash$					-				$\vdash$		
	Direct Ozone Reduction Catalyst Deterioration Sensor Circuit Intermittent/Erratic Direct Ozone Reduction Catalyst Efficiency Below Threshold		H	+	╁			H									H	-	
	Turbocharger Speed Sensor Circuit		H	+	+	Н		$\vdash$									H	-	
P2579	Turbocharger Speed Sensor Circuit Range/Performance																H		
P257A	Vacuum Reservoir Control Circuit / Open																Ħ		
P257B	Vacuum Reservoir Control Circuit Low																		
	Vacuum Reservoir Control Circuit High																		
	Engine Hood Switch Circuit Range/Performance		Ш		1			Щ									Н		
	Engine Hood Switch Circuit Low		H	+	+-			$\vdash$					-				$\vdash$		
	Engine Hood Switch Circuit High Turbocharger Speed Sensor Circuit Low		H	-	+	Н		+									H	-	
	Turbocharger Speed Sensor Circuit High		H	-	+			H									H		
P2582	Turbocharger Speed Sensor Intermittent																Ħ		
P2583	Cruise Control Front Distance Range Sensor - Single Sensor or Center																		
P2584	Fuel Additive Control Module Requested MIL Illumination																		
P2585	Fuel Additive Control Module Warning Lamp Request		Ш					Ш									Ш		
P2586	Turbocharger Boost Control Position Sensor "B" Circuit		Н	-	-			$\vdash$									H		
	Turbocharger Boost Control Position Sensor "B" Circuit Range/Performance Turbocharger Boost Control Position Sensor "B" Circuit Low		H		+			H									H		
P2589	Turbocharger Boost Control Position Sensor "B" Circuit High		H		-			H									H	H	
	Vacuum Pump Control Circuit / Open	<del>                                     </del>	H	+	t	H		$\vdash$	t					+	t		H	$\exists$	
	Vacuum Pump Control Range/Performance		П	1	T	Ħ		H									П	Ħ	
P258C	Vacuum Pump Control Circuit Low		П																
	Vacuum Pump Control Circuit High		Ц	_[_		Ц		П									П	П	
	PTO Eanable Switch Performance	<u> </u>	Н		1_	Щ		$\vdash$	<u> </u>	<u> </u>				$\vdash$	<u> </u>	-	Н	$\sqcup$	
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	Turbocharger Boost Control Position Sensor "B" Circuit Intermittent Cruise Control Front Distance Range Sensor - Left	<u> </u>	Н	+	+	Н		+	1				-	+			H	$\dashv$	
P2592	Cruise Control Front Distance Range Sensor - Right		H	-	$\vdash$	H		+						+			H	H	
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P2600	Coolant Pump "A" Control Circuit / Open	G	g	g	t	H		$\vdash$						+			H	H	
	Coolant Pump "A" Control Circuit Range/Performance	İ	Ĭ	Ť	t	H		$\sqcap$									Ħ	Ħ	
P2602	Coolant Pump "A" Control Circuit Low				L														
	Coolant Pump "A" Control Circuit High		П		L	Ц		Щ									Щ	Д	
	Intake Air Heater "A" Circuit Range/Performance	<u> </u>	Н		1_	Щ		$\vdash$	<u> </u>	<u> </u>				$\vdash$	<u> </u>	-	Н	$\sqcup$	
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Fuel Pump "B" Control Circuit / Open  Fuel Pump "B" Control Circuit Low  P2633 Fuel Pump "B" Control Circuit Low  P2634 Fuel Pump "B" Control Circuit High  P2635 Fuel Pump "B" Control Circuit High  P2636 Fuel Pump "B" Low Flow / Performance  P2637 Torque Management Feedback Signal A  Torque Management Feedback Signal A  Torque Management Feedback Signal A" Range / Performance  P2638 Torque Management Feedback Signal "A" Range / Performance  P2639 Torque Management Feedback Signal "A" Low  P2640 Torque Management Feedback Signal "B" High  P2641 Torque Management Feedback Signal "B" Range / Performance  P2642 Torque Management Feedback Signal "B" Range / Performance  P2643 Torque Management Feedback Signal "B" Range / Performance  P2644 Torque Management Feedback Signal "B" Range / Performance  P2645 A Rocker Arm Actuator Control Circuit / Open (Bank 1)  P2646 A Rocker Arm Actuator Control System Performance/Stuck Off (Bank 1)  P2647 A Rocker Arm Actuator Control System Stuck On (Bank 1)  P2648 A Rocker Arm Actuator Control Circuit Low (Bank 1)  P2649 A Rocker Arm Actuator Control Circuit High (Bank 1)  P2649 A Rocker Arm Actuator Position Sensor Circuit Range/Performance (Bank 1)  P2640 A Rocker Arm Actuator Position Sensor Circuit Range/Performance (Bank 1)  P2640 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)  P2641 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)  P2642 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)  P2643 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)  P2644 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)  P2645 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)  P2646 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)  P2647 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)  P2648 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)  P2649 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)  P2640 A Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)				H	_	+	H		$\vdash$									H	H	-
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	OBD-II Diagnostic Trouble Code Definitions	No	rth /	Ame	erica	а		Т					Е	urop	е	Aus	stra	ılia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,  [] = assigned but not used  Capital and small usage letters are used for visual impact only!	Spark Ignition PCM		Standalone TCM	-		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type A = Analog
	Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	KOEO	KOEK	KOEO	KOER	Continuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	KOER	D = Digital F = Frequency I = Input O = Output
	B Rocker Arm Actuator Control Circuit / Open (Bank 1)  B Rocker Arm Actuator Control System Performance/Stuck Off (Bank 1)			_		_		_											
	B Rocker Arm Actuator Control System Performance/Stuck Oil (Bank 1)  B Rocker Arm Actuator Control System Stuck On (Bank 1)		H	+	H	+		-									H	+	
	B Rocker Arm Actuator Control Circuit Low (Bank 1)		Ħ			T											Ħ	1	
	B Rocker Arm Actuator Control Circuit High (Bank 1)																		
	A Rocker Arm Actuator Control Circuit / Open (Bank 2)		H	_	H	_		_						-			H	_	
	A Rocker Arm Actuator Control System Performance/Stuck Off (Bank 2)  A Rocker Arm Actuator Control System Stuck On (Bank 2)		H	+	H	+		-									H	+	
	A Rocker Arm Actuator Control Circuit Low (Bank 2)		H			T													
	A Rocker Arm Actuator Control Circuit High (Bank 2)				П														
	B Rocker Arm Actuator Position Sensor Circuit (Bank 1)	-	$oldsymbol{arphi}$	$\perp$	H	4		$\perp$	<u> </u>					$\perp$	<u> </u>		H	4	
	B Rocker Arm Actuator Position Sensor Circuit Range/Performance (Bank 1)  B Rocker Arm Actuator Position Sensor Circuit Low (Bank 1)		$\forall$	+	${\it H}$	+	-	+	<u> </u>					+	<u> </u>		${\mathbb H}$	+	
	B Rocker Arm Actuator Position Sensor Circuit High (Bank 1)		H	+	Ħ	$\dagger$	+	$\dashv$						$\dashv$			H	+	
P265E	B Rocker Arm Actuator Position Sensor Circuit Intermittent/Erratic (Bank 1)																		
P265F	D. Deelee Area Astrontos Control Circ. 11 (C. 11 (C. 11 C)		Ц	<u> </u>	Ц	4		_					Ш				$\sqcup$	_	
	B Rocker Arm Actuator Control Circuit / Open (Bank 2)  B Rocker Arm Actuator Control System Performance/Stuck Off (Bank 2)		${oldsymbol{ec{H}}}$	+	${\mathbb H}$	+	_	+						+			H	+	
	B Rocker Arm Actuator Control System Ferrormance/Stuck Oir (Bank 2)		H	+	+	+		+									H		
	B Rocker Arm Actuator Control Circuit Low (Bank 2)			1	Ħ	1													
	B Rocker Arm Actuator Control Circuit High (Bank 2)																		
	Fuel Shutoff Valve "B" Control Circuit / Open	G		_	$\sqcup$	_											H	_	
	Fuel Shutoff Valve "B" Control Circuit Low Fuel Shutoff Valve "B" Control Circuit High		H	_	H	+		-						-			H		
	Fuel Indicator Lamp Control Circuit		H	+		<del>-  </del>		-											
	Actuator Supply Voltage "B" Circuit / Open			T,	•														
	A Rocker Arm Actuator Position Sensor Circuit (Bank 2)		Ш	_	$\sqcup$	4		_									H	4	
	A Rocker Arm Actuator Position Sensor Circuit Range/Performance (Bank 2)  A Rocker Arm Actuator Position Sensor Circuit Low (Bank 2)		H	-	H	+		-						-			H	+	
	A Rocker Arm Actuator Position Sensor Circuit High (Bank 2)		H	+	Ħ	$\dashv$		-									H		
P266E	A Rocker Arm Actuator Position Sensor Circuit Intermittent/Erratic (Bank 2)																		
P266F	A O I . V I IIDII O: I			_		_											Ш		
	Actuator Supply Voltage "B" Circuit Low Actuator Supply Voltage "B" Circuit High		H	Т	Н	_		-										-	
	Injection Pump Timing Offset			-	H	1		_									H		
	Injection Pump Timing Calibration Not Learned				Ħ	1													
	Injection Pump Fuel Calibration Not Learned																		
	Air Cleaner Inlet Control Circuit / Open Air Cleaner Inlet Control Circuit Low			-	$\square$	_		-	N 4					_			H	_	
	Air Cleaner Inlet Control Circuit Low Air Cleaner Inlet Control Circuit High		H	_	H	+		_	M					_			H	_	
	Coolant Degassing Valve Control Circuit / Open		$\forall$	$\dagger$	Ħ	$\dashv$		$\dashv$	<u> </u>				H	$\dashv$			Ħ	+	
	Coolant Degassing Valve Control Circuit Low																		
	B Rocker Arm Actuator Position Sensor Circuit (Bank 2)	-	Н	$\perp$	H	4		$\perp$	<u> </u>					$\perp$	<u> </u>		H	4	
	B Rocker Arm Actuator Position Sensor Circuit Range/Performance (Bank 2)  B Rocker Arm Actuator Position Sensor Circuit Low (Bank 2)	-	${\mathbb H}$	+	H	+	_	$\dashv$						+			H	$\dashv$	
	B Rocker Arm Actuator Position Sensor Circuit High (Bank 2)		H	+	Ħ	$\dagger$	+	$\dashv$						$\dashv$			H	+	
P267E	B Rocker Arm Actuator Position Sensor Circuit Intermittent/Erratic (Bank 2)				Ħ	╛		╧						╧				╛	
P267F			Ц	$\bot$	Ц	Ţ	Į							$\bot$			Ц	Ţ	
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	Engine Coolant Bypass Valve Control Circuit / Open Engine Coolant Bypass Valve Control Circuit Low		H	+	H	$\dashv$		-					H	$\dashv$			H	$\dashv$	
P2683	Engine Coolant Bypass Valve Control Circuit High		Ħ	╧	Ħ	╛		╛						╧			Ħ		
	Actuator Supply Voltage "C" Circuit / Open		П	T,	*	1											П	I	
	Actuator Supply Voltage "C" Circuit Low	-	Н	-	Н	4		$\perp$	<u> </u>					$\perp$	<u> </u>		H	4	
	Actuator Supply Voltage "C" Circuit High Fuel Supply Heater Control Circuit / Open		${\mathbb H}$	Т	Н	+	_	+	<u> </u>					+	<u> </u>		$\forall$	$\dashv$	
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	Fuel Supply Heater Control Circuit High		▮	I	Ħ	╛								土	D*		Ħ	╛	
	Fuel Injector Calibration Not Learned/Programmed				П	Ţ								Ţ	D		Щ	Ţ	
	High Pressure Fuel Pump Calibration Not Learned/Programmed		$\sqcup$	+	${m H}$	+	-	_	<u> </u>				Щ	-	D		H	4	
	Cylinder 1 Injector Data Incompatible  Cylinder 2 Injector Data Incompatible		$\forall$	+	H	$\dashv$		+					H	+	D D		H	+	
	-, ,				1 1	_			1										

	OPD II Diagnostic Travella Cada Definitions	NI.e.	-41-	۸	. wi				1	1			_			A	-4	lio T
	OBD-II Diagnostic Trouble Code Definitions		tri z	Ame	FLICS	1	+	+	<del>                                     </del>	<del>                                     </del>				uro	pe	Au	stra	IId
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	OEO	KOER Continuous	OEO	DER	Continuous	KOEO KOER					Continuous	KOEO		Continuous	KOEO	A = Analog D = Digital F = Frequency I = Input O = Output
P268E	Cylinder 3 Injector Data Incompatible	ပ	7 ;	<u> </u>	7;	<u> </u>	ပ	ㅈ ㅗ					၁	ㅈ ×	D	ပ	ᅩ	2 0 = Output
	Cylinder 4 Injector Data Incompatible		H	1		1									D			
	Cylinder 5 Injector Data Incompatible														D			
	Cylinder 6 Injector Data Incompatible		Ш	_	Ш	_		_									Ш	
	Cylinder 7 Injector Data Incompatible		Н	-	Н	-		-						-			H	
	Cylinder 8 Injector Data Incompatible Cylinder 9 Injector Data Incompatible		H	_	H	-												
	Cylinder 10 Injector Data Incompatible					1												
	Injector Data Incompatible																	
	Exhaust Aftertreatment Fuel Injector "A" Circuit / Open																	
	Exhaust Aftertreatment Fuel Injector "A" Performance		Ш	_	Ш	4											Ш	
P2699 P269A	Exhaust Aftertreatment Fuel Injector "A" Circuit Low  Exhaust Aftertreatment Fuel Injector "A" Circuit High		${\mathbb H}$	+	++	+		+						+	-		H	
	Exhaust Aftertreatment Fuel Injector "A" Circuit High Exhaust Aftertreatment Glow Plug Control Circuit / Open		H	+	+	+		+	<del>                                     </del>	<del>                                     </del>		-		+	-		H	+
P269C	Exhaust Aftertreatment Glow Plug Control Performance		H	+	${\dagger\dagger}$	$\dashv$		+						+	1		Ħ	+
P269D	Exhaust Aftertreatment Glow Plug Control Circuit Low		Ħ		$\Box$				L						l		Ħ	
P269E	Exhaust Aftertreatment Glow Plug Control Circuit High																	
P269F	Exhaust Aftertreatment Glow Plug Circuit / Open					_											Ш	
	Exhaust Aftertreatment Glow Plug Performance			-	Ш	_		-						_			H	
	Exhaust Aftertreatment Glow Plug Circuit Low Exhaust Aftertreatment Glow Plug Circuit High		H	_	H	-		_									H	
FZUAZ	Exhaust Altertreatment Glow Flug Gircuit Flight		H	-	H	+											+	
						1												
			Ш															
			H	_		_												
				_		+		-									H	
			H	-	H	+												
						1												
						_												
			Н	-	Ш	4												
			H	-	H	+											$\vdash$	
	Transmission		H	-	H	+												
P2700	Transmission Friction Element "A" Apply Time Range/Performance		Ħ		H	Ti	D^											
P2701	Transmission Friction Element "B" Apply Time Range/Performance				Ш	I	D^										П	
	Transmission Friction Element "C" Apply Time Range/Performance		Ц	$oldsymbol{\perp}$	Ц	_	D^	$\bot$						Щ			Ц	
	Transmission Friction Element "D" Apply Time Range/Performance	-	H	-	$\vdash$	_	D^	+	<u> </u>	<u> </u>		<u> </u>		+	-	-	H	1
	Transmission Friction Element "E" Apply Time Range/Performance Transmission Friction Element "F" Apply Time Range/Performance		${\mathbb H}$	+	+	+	י״ט	+	<del>                                     </del>	<del>                                     </del>				+	-		H	+
	Shift Solenoid "F"		H	+	+	+	-	+						+	1		H	+
	Shift Solenoid "F" Performance/Stuck Off		Ħ	1	Ħ	$\dagger$		$\top$									Ħ	1
	Shift Solenoid "F" Stuck On		П		П	1											П	
	Shift Solenoid "F" Electrical		Ц	Ţ	П	Ţ	$\Box$	$\Box$		$ldsymbol{oxedsymbol{oxedsymbol{oxed}}}$							Ц	
	Shift Solenoid "F" Intermittent		Н	+	$\vdash$	_	_	+	<u> </u>					$\vdash$	-		$\vdash$	
	Unexpected Mechanical Gear Disengagement Hydraulic Pressure Unit Leakage		H	+	+	+		+	<del>                                     </del>					+	1		H	+
	Pressure Control Solenoid "D"		H	+	+	+		+						+			H	+
	Pressure Control Solenoid "D" Performance/Stuck Off		H	T*	П	$\top$		$\top$						T	$\vdash$		Ħ	
P2715	Pressure Control Solenoid "D" Stuck On		П	T*		1											П	
	Pressure Control Solenoid "D" Electrical		Ц	$oldsymbol{\perp}$	П	$oldsymbol{ol}}}}}}}}}}}}}}}$	_]	$\bot$						Щ			Ц	
	Pressure Control Solenoid "D" Intermittent		${oldsymbol{ert}}$	+	$\sqcup$	4	_	+	<u> </u>	<u> </u>				4	-		${m \sqcup}$	
	Pressure Control Solenoid "D" Control Circuit / Open Pressure Control Solenoid "D" Control Circuit Range/Performance		H	T*		+	-	+	<u> </u>	<u> </u>				+		<del>                                     </del>	H	
	Pressure Control Solenoid "D" Control Circuit Low		H	T*	_	+		+						+	1		H	+
	Pressure Control Solenoid "D" Control Circuit High		Ħ	T*		$\top$		$\top$						Ħ	$\vdash$		Ħ	
P2722	Pressure Control Solenoid "E"				П													
	Pressure Control Solenoid "E" Performance/Stuck Off		Ц		$\coprod$	$oldsymbol{ol}}}}}}}}}}}}}}}$	Ţ							Щ			Ц	
	Pressure Control Solenoid "E" Stuck On		H	+	$\vdash$	_		+	<u> </u>					$\vdash$	-		$\sqcup$	
P2725	Pressure Control Solenoid "E" Electrical				Ш				<u> </u>	<u> </u>					1		Ш	

								-	1	1			_						
	OBD-II Diagnostic Trouble Code Definitions		rth /	۱me	rica	а							Е	urop	Эе	Au	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	(0E0	Continuous	(OEO	OER	continuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
P2726	Pressure Control Solenoid "E" Intermittent					_	_									٦	Ħ	_	
	Pressure Control Solenoid "E" Control Circuit / Open		Ħ		Ħ												Ħ		
P2728	Pressure Control Solenoid "E" Control Circuit Range/Performance																П		
	Pressure Control Solenoid "E" Control Circuit Low																		
	Pressure Control Solenoid "E" Control Circuit High				Ш												Ш		
	Pressure Control Solenoid "F"				Ш												Ш		
	Pressure Control Solenoid "F" Performance/Stuck Off		Ш		Ш												Ш	Ш	
	Pressure Control Solenoid "F" Stuck On				Ш	_											Щ		
	Pressure Control Solenoid "F" Electrical		$\vdash$		Н			_									$\vdash$	Н	
	Pressure Control Solenoid "F" Intermittent				Н	4											$\vdash$		
	Pressure Control Solenoid "F" Control Circuit / Open Pressure Control Solenoid "F" Control Circuit Range/Performance		H		H	-											$\vdash$	H	
	Pressure Control Solenoid "F" Control Circuit Low		H		H	+											H	H	
	Pressure Control Solenoid "F" Control Circuit Low  Pressure Control Solenoid "F" Control Circuit High		$\vdash$	-	H	$\dashv$		+						-	1	<del>                                     </del>	$\forall$	H	
P273A	Transmission Friction Element "G" Apply Time Range/Performance		$\vdash$	+	H	$\dashv$	_	+						+	$\vdash$	<del>                                     </del>	$\forall$	H	
P273B	Transmission Friction Element "H" Apply Time Range/Performance		H		H	1											Ħ	H	
P273C	7+F-7 G-1		H		H	1											Ħ	H	
P273D						1											Ħ		
P273E																	П	П	
P273F																	П		
P2740	Transmission Fluid Temperature Sensor "B" Circuit																		
P2741	Transmission Fluid Temperature Sensor "B" Circuit Range/Performance																		
P2742	Transmission Fluid Temperature Sensor "B" Circuit Low		Ш		Ш												Ш		
	Transmission Fluid Temperature Sensor "B" Circuit High																Ш		
	Transmission Fluid Temperature Sensor "B" Circuit Intermittent		4		Н	_		_									$\vdash$	Н	
	Intermediate Shaft Speed Sensor "B" Circuit Intermediate Shaft Speed Sensor "B" Circuit Range/Performance		$\vdash$	T,		_		+						-	-	-	H	Н	
	Intermediate Shaft Speed Sensor "B" Circuit Range/Ferrormance  Intermediate Shaft Speed Sensor "B" Circuit No Signal		+	1	Н	+	-	-						-			H	H	
	Intermediate Shaft Speed Sensor "B" Circuit Intermittent		H	T,		+	_	_									H	H	
	Intermediate Shaft Speed Sensor "C" Circuit		H	•	H	1											Ħ	H	
	Intermediate Shaft Speed Sensor "C" Circuit Range/Performance																П	П	
P2751	Intermediate Shaft Speed Sensor "C" Circuit No Signal																П		
P2752	Intermediate Shaft Speed Sensor "C" Circuit Intermittent																		
P2753	Transmission Fluid Cooler Control Circuit / Open	G																	
	Transmission Fluid Cooler Control Circuit Low		Ш		Ш		D										Ш		
	Transmission Fluid Cooler Control Circuit High				Ш		D										Ш	Ш	
	Torque Converter Clutch Pressure Control Solenoid		4	+-	$\vdash$	_		_									$\vdash$	Н	
	Torque Converter Clutch Pressure Control Solenoid Control Circuit Perf or Stuck Off		H	T		_		_								<u> </u>	$\vdash$		
	Torque Converter Clutch Pressure Control Solenoid Stuck On Torque Converter Clutch Pressure Control Solenoid Electrical	-	$\vdash$	1	${+}{+}$	4		+	<u> </u>	<u> </u>			$\vdash$	-	1	<del>                                     </del>	$\dashv$	Н	
	Torque Converter Clutch Pressure Control Solenoid Electrical Torque Converter Clutch Pressure Control Solenoid Intermittent		$\vdash$	+	${}^{+}$	$\dashv$		+	$\vdash$	$\vdash$			H	$\pm$	1	$\vdash$	$\forall$	H	
P2761	Torque Converter Clutch Pressure Control Solenoid Control Circuit / Open		$\vdash$	+	H	+		+						-		<del>                                     </del>	$\forall$	H	
P2762	Torque Converter Clutch Pressure Control Solenoid Control Circuit Range / Perf		H	T,	+	7		+						1		t	Ħ	Ħ	$\overline{}$
P2763	Torque Converter Clutch Pressure Control Solenoid Control Circuit High				t												П	П	
	Torque Converter Clutch Pressure Control Solenoid Control Circuit Low	L	ĮΤ	_	t		_										П		
	Input / Turbine Speed Sensor "B" Circuit			T,															
P2766	Input / Turbine Speed Sensor "B" Circuit Range / Performance			Т															
	Input / Turbine Speed Sensor "B" Circuit No Signal				Ш												Ш		
	Input / Turbine Speed Sensor "B" Circuit Intermittent		dash	+	${m H}$	_		+						_	1	<u> </u>	$\sqcup$	Ц	
	Torque Converter Clutch Circuit Low		$\vdash \vdash$	+	H	_		+	<u> </u>	<u> </u>			Ш	-	1	<u> </u>	$\dashv$	Н	
	Torque Converter Clutch Circuit High Four Wheel Drive (4WD) Low Switch Circuit		$\vdash$	-	${\color{blue}+}$	4		+	_	_				-	1	1	$\dashv$	Н	
	Four Wheel Drive (4WD) Low Switch Circuit Four Wheel Drive (4WD) Low Switch Circuit Range/Performance		$\vdash$	+	H	$\dashv$		+					$\vdash$	+	1	1	$\dashv$	Н	
	Four Wheel Drive (4WD) Low Switch Circuit Kange/Fenomiance Four Wheel Drive (4WD) Low Switch Circuit Low		$\vdash$	+	H	$\dashv$	_	+						+	$\vdash$	<del>                                     </del>	$\forall$	H	
	Four Wheel Drive (4WD) Low Switch Circuit High		H	+	H	$\dashv$	_	+	$\vdash$	$\vdash$			H	-	$\vdash$	$\vdash$	$\forall$	H	
	Upshift Switch Circuit Range/Performance		H	+	Ħ	+	_	+						+	t		$\forall$	H	
	Upshift Switch Circuit Low		Ħ	1	Ħ	1		$\top$						1			Ħ	H	
	Upshift Switch Circuit High		H		Ħ	1		1									$\sqcap$	Ħ	
	Upshift Switch Circuit Intermittent/Erratic				$\Box^{\dagger}$												П		
	Downshift Switch Circuit Range/Performance			Ι	П			I									П		
	Downshift Switch Circuit Low		Ц		П	Ţ											Ц	Ц	
P2781	Downshift Switch Circuit High				Ш											<u> </u>	Ш		

	OPD II Diognostic Trouble Code Definitions	AI-	.4J-	Δ :	- اس	_		1 1	1	1			-			I A	·	lio I
	OBD-II Diagnostic Trouble Code Definitions		cn z	Ame	FIC	а		+	+	<del>                                     </del>			-	uro	Je T	Aus	stra	IIa
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	OEO	KOER Continuous	OEO	OER	Continuous	KOEO					Continuous	KOEO KOER		Continuous	KOEO	A = Analog D = Digital F = Frequency I = Input O = Output
P2782	Downshift Switch Circuit Intermittent/Erratic	၁	Α;	모	¥	ᅩ	ပ	저 모					ပ	ㅈ ×		ပ	Χ :	2 0 = Output
	Torque Converter Temperature Too High			Т	Ħ													
	Input / Turbine Speed Sensor "A" / "B" Correlation																	
	Clutch Actuator Temperature Too High		Ц		Ш	Щ									-		Ш	
	Gear Shift Actuator Temperature Too High Clutch Temperature Too High		H	-	$\vdash$	H		$\vdash$	<u> </u>						-		H	
	Auto Shift Manual Adaptive Learning at Limit		H	-	+			H									Н	
	Clutch "A" Adaptive Learning at Limit				+													1
	Kick Down Switch Circuit																	
	Kick Down Switch Circuit Range/Performance		П	I	П	Ш								Д			П	
	Kick Down Switch Circuit Low		Н	$\perp$	Н	Щ		$oldsymbol{\sqcup}$	1	<u> </u>					1	<u> </u>	Н	
	Kick Down Switch Circuit High Kick Down Switch Circuit Intermittent/Erratic		H	+	H	H		$\vdash$	1	1			-	$\vdash \vdash$	-	1	H	+
	Clutch "B" Adaptive Learning at Limit		H	+	Н	H		+	+	<del>                                     </del>			-	$\vdash$	1	1	${\mathbb H}$	+
P2790	Gate Select Direction Circuit		H	+	H	H		H	t	$\vdash$				H	$\vdash$		H	
P2791	Gate Select Direction Circuit Low		H	1	Ħ	H		H						$\sqcap$			H	
P2792	Gate Select Direction Circuit High		П		П			Ш									П	
P2793	Gear Shift Direction Circuit		Ц					Ш	<u> </u>						<u> </u>			
P2794	Gear Shift Direction Circuit Low		H	-	+				-					$\sqcup$	-		Н	
P2795 P2796	Gear Shift Direction Circuit High Auxiliary Transmission Fluid Pump Control Circuit		H	-	H	H		H									H	
P2797	Auxiliary Transmission Fluid Pump Circuit Performance		H	-	H									H	-			
	Auxiliary Transmission Fluid Pump Control Circuit Low				+													1
	Auxiliary Transmission Fluid Pump Control Circuit High																	
	Transfer Case Gear High Incorrect Ratio																	
	Transfer Case Gear Low Incorrect Ratio		Ш															
	Transfer Case Gear Incorrect Incorrect Ratio Four Wheel Drive (4WD) Range Signal Circuit		H	-	$\vdash$	H		$\vdash$	<u> </u>						-		H	
	Four Wheel Drive (4WD) Range Signal Circuit Range Performance		H	+	H			H	<u> </u>						<u> </u>		H	
	Four Wheel Drive (4WD) Range Signal Circuit Low				+													1
	Four Wheel Drive (4WD) Range Signal Circuit High																	
			Ш		Ш	Н		Щ	<u> </u>						<u> </u>		Ш	
			H	-	H	H		H									H	
			H	+	+	H		$\vdash$	1					H	+-		H	
			Ħ		П	H		H	1								Ħ	
	Transactorio		Н	$\perp$	$\vdash$	H		$\vdash \vdash$	-				<u> </u>	$\vdash$	-	<u> </u>	Н	1
P2800	Transmission Transmission Range Sensor "B" Circuit (PRNDL Input)	G	g	0	Н	H		+	1					$\vdash$	1	<u> </u>	${\mathbb H}$	
	Transmission Range Sensor "B" Circuit Range/Performance		g		H	H		H	+					$\vdash$	1		H	
	Transmission Range Sensor "B" Circuit Low		g															
P2803	Transmission Range Sensor "B" Circuit High		g		П												П	
P2804	Transmission Range Sensor "B" Circuit Intermittent		Ц	$\bot$	Ц	Ц		Щ		$ldsymbol{oxedsymbol{oxedsymbol{oxed}}}$				Щ			Ц	
	Transmission Range Sensor "A" / "B" Correlation		g		Н	Щ		$oldsymbol{\sqcup}$	1	<u> </u>					1	<u> </u>	Н	
	Transmission Range Sensor Alignment Pressure Control Solenoid "G"	G	Н	Т	H	H		+	1				<u> </u>	$\vdash\vdash$	1	<del>                                     </del>	H	+
	Pressure Control Solenoid "G" Performance/Stuck Off		H	+	H	H		H	+					$\vdash$	1		H	+
	Pressure Control Solenoid "G" Stuck On		H	$\top$	Ħ			Ħ	1					Ħ	T		H	
	Pressure Control Solenoid "G" Electrical		П		П			Ш									П	
	Pressure Control Solenoid "G" Intermittent		Ц	$\bot$	Ц	Ц		Щ						Щ	$ldsymbol{oxedsymbol{oxedsymbol{eta}}}$		Ц	
	Pressure Control Solenoid "G" Control Circuit / Open		Н	+	$\vdash$	${f H}$		$\vdash$	1	<u> </u>			-	$\vdash \vdash$	-	1	Н	
	Pressure Control Solenoid "G" Control Circuit Range/Performance Pressure Control Solenoid "G" Control Circuit Low		Н	+	H	H		$\vdash$	1	<u> </u>				H	-	<del>                                     </del>	Н	-
	Pressure Control Solenoid "G" Control Circuit Low  Pressure Control Solenoid "G" Control Circuit High		H	+	Н	H		+	1				-	$\vdash$	+	1	H	
	Pressure Control Solenoid "H"		Ħ	+	H	Ħ		H	1					$\dag \dag$	1		H	
	Pressure Control Solenoid "H" Performance/Stuck Off		Ħ	ᆂ				Ш							L			
	Pressure Control Solenoid "H" Stuck On		Ц		П	Ш		Ш						Ц			Щ	
	Pressure Control Solenoid "H" Electrical		Н	4	H	H		$\vdash \vdash$	-				<u> </u>	$\vdash$	-	<u> </u>	Н	
P281A	Pressure Control Solenoid "H" Intermittent		Ш		Ш			$\Box \bot$		<u> </u>								

**Affil. (Illuminates, **+ cott) Carcol flashes, 1= "Winarch" light illuminates, 1 = 00 Carcol flashes, 1= "Winarch" light illuminates, 1 = 00 Carcol flashes, 1= "Winarch" light illuminates, 1 = 00 carcol flashes, 1 = "Winarch" light illuminates, 1 = 00 carcol flashes, 1 = 0		OBD-II Diagnostic Trouble Code Definitions	No	rth /	Ame	rica	а							Е	urop	е	Aus	stra	alia	
Mazda, Nissan and Land Roser legacy DTCs are for reference. Ford PT was not responsible to assigning three DTCs.  studing indicates change from previous version.  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Previous Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Circuit (Apen Version).  Passan Central Science 17 Central Cir		, ,	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			Component/ System and
Passaur Control Sciencial YT Control Circuit Cope   Passaur Control Sciencial YT Control Circuit Register   Passaur Control Sciencial YT Control Cortal Low   Passaur Control Sciencial YT Control Cortal Low   Passaur Control Sciencial YT Control Cortal Low   Passaur Control Sciencial YT   Passaur Control Scien		Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	ontinuous	)EO	DEK	)E0	JER.	ontinuous	DEO DER					ontinuous	DEO DER		ontinuous	DEO	JER	D = Digital F = Frequency I = Input
PRESSUR Control Schorol of Y. Control Circuit Range/Performance Page 11 Pressure Control Schorol of Y. Control Circuit High Page 12 Pressure Control Schorol of Y. Control Circuit High Page 12 Pressure Control Schorol of Y. Performance Stuck Off Page 12 Pressure Control Schorol of Y. Performance Stuck Off Page 12 Pressure Control Schorol of Y. Performance Stuck Off Page 12 Pressure Control Schorol of Y. Control Circuit Page 12 Pressure Control Scho	P281B	Pressure Control Solenoid "H" Control Circuit / Open	ŏ	¥ ;	2 8	Ў	포	<u>ა</u>	<u> </u>					ŏ	조 조		ŏ	K	ž	O = Output
Passure Control Schorold 'Y Centrol Crount High Passure Control Schorold 'Y Petermanocistruch Off Passure Control Schorold 'Y Petermanocistruch Off Passure Control Schorold 'Y Petermanocistruch Off Passure Control Schorold 'Y Electrical Passure Control Schorold 'Y Electrical Passure Control Schorold 'Y Electrical Passure Control Schorold 'Y Centrol Control																				
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Pressure Control Selencial 'J' Intermittent																				
Passar   Pressure Control Solenoid 17 Control Circuit A Dean				H	-				-						-					
Passar   Pressure Control Solendor   "Control Circuit Range/Performance				H		H			-											
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Piessure Control Sciencial 'K' Performance/Stuck Off																				
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P2828   Pressure Control Solenoid 'K' Stuck On				${\mathbb H}$	+	${\mathbb H}$	+	+	+						+			H	H	
Passur Control Solenoid 'K' Intermittent				H		Ħ	1								$\top$					
Passur Control Salendid "K" Control Circuit AppelPerformance																				
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Passure Control Solenoid 'K' Control Circuit Low		'		H	-	H	-		_						_					
Pessure Control Solenoid 'K' Control Circuit High				H	+	H	1		_						$\top$					
2831   Shift Fork "A" Position Circuit Range/Performance																				
P2833   Shift Fork 'A' Position Circuit High																				
Shift Fork "A" Position Circuit High		· · · · · · · · · · · · · · · · · · ·		H			_		_						-					
P2835   Shift Fork "A" Position Circuit Intermittent				H		_			+											
Shift Fork "B" Position Circuit Low   T"		· · · · · · · · · · · · · · · · · · ·			_	_														
P2838   Shift Fork "B' Position Circuit High   T'																				
P2833   Shift Fork "B" Position Circuit High				H			_		_						-					
P283B   Shift Fork "P Position Circuit Intermittent				H					+											
P283C         Shift Fork "C" Position Circuit Range/Performance         Image: Company of the compan	P283A	Shift Fork "B" Position Circuit Intermittent			T,	•														
P283D Shift Fork "C" Position Circuit Low P283G Shift Fork "C" Position Circuit High P283G Shift Fork "C" Position Circuit Intermittent P2840 Shift Fork "D" Position Circuit Intermittent P2841 Shift Fork "D" Position Circuit Intermittent P2841 Shift Fork "D" Position Circuit Low P2842 Shift Fork "D" Position Circuit Low P2843 Shift Fork "D" Position Circuit Low P2844 Shift Fork "D" Position Circuit High P2844 Shift Fork "D" Position Circuit High P2845 Shift Fork "D" Position Circuit Intermittent P2846 Shift Fork "D" Position Circuit Intermittent P2847 Shift Fork "D" Position Sensor Incorrect Neutral Position Indicated P2848 Shift Fork "S" Position Sensor Incorrect Neutral Position Indicated P2849 Shift Fork "C" Position Sensor Incorrect Neutral Position Indicated P2840 Shift Fork "C" Position Sensor Incorrect Neutral Position Indicated P2841 Shift Fork "C" Position Sensor Incorrect Neutral Position Indicated P2843 Shift Fork "C" Position Sensor Incorrect Neutral Position Indicated P2844 Shift Fork "C" Position Sensor Incorrect Neutral Position Indicated P2845 Shift Fork "S" Stuck P2846 Shift Fork "S" Stuck P2847 Shift Fork "S" Stuck P2848 Shift Fork "S" Stuck P2849 Shift Fork "C" Stuck P2849 Shift Fork "C" Stuck P2840 Shift Fork "C" Unrequested Movement P2841 Shift Fork "C" Unrequested Movement P2842 Shift Fork "C" Unrequested Movement P2843 Shift Fork "C" Unrequested Movement P2844 Shift Fork "C" Unrequested Movement P2855 Shift Fork "D" Unrequested Movement P2856 Shift Fork "D" Unrequested Movement P2857 Clutch "A" Pressure Charge Performance P2857 Clutch "A" Pressure Charge Performance P2857 Clutch "A" Pressure Charge Performance P2857 Clutch "A" Pressure Charge Performance																				
P283E   Shift Fork "C" Position Circuit High   P283F   Shift Fork "C" Position Circuit Intermittent   T"		,		H			-		-											
P283F   Shift Fork "C" Position Circuit Intermittent				H					_									H		
P2841   Shift Fork "D" Position Circuit Range/Performance																				
P2842   Shift Fork "D" Position Circuit Low   DEPARTMENT   DEPARTMEN					_	_														
P2843       Shift Fork "D" Position Circuit High       IT"       ID"<		· · · · · · · · · · · · · · · · · · ·		H	_	_			-						-			H		
P2844       Shift Fork "D" Position Circuit Intermittent       IT				H					_									H		
P2846       Shift Fork "B" Position Sensor Incorrect Neutral Position Indicated       T" U U U U U U U U U U U U U U U U U U U					T,															
P2847       Shift Fork "C" Position Sensor Incorrect Neutral Position Indicated       Image: Control of the control of the				Ц			Ţ	J							Ţ				Ц	
P2848       Shift Fork "D" Position Sensor Incorrect Neutral Position Indicated       Interpretation of the content of the				H					-						-			H		
P2849       Shift Fork "A" Stuck       Image: Control of the c				${\sf H}$			+		+						+			H	H	
P284B       Shift Fork "C" Stuck       Image: Control of the c	P2849	Shift Fork "A" Stuck		Ⅱ	T,	•	╛		╧						上					
P284C       Shift Fork "D" Stuck       Image: Control of the c				Ц			Ţ	Ī	$\bot$						Ţ			Щ	Щ	
P284D       Shift Fork "A" Unrequested Movement       Image: Control of the c				${\sf H}$			-		-						+		_	H	H	
P284E       Shift Fork "B" Unrequested Movement       IT IN IN IN IN IN IN IN IN IN IN IN IN IN				H		_	+	1	+	1					+	t		H	H	
P2850       Shift Fork "D" Unrequested Movement       Image: Control of the c	P284E	Shift Fork "B" Unrequested Movement			T,	•									I					
P2851       Shift Fork Position Sensor "A" / "B" Correlation       T*       Image: Correlation of the control of				Ц			_[	J	$\bot$									Ĺ	Ц	
P2852       Shift Fork Position Sensor "C" / "D" Correlation       T"       Image: Control of the control of the				${oldsymbol{ert}}$			+	_	+						+			Н	H	
P2853       Clutch "A" Pressure Discharge Performance       Image: Clutch "B" Pressure Discharge Performance       Image: Clutch "B" Pressure Discharge Performance       Image: Clutch "B" Pressure Charge Perfor				H			$\dashv$	1	$\dashv$					H	+			H	H	
P2855         Clutch "A" Pressure Charge Performance         T*         Image: Clutch "A" Pressure Charge Performance         Image: Clutch "B" Pressure Charge Performance         Image: Clutch "A" Pressure Engagement Performance				Ħ	ť		_		╧							L			Ħ	
P2856         Clutch "B" Pressure Charge Performance         Image: Clutch "B" Pressure Charge Performance         Image: Clutch "A" Pressure Engagement Performance         Image				П		_	Ţ	J	1						1				П	
P2857 Clutch "A" Pressure Engagement Performance		, and the second		${\mathbb H}$	T'	H	+	$\dashv$	+						+	<u> </u>		H	H	
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	OBD-II Diagnostic Trouble Code Definitions		rth /	Ame	erica	а							Е	urop	oe .	Au	stra	alia	ı
		Spark Ignition PCM		ne TCM			СМ				ver		nition			nition			SAE J1930
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark lg		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not			snon			nons						snon			snon			A = Analog D = Digital F = Frequency
	responsible for assigning these DTCs. Shading indicates change from previous version.	Continuous	KOEO	Contin	KOEO	KOER	Contin	KOEO					Continuous	KOE0 KOER		Continuous	KOEO	KOER	I = Input O = Output
P2859	Clutch "A" Pressure Disengagement Performance		Щ	T'	•												Ш	Ц	
P285A	Clutch "B" Pressure Disengagement Performance		$\vdash$	T,	$\sqcup$	_											+	$\dashv$	
P285B P285C			H	+	+	+											H	H	
P285D			H	+	H	+											+	H	
P285E			H	+	Ħ	1											$\forall$	H	
P285F			Ħ														Ħ	Ħ	
P2860			Ħ		Ħ												$\Box$	Ħ	
P2861																			
P2862																	Ш	Ш	
P2862				_													ш	Ш	
P2864			$\vdash$	-		_											Н	Н	
P2865 P2866			${\color{black} +}$	+	++	+		+	-	1			-	+	1	1	$\dashv$	H	
P2867			H	+	+	+		+		$\vdash$				+		1	$\forall$	Н	
P2868			H	$\top$	Ħ	1											+	H	
P2869			H	+	tt	1											Ħ	Ħ	
P286A			Ħ		Ħ	1											П	П	
P286B																	П	П	
P286C																			,
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	Fuel and Air Metering and Auxiliary Emission Controls		H	+	H	+											+	H	
P2A00	O2 Sensor Circuit Range / Performance (Bank 1 Sensor 1)		H	$\top$	Ħ	1											+	H	
	O2 Sensor Circuit Range / Performance (Bank 1 Sensor 2)		Ħ														Ħ	Ħ	
	O2 Sensor Circuit Range / Performance (Bank 1 Sensor 3)																П	П	
	O2 Sensor Circuit Range / Performance (Bank 2 Sensor 1)																		
	O2 Sensor Circuit Range / Performance (Bank 2 Sensor 2)		Ц		Щ											<u> </u>	$\sqcup$	Ц	
	O2 Sensor Circuit Range / Performance (Bank 2 Sensor 3)	-	dash	- -	$\sqcup$	4		4	1	<u> </u>			-	4	1	1	${m \sqcup}$	Н	
	O2 Sensor Circuit Negative Voltage (Bank 1 Sensor 1) O2 Sensor Circuit Negative Voltage (Bank 1 Sensor 2)		${\sf H}$	+	+	+		+	1					+	1		$\dashv$	H	
	O2 Sensor Circuit Negative Voltage (Bank 1 Sensor 2) O2 Sensor Circuit Negative Voltage (Bank 1 Sensor 3)		H	+	+	$\dashv$		+	$\vdash$	$\vdash$				+	1		H	H	
	O2 Sensor Circuit Negative Voltage (Bank 1 Sensor 1)		H	+	+†	+		+		T				+			H	H	
	O2 Sensor Circuit Negative Voltage (Bank 2 Sensor 2)		Ħ	$\dagger$	$\dagger \dagger$	7		$\vdash$	T	t				$\vdash$	t	t	Ħ	Ħ	
P2A11	O2 Sensor Circuit Negative Voltage (Bank 2 Sensor 3)				ΙŢ												П	П	
P2A12			П		П												П	П	
P2A13			Ц	$\perp$	$\sqcup$												₽	Ц	
P2A14			$oldsymbol{arphi}$	+	$\sqcup$	4		$\vdash \vdash$	┞					$\vdash \vdash$	1		${m \sqcup}$	Н	
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### AMERICAN CONTRIBUTION AND PROJECT CONTRIBUTIONS AS A CONTRIBUTION OF THE PROJECT C		OBD-II Diagnostic Trouble Code Definitions	No	rth	An	ner	ica	T	11		1			E	urop	ne.	Aus	stra	alia	
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Mascala, Nissan and Land Roverlegacy DTCs are for relevance. Ford PTT was not appearable for assigning throat or assigning thr					$\Box$	$\neg$	$\top$			_	7		_							
P2BAN NOX Exceedance - Empty Reagent Tanix P2BAN NOX Exceedance - Empty Reagent Cosing Activity P2BAN NOX Exceedance - Intemption of Reagent Dosing Activity P2BAN NOX Exceedance - Intemption Reagent Cosing Activity P2BAN NOX Exceedance - Long Reagent Correspond Not Part Part Part Part Part Part Part Par			snc			Snc		snc						snc			snc			
P2BAN NOX Exceedance - Empty Reagent Tanix P2BAN NOX Exceedance - Empty Reagent Cosing Activity P2BAN NOX Exceedance - Intemption of Reagent Dosing Activity P2BAN NOX Exceedance - Intemption Reagent Cosing Activity P2BAN NOX Exceedance - Long Reagent Correspond Not Part Part Part Part Part Part Part Par		responsible for assigning these DTCs.	in in	0	∞.	Ĭ.	2 2	<u>.</u>	ا ما	_				inuc	0 ~		inuc	0	~	F = Frequency
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P2BA9   NOX Exceedance - Institution Reagent Quality			0		<u> </u>	. ن		1	<u> </u>	-				0	7 7		0	_		o - output
P2BA9   NOX Exceedance - Institution Reagent Quality					H	T	+	+	$\pm 1$						ht					
P2BA9   NOX Exceedance - Institution Reagent Quality					Ħ	Ī														
P2BA9   NOX Exceedance - Institution Reagent Quality																				
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P2BA9   NOX Exceedance - Institution Reagent Quality					Ц	_	_	<u> </u>												
P2BAS NOX Exceedance - Low Regard Consumption P2BAS NOX Exceedance - Low Regard Consumption P2BAS NOX Exceedance - Deacheston of EGR Rev P2BAC NOX Exceedance - Deacheston of EGR Rev P2BAC NOX Exceedance - Root Gusse Unknown P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX Exceedance - NOX Control Menitoring System P2BAE NOX P2BAE				H	H	_	-	-											H	
P2BAB NOX Exceedance - Low Reagent Consumption P2BAC NOX Exceedance - Low Reagent Consumption P2BAC NOX Exceedance - Read to the Part of t				H	H	+	+	+	+	-					$\vdash$			-	H	
P28AB (Nox Exceedance - Incorrect EQR Flow P28AD (Nox Exceedance - Root Cause Unknown P28AE (Nox Exceedance - R					H	H	-	+	$\pm t$						$\vdash$					
P2BAD   NOx Exceedance - NOx Cantrol Monitoring System				H	H	+	+	+	+	+	$\vdash$	$\vdash$			H	$\vdash$		H	H	
P28ABE NOx Exceedance - NOx Control Monitoring System				Ħ	Ħ	1	$\top$	t	$\top \!$	1		1			Ħ	1		t	Ħ	·
Cylinder Deactivation System (Bank 1)  P3400 Cylinder Deactivation System (Bank 1)  P3401 Cylinder Deactivation System (Bank 1)  P3401 Cylinder Deactivation System (Bank 1)  P3401 Cylinder Deactivation System (Bank 1)  P3402 Cylinder Deactivation System (Bank 1)  P3402 Cylinder Deactivation System (Bank 1)  P3403 Cylinder Deactivation System (Bank 1)  P3404 Cylinder Deactivation System (Bank 1)  P3404 Cylinder Deactivation System (Bank 1)  P3405 Cylinder Deactivation System (Bank 1)  P3404 Cylinder Deactivation System (Bank 1)  P3405 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3406 Cylinder Deactivation System (Bank 1)  P3407 Cylinder Deactivation System (Bank 1)  P3407 Cylinder Deactivation System (Bank 1)  P3407 Cylinder Deactivation System (Bank 1)  P3408 Cylinder Schaust Valve Control Circuit Foremance  P3409 Cylinder Schaust Valve Control Circuit Foremance  P3410 Cylinder Schaust Valve Control Circuit Foremance  P3410 Cylinder Schaust Valve Control Circuit Foremance  P3410 Cylinder Schaust Valve Control Circuit Foremance  P3410 Cylinder Schaust Valve Control Circuit Foremance  P3410 Cylinder Schaust Valve Control Circuit Foremance  P3410 Cylinder Schaust Valve Control Circuit Foremance  P3410 Cylinder Schaust Valve Control Circuit Foremance  P3410 Cylinder Schaust Valve Control Circuit Foremance  P3410 C	P2BAD	NOx Exceedance - Root Cause Unknown		П	ΠŢ			Ì	$\perp \uparrow$										П	
P3401   Cylinder   Deactivation System (Bank 1)	P2BAE	NOx Exceedance - NOx Control Monitoring System																		
P3401   Cylinder   Deactivation System (Bank 1)				Ц	Ц	$\prod$	$\perp$	Ľ	ЦΙ	1					Ш			Ľ	Ц	
P3401   Cylinder   Deactivation System (Bank 1)				Ц	Н	_	$\perp$	1	$\perp \! \! \perp \! \! \! \! \! \perp$		<u> </u>	<u> </u>			$oxed{oxed}$	<u> </u>			Ц	
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P3401   Cylinder   Deactivation System (Bank 1)					H	-	+	+	+						$\vdash\vdash$			_		
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P3401   Cylinder   Deactivation System (Bank 1)				H	H	1	+	+	+						$\vdash$				H	
P3401   Cylinder   Deactivation System (Bank 1)				m	H	1			11										m	
P3401   Cylinder   Deactivation System (Bank 1)					Ħ	T			TI											
P3401   Cylinder   Deactivation System (Bank 1)																				
P3401   Cylinder 1 Deactivation/Intake Valve Control Circuit Formance		,			Ш				$\perp \downarrow \downarrow$											
P3403   Cylinder 1 Deactivation/Intake Valve Control Circuit Performance					Ш	_			$\bot\!\!\!\!\bot$											
P3403   Cylinder 1 Deactivation/Intake Valve Control Circuit High   P3404   Cylinder 1 Deactivation/Intake Valve Control Circuit High   P3405   Cylinder 1 Exhaust Valve Control Circuit High   P3406   Cylinder 1 Exhaust Valve Control Circuit Low   P3407   Cylinder 1 Exhaust Valve Control Circuit Low   P3408   Cylinder 1 Exhaust Valve Control Circuit Low   P3408   Cylinder 1 Exhaust Valve Control Circuit Low   P3408   Cylinder 2 Deactivation/Intake Valve Control Circuit Performance   P3407   Cylinder 2 Deactivation/Intake Valve Control Circuit P409   P3408   Cylinder 2 Deactivation/Intake Valve Control Circuit Low   P3401   Cylinder 2 Deactivation/Intake Valve Control Circuit Low   P3401   Cylinder 2 Deactivation/Intake Valve Control Circuit Low   P3411   Cylinder 2 Deactivation/Intake Valve Control Circuit Low   P3412   Cylinder 2 Deactivation/Intake Valve Control Circuit High   P3413   Cylinder 2 Exhaust Valve Control Circuit Low   P3415   Cylinder 2 Exhaust Valve Control Circuit Low   P3416   Cylinder 3 Deactivation/Intake Valve Control Circuit Low   P3417   Cylinder 3 Deactivation/Intake Valve Control Circuit Low   P3418   Cylinder 3 Deactivation/Intake Valve Control Circuit Low   P3419   Cylinder 3 Deactivation/Intake Valve Control Circuit Low   P3410   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3410   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3410   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3410   Cylinder 3 Deactivation/Intake Valve Control Circuit High   Cylinder 3 Deactivation/Intake Valve Control Circuit High   Cylinder 3 Deactivation/Intake Valve Control Circuit High   Cylinder 3 Deactivation/Intake Valve Control Circuit High   Cylinder 3 Deactivation/Intake Valve Control Circuit High   Cylinder 3 Deactivation/Intake Valve Control Circuit High   Cylinder 4 Deactivation/Intake Valve Control Circuit High   Cylinder 4 Deactivation/Intake Valve Control Circuit High   Cylinder 4 Deactivation/Intake Valve Control Circuit High   Cylinder 4 Deactivation		,			H	4	_	-							┝			_		
P3404   Cylinder 1 Deactivation/Intake Valve Control Circuit High   P3405   Cylinder 1 Exhaust Valve Control Circuit Performance   P3407   Cylinder 1 Exhaust Valve Control Circuit Performance   P3407   Cylinder 1 Exhaust Valve Control Circuit High   P3408   Cylinder 1 Exhaust Valve Control Circuit High   P3409   Cylinder 2 Deactivation/Intake Valve Control Circuit Performance   P3407   Cylinder 2 Deactivation/Intake Valve Control Circuit Performance   P3407   Cylinder 2 Deactivation/Intake Valve Control Circuit Deactivation/Intake Valve Control Circuit Performance   P3411   Cylinder 2 Deactivation/Intake Valve Control Circuit High   P3411   Cylinder 2 Deactivation/Intake Valve Control Circuit High   P3411   Cylinder 2 Deactivation/Intake Valve Control Circuit High   P3411   Cylinder 2 Deactivation/Intake Valve Control Circuit High   P3411   Cylinder 2 Exhaust Valve Control Circuit Performance   P3411   Cylinder 2 Exhaust Valve Control Circuit High   P3411   Cylinder 2 Exhaust Valve Control Circuit High   P3411   Cylinder 2 Exhaust Valve Control Circuit High   P3411   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3411   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3411   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3411   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3412   Cylinder 3 Deactivation/Intake Valve Control Circuit Low   P3414   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3415   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3420   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3421   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3422   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3422   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3424   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3424   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3425   Cylinder 4 Deactivation/Intake Valve Control Circuit High   P3426   Cylinder		,		H	H	+	+		+						$\vdash$				H	
P3405   Cylinder 1 Exhaust Valve Control Circuit Performance		,		H	H	+	+		+						H			-	H	
P3406   Cylinder 1 Exhaust Valve Control Circuit Performance		,			H	T	+	+	+++						H					
P3408   Cylinder 1 Exhaust Valve Control Circuit High   P3409   Cylinder 2 Deactivation/Intake Valve Control Circuit Performance   P3411   Cylinder 2 Deactivation/Intake Valve Control Circuit Performance   P3411   Cylinder 2 Deactivation/Intake Valve Control Circuit Low   P3411   Cylinder 2 Deactivation/Intake Valve Control Circuit Low   P3412   Cylinder 2 Deactivation/Intake Valve Control Circuit High   P3413   Cylinder 2 Exhaust Valve Control Circuit High   P3414   Cylinder 2 Exhaust Valve Control Circuit Low   P3415   Cylinder 2 Exhaust Valve Control Circuit Low   P3416   Cylinder 2 Exhaust Valve Control Circuit Low   P3416   Cylinder 2 Exhaust Valve Control Circuit Low   P3417   Cylinder 3 Deactivation/Intake Valve Control Circuit Ingh   P3417   Cylinder 3 Deactivation/Intake Valve Control Circuit Ingh   P3418   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3419   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3420   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3421   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3422   Cylinder 3 Deactivation/Intake Valve Control Circuit High   P3422   Cylinder 3 Exhaust Valve Control Circuit Low   P3423   Cylinder 3 Exhaust Valve Control Circuit Low   P3424   Cylinder 3 Exhaust Valve Control Circuit Low   P3425   Cylinder 4 Deactivation/Intake Valve Control Circuit Performance   P3426   Cylinder 4 Deactivation/Intake Valve Control Circuit Performance   P3426   Cylinder 4 Deactivation/Intake Valve Control Circuit Low   P3428   Cylinder 4 Deactivation/Intake Valve Control Circuit Low   P3429   Cylinder 4 Deactivation/Intake Valve Control Circuit Low   P3430   Cylinder 4 Deactivation/Intake Valve Control Circuit High   P3431   Cylinder 4 Deactivation/Intake Valve Control Circuit High   P3431   Cylinder 4 Deactivation/Intake Valve Control Circuit High   P3431   Cylinder 4 Deactivation/Intake Valve Control Circuit High   P3432   Cylinder 4 Deactivation/Intake Valve Control Circuit High   P3433   Cylinder 5 Deactivat	P3406	Cylinder 1 Exhaust Valve Control Circuit Performance			Ħ															
P3409   Cylinder 2 Deactivation/Intake Valve Control Circuit / Open	P3407	Cylinder 1 Exhaust Valve Control Circuit Low																		
P3411   Cylinder 2 Deactivation/Intake Valve Control Circuit Performance																				
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P3413   Cylinder 2 Exhaust Valve Control Circuit   P3414   Cylinder 2 Exhaust Valve Control Circuit Performance					H	4	_	-							┝			_		
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	OBD-II Diagnostic Trouble Code Definitions		rth .	Ame	eric	а							E	urop	Эe	Au	stra	ilia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	E0	KOER Continuous	EO	ER	ntinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	ER	A = Analog D = Digital F = Frequency I = Input
	· ·	ပိ	8	<u> </u>	8	δ	ပိ	중 중					ပိ	중 중		ပိ	8	ջ	O = Output
P3437	Cylinder 5 Exhaust Valve Control Circuit		Н	-	+	Н		_									Н	$\dashv$	
P3438 P3439	Cylinder 5 Exhaust Valve Control Circuit Performance  Cylinder 5 Exhaust Valve Control Circuit Low		H		+	H											H	$\dashv$	
P3440	Cylinder 5 Exhaust Valve Control Circuit High		H	+	H	H											H	$\vdash$	
P3441	Cylinder 6 Deactivation/Intake Valve Control Circuit / Open		H		+												H	一	
P3442	Cylinder 6 Deactivation/Intake Valve Control Circuit Performance				П												П	Π	
P3443	Cylinder 6 Deactivation/Intake Valve Control Circuit Low																	J	
P3444	Cylinder 6 Deactivation/Intake Valve Control Circuit High																	Д	
P3445	Cylinder 6 Exhaust Valve Control Circuit		Ш			Ш											Ш	$\dashv$	
P3446	Cylinder 6 Exhaust Valve Control Circuit Performance		Н	-	+	H											H	$\vdash$	
P3447 P3448	Cylinder 6 Exhaust Valve Control Circuit Low Cylinder 6 Exhaust Valve Control Circuit High		H	-	+	H									-		H	$\dashv$	
P3449	Cylinder 7 Deactivation/Intake Valve Control Circuit / Open		H		+												H	一	
P3450	Cylinder 7 Deactivation/Intake Valve Control Circuit Performance		Ħ	$\top$	Ħ	Ħ		H							t		Ħ	$\dashv$	
P3451	Cylinder 7 Deactivation/Intake Valve Control Circuit Low			╧													П	J	
P3452	Cylinder 7 Deactivation/Intake Valve Control Circuit High		П		П	П											П	Д	
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P3454	Cylinder 7 Exhaust Valve Control Circuit Performance		Н		Н												Н	$\vdash$	
P3455	Cylinder 7 Exhaust Valve Control Circuit Low		H	_	Н											<u> </u>	₩	$\vdash$	
P3456 P3457	Cylinder 7 Exhaust Valve Control Circuit High Cylinder 8 Deactivation/Intake Valve Control Circuit / Open			-	Н	H											H	$\vdash$	
P3458	Cylinder 8 Deactivation/Intake Valve Control Circuit Performance		H	+	+	H		+						-			H	Н	
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P3461	Cylinder 8 Exhaust Valve Control Circuit																	П	
	Cylinder 8 Exhaust Valve Control Circuit Performance																	Ц	
P3463	Cylinder 8 Exhaust Valve Control Circuit Low				Ш												Ш	$\dashv$	
P3464 P3465	Cylinder 8 Exhaust Valve Control Circuit High  Cylinder 9 Deactivation/Intake Valve Control Circuit / Open		H		+	H											H	$\dashv$	
	Cylinder 9 Deactivation/Intake Valve Control Circuit / Open  Cylinder 9 Deactivation/Intake Valve Control Circuit Performance				+												H	一	
P3467	Cylinder 9 Deactivation/Intake Valve Control Circuit Low		H			H											H	Π	
	Cylinder 9 Deactivation/Intake Valve Control Circuit High				П												П	Π	
P3469	Cylinder 9 Exhaust Valve Control Circuit																	◨	
P3470	Cylinder 9 Exhaust Valve Control Circuit Performance																	П	
P3471	Cylinder 9 Exhaust Valve Control Circuit Low				Ш	Ш											Ш	$\dashv$	
	Cylinder 9 Exhaust Valve Control Circuit High		Н	-	+	Н		_									Н	$\dashv$	
	Cylinder 10 Deactivation/Intake Valve Control Circuit / Open Cylinder 10 Deactivation/Intake Valve Control Circuit Performance			-	Н	H											H	$\vdash$	
	Cylinder 10 Deactivation/Intake Valve Control Circuit Low		H	+	+	H		+						-			H	Н	
	Cylinder 10 Deactivation/Intake Valve Control Circuit High		H		П	Ħ											Ħ	ΠŤ	
P3477	Cylinder 10 Exhaust Valve Control Circuit																	ıΤ	
P3478	Cylinder 10 Exhaust Valve Control Circuit Performance		П															괴	
P3479	Cylinder 10 Exhaust Valve Control Circuit Low		Ц	_	$\sqcup$	Ц		$\perp$						_	1		Ц	$\dashv$	
P3480	Cylinder 10 Exhaust Valve Control Circuit High		Н	-	+	Н		_									Н	$\dashv$	
P3481 P3482	Cylinder 11 Deactivation/Intake Valve Control Circuit / Open Cylinder 11 Deactivation/Intake Valve Control Circuit Performance		H	-	+	H		-						-	-	-	H	$\dashv$	
	Cylinder 11 Deactivation/Intake Valve Control Circuit Feriormance		H		$\blacksquare$	H											H	H	
	Cylinder 11 Deactivation/Intake Valve Control Circuit High		H			H											H	Π	
	Cylinder 11 Exhaust Valve Control Circuit		Ħ		Ħ	Ц											П	♂	
P3486	Cylinder 11 Exhaust Valve Control Circuit Performance																П	Ī	
	Cylinder 11 Exhaust Valve Control Circuit Low	<u> </u>	Ц		Ц	Ц										<u> </u>	Ц	ot	
	Cylinder 11 Exhaust Valve Control Circuit High		Н	4	$\vdash$	Н		igspace	<u> </u>					_	1	<u> </u>	H	$\dashv$	
	Cylinder 12 Deactivation/Intake Valve Control Circuit / Open	<u> </u>	H	+	Н	Н			<u> </u>						1	<del>                                     </del>	H	$\dashv$	
	Cylinder 12 Deactivation/Intake Valve Control Circuit Performance Cylinder 12 Deactivation/Intake Valve Control Circuit Low	-	H	+	Н	H		+						+	1	1	Н	$\dashv$	
	Cylinder 12 Deactivation/Intake Valve Control Circuit Low  Cylinder 12 Deactivation/Intake Valve Control Circuit High	<del>                                     </del>	H	+	H	H		H	$\vdash$					-		$\vdash$	H	$\dashv$	
	Cylinder 12 Exhaust Valve Control Circuit		H	+	Ħ	H		$\top$									Ħ	T	
	Cylinder 12 Exhaust Valve Control Circuit Performance		ΔŢ	┱	Ħ												Ħ	J	
	Cylinder 12 Exhaust Valve Control Circuit Low				П												Ц	Į	
	Cylinder 12 Exhaust Valve Control Circuit High	<u> </u>	Ц	_	Ш	Ц		L						_		<u> </u>	Ц	Ц	
P3497	Cylinder Deactivation System (Bank 2)	-	H	+	H	Н		$\vdash$						+	-	-	H	$\dashv$	
P3498		<u> </u>	Ш		Ш	Ш			<u> </u>	<u> </u>	l				<u> </u>	<u> </u>	ш	Ш	

*= MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,   2		OBD-II Diagnostic Trouble Code Definitions	No	rth	Δm	oria	ra l		П	1			1	-	uro:	20	Δ	etro	lia
Copietal and small sample platens are used for visual impacts only Mazzis, Nissage and Land Rover leggery DTCs are for reference. Ford PTT was not open propriets for assigning these DTCs.		טוסטיוו שומעווסטונל דויטמטופ בייני שוואיניין שומעווסטוני בייניים ביינים בייניים בייניים בייניים בייניים בייניים ביינים ביינים בייניים בייניים			AIII	1	ud		$\vdash$				-	_	-aroj	Je	AU:	ou d	iia .
Medica, Nissan and Land Rover legacy DTCs are for reference, Ford PT was not exponential for adjusting the part of the patients of the patient		[] = assigned but not used	Spark Ignition PC		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		Component/ System and I/O Type
GEM Module DTCs		Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	continuous	OEO	COER	000	OER	ontinuous	OEO					ontinuous	OEO		ontinuous	(OEO	A = Analog D = Digital F = Frequency I = Input
13142   GMD   Defective   G   G   G   G   G   G   G   G   G	P3499		0	¥	X (	<u> </u>	×	0	XX					0	XX		0	Σ.	g 0 - output
13142   GMD   Defective   G   G   G   G   G   G   G   G   G																			
13155   Spinion Run Circuit Cippen or Short To Ground   G   g   G   G   G   G   G   G   G   G				Ш		_	$\bot$									<u> </u>			
13159   Spinition Rum/Acc Circuit Open Or Short To Ground   G   G   G   G   G   G   G   G   G			G	_	_	+	+								$\vdash$			H	
13185   Injection Start Circuit Failure   G   G   G   G   G   G   G   G   G	B1359	·	G	_	_	-	+											Н	_
March   Marc	B1365			-	_	$\top$	T												
1485   Brake Pedal Input Short To Battery			G	Ĭ															
PATS System DTCs				-	_														
13123   Less Than Two Keys Programmed to the PATS Control	B1485	Brake Pedal Input Short To Battery	G	g	g	_	+								$\vdash$			Н	_
13123   Lass Than Two Keys Programmed to the PATS Control		PATS System DTCs		H	-	+	+								$\vdash$			H	-
	B1213	·		H			+	D	$\vdash$	М				E	$\vdash$	D		Н	+
18100   No PATS Key Read by the PATS Control		, <u>,</u>	L	Ħ		丁	Ħ	Ĺ	Ħ	Ë				Ė		Ť		Ħ	1
181601   Unprogrammed PATS Key																			
Antenna Nat Commented				Ш	$\perp \downarrow$		$\sqcup$		$oxed{oxed}$						$oxed{oxed}$			Ц	
2103 Antenna Not Connected		, <u>,</u>		Н	$\dashv$	+	+		$\vdash$				-		$\vdash$			Н	_
2230   PCM, ID Does Not Match between PCM and PATS				H		-	+											Н	_
22139   PCM_ID Does Not Metch between PCM and PATS				H		$^{+}$	$\dagger \dagger$												+
12431 Key Programming Error	B2139	PCM_ID Does Not Match between PCM and PATS														D			
Theft Detected, Vehicle Immobilized   G   D   D   D   D   D   D   D   D   D		·																	
		, , ,	_	Н		-	$\bot$	_		М						D			
CAN - Invalid data for Vehicle Security			G	Н		+	+	ט	$\vdash$		J			E			U	H	+
Alternative Fuel Control Module DTCs		,		H		$^{+}$	$\dagger \dagger$							Е					1
Fuel Tank Pressure Sensor Circuit	U2511	,					T												
Fuel Tank Pressure Sensor Circuit																			
State   Tank Pressure Sensor Circuit Open   G   G   G   G   G   G   G   G   G	D4040		_	H		-	+												
Battery Voltage High   G   G   G   G   G   G   G   G   G			_	H	-	+	+								$\vdash$			H	-
Battery Voltage Low				H		$^{+}$	$\dagger \dagger$												+
11260   SCP (J1850) Single Ended (+) Circuit Failure   G   SCP (J1850) Single Ended (-) Circuit Failure   G   SCP (J1850) Single Ended (-) Circuit Failure   G   SCP (J1850) Communication Bus Fault							Ħ								Ħ				
Ax4 Control Module DTCs				Ш		_	$\bot$											Ш	
Ax4 Control Module DTCs				H		-	+		-									H	
Transfer Case unable to transition between 2H and 4H	01202	SCP (31850) Communication bus Fault	G	H		-	+											Н	_
Transfer Case unable to transition between 4H and 4L		4x4 Control Module DTCs		H			+												
21970			G																
Available																			
C1979   IWE Solenoid Circuit Failure		,		)		_	+								$\vdash$			Н	_
State   Stat						+	+								$\vdash$			H	-
Battery Voltage High  G g g g  Battery Voltage Low  Battery Voltage Low  G g g g  Battery Voltage Low  Battery Low  Battery						+	+												+
State   Stat				3	3														
Bit   Driver Door Ajar Circuit Failure   G   G   G   G   G   G   G   G   G		· · · · · ·	G																
Strate   Driver Door Ajar Circuit Short To Ground   G g g g   G g g g g g g g g g g g g g		, ,		g	g	_	$\bot$									<u> </u>			
State   Stat		·		Ļ		+	Н		$\vdash$	<u> </u>			-	-	$\vdash$	-	_	Н	_
State   Ignition Run Circuit Failure		·				+	H		$\vdash$	1		-			$\vdash$	$\vdash$	-	H	+
State   Ignition Run/Acc Circuit Failure			Ť			$\dagger$	H		$\vdash$	1					$\dag \uparrow$	1		H	+
Brake Pedal Input Circuit Failure			L			Ī	Ħ	L		L								Ħ	
State   Ignition Run/Start Circuit Failure   G   g   g   g   g   g   g   g   g   g		'	G	g	g													П	
32105   Throttle Position Input Out of Range Low   G g g g		·	_			$\downarrow$	Щ		oxdot						oxdot	1		Н	
Throttle Position Input Out of Range High  G g g g  J1900 CAN Communication Bus Fault - Receive Error  G J1950 UBP Communication Bus Fault  G J J1950 UBP Communication Bus Fault						+	+		$\vdash$				-	-	$\vdash$	1		Н	_
J1900 CAN Communication Bus Fault - Receive Error G J J1950 UBP Communication Bus Fault G J J1950 UBP Communication Bus Fault G J J1950 UBP Communication Bus Fault G J J1950 UBP Communication Bus Fault G J J1950 UBP Comm		i ü				+	H		$\vdash$	<u> </u>			-	-	$\vdash$	1	-	H	+
J1950 UBP Communication Bus Fault G G	22100			Э	э	+	H		$\vdash$						H	t		H	+
	U1900	CAN Communication Bus Fault - Receive Error	G	Ħ		Ţ	Ħ			L					LT			Ħ	
J2023   Fault Received From External Node           G				П	1	I	П								П			П	
	U2023	Fault Received From External Node	G							<u> </u>						<u> </u>			

	000 1101 11 0 1 0 1 0 1 1					_											<u> </u>	<del></del>	
	OBD-II Diagnostic Trouble Code Definitions		th /	me	rica	1		+						urop	e	Au	stra	ilia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM		MOGIOCIA	Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	OEO	ontinuous	KOEO	A STOCK	ontinuous	KOER					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
U2051	One or More Calibration Files Missing / Corrupt	O	조 2	2 0	조 7	2 (	2 2	2 X					O	조 조		O	半	¥	O = Output
	UBP Invalid Data From Node ID \$60	G					1										Ħ	П	
U2226	UBP Invalid Data From Node ID \$10	G																◨	
																	Ш	Ц	
	Otandalana Tananaisaisa Osatad Madala PTOs		_	_		-	_	_									Ш	H	
C1218	Standalone Transmission Control Module DTCs ABS Lamp Warning Out Circuit Failure		-	Т	H			-						_			H	H	
	Wheel Speed Mismatch			T T				-									H	H	
	Wheel Speed LF Input Signal Missing			Ť			1										Ħ	П	
C1296	Wheel Speed LF Signal Fault			Т															
	Wheel Speed RF Signal Fault			Т													Ш	П	
	Wheel Speed RR Signal Fault		_	T	Ш	4		_						_			₽	Н	
C1299	Wheel Speed LR Signal Fault			Т		+		-									H	Н	
C1943	Airbag Deployment Indication Input Fault		+	+	$\vdash$	+	+	+	-	$\vdash$				+	D		Н	$\forall$	
C1994	ESP Continuous Operation Fault		T	1	H	t	1								D		Ħ	П	
	,						T										П	П	
																		П	
																	Ш	Ц	
110004	Network - Electrical		_	+		4	_	-1 -1					-+		_		Ш	H	
	High Speed CAN Communication Bus High Speed CAN Communication Bus Performance	G	-	T*	H	_		d d					E*	-	D		H	H	
	High Speed CAN Communication Bus (+) Open		+	+	H	+'	<u> </u>	u u						+			H	H	
	High Speed CAN Communication Bus (+) Low																Ħ	H	
	High Speed CAN Communication Bus (+) High						T										П	П	
	High Speed CAN Communication Bus (–) Open																	П	
	High Speed CAN Communication Bus (–) Low			-		_	_										Ш	Н	
	High Speed CAN Communication Bus (-) High High Speed CAN Communication Bus (-) shorted to Bus (+)		-	-	$\vdash$	-		-						-			H	H	
	Medium Speed CAN Communication Bus (+)		H	-	H	+											Н	H	
	Medium Speed CAN Communication Bus Performance		T	1	H	t	1										Ħ	П	
	Medium Speed CAN Communication Bus (+) Open																	◨	
	Medium Speed CAN Communication Bus (+) Low																П	П	
	Medium Speed CAN Communication Bus (+) High			-		_	_										Ш	Н	
	Medium Speed CAN Communication Bus (–) Open  Medium Speed CAN Communication Bus (–) Low		$\vdash$	-		+	_	_						-			H	H	
	Medium Speed CAN Communication Bus (–) Low  Medium Speed CAN Communication Bus (–) High		H	-	H	+											Н	H	
	Medium Speed CAN Communication Bus (-) shorted to Bus (+)		T	1	H	t	1										Ħ	П	
U0019	Low Speed CAN Communication Bus																		
	Low Speed CAN Communication Bus Performance		Ц		П	$oldsymbol{oldsymbol{oldsymbol{oldsymbol{\Gamma}}}$	$\prod$	Ļ						$\Box$			Ц	Ц	
	Low Speed CAN Communication Bus (+) Open	<u> </u>	4	-	$\vdash \vdash$	+	4	-	_	Щ				+	1		${m \sqcup}$	$\dashv$	
U0022 U0023	Low Speed CAN Communication Bus (+) Low Low Speed CAN Communication Bus (+) High	<u> </u>	+	-	+	+	+	+	-	H	-			+			H	$\vdash$	
U0023	Low Speed CAN Communication Bus (+) Flight Low Speed CAN Communication Bus (-) Open		H	+	H	+	+	+						+			H	H	
	Low Speed CAN Communication Bus (-) Low		Ħ		H	$\dagger$	7	$\dagger$						$\top$			Ħ	П	
U0026	Low Speed CAN Communication Bus (-) High				П	I											П	◨	
U0027	Low Speed CAN Communication Bus (–) shorted to Bus (+)	ļ	4	_	$\sqcup \bot$	$\perp$		1	<u> </u>	Ш				$\perp$			Ш	Ц	
	Vehicle Communication Bus A	<u> </u>	$\perp$	-	$\vdash$			d d						+	1	-	H	$\dashv$	
	Vehicle Communication Bus "A" Performance Vehicle Communication Bus "A" (+) Open	-	+	-	+	+'	יע	u u		H				+	1		Н	H	
	Vehicle Communication Bus "A" (+) Low		H		${\dagger}$	$\dagger$	+	$\dagger$						$\top$			Ħ	П	
	Vehicle Communication Bus "A" (+) High		╽	İ	П	I	╛	İ						士	L	L	Ħ	₫	
	Vehicle Communication Bus "A" (–) Open				П	Ţ	I			Ш							Ц	Ц	
	Vehicle Communication Bus "A" (–) Low		$\sqcup$		$\sqcup$	$\downarrow$	4	_						+		<u> </u>	Ш	Н	
	Vehicle Communication Bus "A" (–) High	<u> </u>	+	-	$\vdash$	+	+	+	<u> </u>	$\vdash$				+		-	H	$\dashv$	
	Vehicle Communication Bus "A" (–) shorted to Bus "A" (+) Vehicle Communication Bus "B"	-	+	-	+	+	D .	d d		H				+	1		Н	H	
	Vehicle Communication Bus "B" Performance		+		$\dagger \dagger$	+	-	<del>-   u</del>		$\vdash$				+			Ħ	П	
	Vehicle Communication Bus "B" (+) Open		◨	L	П	1								丁			П	Ճ	
	Vehicle Communication Bus "B" (+) Low			Ĺ	Щ	Ţ	$oxed{J}$	$oxed{\bot}$		Ш							Ц	Ц	
	Vehicle Communication Bus "B" (+) High		4	-	$\vdash \vdash$	+	-	+		Ш				+			${m \sqcup}$	$\dashv$	
UUU42	Vehicle Communication Bus "B" (–) Open	<u> </u>			Щ		L		<u> </u>	Ш							ш	ப	

																	_		
	OBD-II Diagnostic Trouble Code Definitions		rth /	Ame	rica	а		-					E	urop	e	Aus	stra	ılıa	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	)EO	ontinuous	KOEO	JER	ontinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	JER	A = Analog D = Digital F = Frequency I = Input
U0043	Vehicle Communication Bus "B" (–) Low	ŏ	χÿ	2 0	잘 :	¥	ŏ	조조					ŏ	조 조		ర	Ў	ᆇ	O = Output
	Vehicle Communication Bus "B" (–) High		H		H	+		+						+			H	$\dashv$	
U0045	Vehicle Communication Bus "B" (–) shorted to Bus "B" (+)				Ħ												Ħ	T	
U0046	Vehicle Communication Bus C																	╛	
U0047	Vehicle Communication Bus "C" Performance		_		$\perp$	4											${f H}$	4	
U0048 U0049	Vehicle Communication Bus "C" (+) Open Vehicle Communication Bus "C" (+) Low		+	-	H	+		-						-			H	$\dashv$	
U0050	Vehicle Communication Bus "C" (+) High		H	+	H	1		$^{+}$						$^{+}$			H	$\dashv$	
U0051	Vehicle Communication Bus "C" (–) Open				Ħ												Ħ	T	
U0052	Vehicle Communication Bus "C" (–) Low																	I	
U0053	Vehicle Communication Bus "C" (–) High		Ш	_	Ш	4											Ш	_	
U0054	Vehicle Communication Bus "C" (–) shorted to Bus "C" (+) Vehicle Communication Bus "D"		$\vdash$	-	Н	4		-						-			H	4	
U0055 U0056	Vehicle Communication Bus "D" Performance		$\vdash$		H	-											${f H}$	$\dashv$	
U0057	Vehicle Communication Bus "D" (+) Open		H		H	1											H	$\exists$	
U0058	Vehicle Communication Bus "D" (+) Low					T											Ħ	T	
U0059	Vehicle Communication Bus "D" (+) High																	$\Box$	
U0060	Vehicle Communication Bus "D" (–) Open				Ш	4											Ш	4	
U0061 U0062	Vehicle Communication Bus "D" (–) Low Vehicle Communication Bus "D" (–) High		$\vdash$	-	H	+		-						-			${f H}$	$\dashv$	
U0063	Vehicle Communication Bus "D" (–) Shorted to Bus "D" (+)		+	-	H	-		-						-			H	_	
U0064	Vehicle Communication Bus "E"		H			T											Ħ		
U0065	Vehicle Communication Bus "E" Performance																		
	Vehicle Communication Bus "E" (+) Open				Ш	4		_						_			Ш	4	
	Vehicle Communication Bus "E" (+) Low Vehicle Communication Bus "E" (+) High		$\vdash$	-	Н	4		-						-			H	$\dashv$	
	Vehicle Communication Bus "E" (–) Open		H	-	H	+		_						_			H	$\dashv$	
	Vehicle Communication Bus "E" (–) Low		H			T											Ħ		
U0071	Vehicle Communication Bus "E" (–) High																	I	-
U0072	Vehicle Communication Bus "E" (–) shorted to Bus "E" (+)		Ш	_	Ш	4			L.								Ш	_	
U0073 U0074	Control Module Communication Bus "A" Off Control Module Communication Bus "B" Off		H	T,	$\mathbb{H}$	-	D*	_	М					_			H	$\dashv$	
U0074	Control Module Confindincation bus B Oil		$\vdash$		H	+		_						_			H	$\dashv$	
U0076						T											Ħ	$\exists$	
U0077																		I	
U0078					Ш	4		_						_			Ш	4	
U0079 U0080			$\vdash$	-	H	+		-						-			${f H}$	$\dashv$	
U0080			$\vdash$		H	+											H	$\dashv$	
U0082			Ħ	$\dagger$	Ħ	+		$\dashv$						$\dashv$			Ħ	$\dashv$	
U0083					Ц													I	
U0084			Щ	1	Ц	4		_	<u> </u>		Ш			_	<u> </u>		Ц	4	
U0085 U0086			${\it H}$	+	${\color{blue}+}$	+		+	<u> </u>				$\vdash$	+	<u> </u>		${m H}$	+	
U0086			H	+	H	+		+						+		<del>                                     </del>	H	+	
U0088			H	$\dagger$	$\dag \dag$	$\dashv$		$\dashv$						$\dashv$			Ħ	$\dashv$	
U0089			◨	I	П	╛											П	J	
U0090			Ц		П	I											Щ	J	
U0091		-	dash	+	${oldsymbol{ert}}$	4		-	<u> </u>					-	<u> </u>		${m m eta}$	$\dashv$	
U0092 U0093			H	+	${}^{\rm H}$	+		+			Н			+			H	$\dashv$	
U0094			H	+	H	$\dashv$		$\dashv$						$\dashv$		H	H	$\dashv$	
U0095			◨	İ	Ⅱ	╛		╧						╧			♬	⇉	
U0096				T	П	I											П	I	
U0097		<u> </u>	oxdapsilon	1	$\sqcup$	4		_						_		<u> </u>	Ц	$\dashv$	
U0098 U0099		<u> </u>	H	+	${}$	+		+	-		$\vdash$		$\vdash$	+	-	-	H	+	
00033	Network - Communication		${\mathsf H}$	+	$\forall$	+		+	<del>                                     </del>					+	<del>                                     </del>		H	+	
U0100	Lost Communication With ECM / PCM A		Ħ	T,	H		D*		М					$\dashv$	D		Ħ	$\dashv$	ECM
U0101	Lost Communication with TCM	G*			П		D*	d d					Е		D		П	I	TCM
	Lost Communication with Transfer Case Control Module	<u> </u>	oxdapsilon	T		4		_	М					_		<u> </u>	Ц	$\dashv$	TCCM
00103	Lost Communication With Gear Shift Control Module A	<u> </u>		T	Ш				<u> </u>						<u> </u>		ш	L	GSM

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Am	ner	ica	T		П					Е	urop	e	Aus	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM			Standalone TCM		Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only! Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs. Shading indicates change from previous version.	snon	KOEO			KOER KOER			KOER					snon	KOEO KOER		snon	KOEO	KOER	A = Analog D = Digital F = Frequency I = Input O = Output
U0104	Lost Communication With Cruise Control Module																			CCM
	Lost Communication With Fuel Injector Control Module  Lost Communication With Glow Plug Control Module			_	_	-	D	) d	d											FICM GPCM
U0106 U0107	Lost Communication With Glow Plug Control Module  Lost Communication With Throttle Actuator Control Module						+		H											TACM
U0108	Lost Communication With Alternative Fuel Control Module	G*	H		1	-	T		H					E*						AFCM
U0109	Lost Communication With Fuel Pump Control Module	G	g	g																FPCM
	Lost Communication With Exhaust Gas Recirculation Control Module "A"																			
	Lost Communication With Exhaust Gas Recirculation Control Module "B"			_	_	_	_		H											
	Lost Communication With Turbocharger/Supercharger Control Module "A"  Lost Communication With Turbocharger/Supercharger Control Module "B"		Н		-	-	-		H											
	Lost Communication With Turbocharger/Supercharger Control Module  Lost Communication With Reductant Control Module		Н			-	╁													
	Lost Communication With Air Conditioning Control Module		H	$\dashv$	+	$\dagger$	1	T	Ħ									t	Ħ	
U0110	Lost Communication With Drive Motor Control Module "A"			╛			I	l	Ճ											DMCM
	Lost Communication With Battery Energy Control Module "A"	G	Ц	I	Т	$\perp$		Ţ	Ц						II					BECM
	Lost Communication With Battery Energy Control Module "B"  Lost Communication With Emissions Critical Control Information		H	4	Т	+	+	$\perp$	${\color{blue}oldsymbol{arphi}}$						$\dashv$			1	Н	BECM
	Lost Communication with Four-Wheel Drive Clutch Control Module		H	-	1	_	-		H	М									H	
	Lost Communication With Four-Wheel Drive Clutch Control Module  Lost Communication With ECM / PCM B		H	+	+	+	+	+	$\forall$	171					+			H	H	
	Lost Communication With Coolant Temperature Control Module		П																	
	Lost Communication With PTO Control Module																			
	Lost Communication With Fuel Additive Control Module								Ш											
U0119	Lost Communication With Fuel Cell Control Module		H		_	_	-													
U011A U011B	Lost Communication With Exhaust Gas Sensor Module Lost Communication With Rocker Arm Control Module A		H	-	-	-	+											-		
	Lost Communication With Rocker Arm Control Module B		Н		1	$^+$	╁		H										H	
U011D	Lost Communication With All Wheel Drive Control Module					T	1													
U011E																				
U011F			H		_	_	-													
U0120 U0121	Lost Communication With Starter / Generator Control Module  Lost Communication With Anti-Lock Brake System (ABS) Control Module	G	Н		т	-		) d	H	M M*				E*		D				ABSCM
U0121	Lost Communication With Ann-Lock Brake System (ABS) Control Module	0	Н		+	$^+$	+-	, u	_	M*				Е					H	VDCM
U0123	Lost Communication With Yaw Rate Sensor Module					T	1			М*										YRS
	Lost Communication With Lateral Acceleration Sensor Module																			LAS
	Lost Communication With Multi-axis Acceleration Sensor Module		Ш			_	-		Щ											MAS
	Lost Communication With Steering Angle Sensor Module  Lost Communication With Tire Pressure Monitor Module		Н	-	_	_	-		H	М										SAS TPM
	Lost Communication With The Pressure Worldon Woodule  Lost Communication With Park Brake Control Module		H	+	-	+	+		H										H	PBCM
	Lost Communication With Brake System Control Module	G	П		Т	-	$\top$		Ħ										Ħ	BSCM
U012A	,																			
U012B																				
U012C			H		_	_	-													
U012D U012E			Н		-	-	-		H											
U012F			Н			-	╁													
	Lost Communication With Steering Effort Control Module		H	$\dashv$	+	$\dagger$	1	T	Ħ									t	H	SECM
U0131	Lost Communication With Power Steering Control Module					I	L	Ţ	П	М								L		PSCM
	Lost Communication With Suspension Control Module A		Ц	Ц	Ţ	$oldsymbol{ol}}}}}}}}}}}}}}$	L		Ц									Ľ	Ц	RLCM
	Lost Communication With Active Roll Control Module		H	4	4	+	+	+	${m H}$						4			1	H	
	Lost Communication With Power Steering Control Module - Rear Lost Communication With Differential Control Module - Front		Н	$\dashv$	$\dashv$	+	+	+	$\forall$						+		-	┝	H	
	Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Communication With Differential Control Module - Profit  Lost Control Module - Profit		H	Ħ	+	+	+	+	Ħ						+				H	
	Lost Communication With Trailer Brake Control Module		Ħ		_†	╁	С	d	Ħ									T	П	
	Lost Communication with All Terrain Control Module								Ш											
	Lost Communication With Suspension Control Module B		Ц	Ц	_	$\downarrow$	1	$\perp$	$\sqcup$						4				Ц	DC: ·
	Lost Communication With Body Control Module  Lost Communication With Body Control Module "A"		H	$\dashv$	T	+	-	+	H						$\dashv$		-	-	Н	BCM BCM
	Lost Communication With Body Control Module "A"		H	$\dashv$	$\dashv$	+	+	+	$\forall$						+			$\vdash$	H	BCM
	Lost Communication With Body Control Module "C"		H	$\dashv$	+	$\dagger$	$\dagger$	+	H						+			H	H	BCM
U0144	Lost Communication With Body Control Module "D"							I												BCM
	Lost Communication With Body Control Module "E"		Ц	I		$oxed{L}$		Ţ	Ц										Ц	BCM
	Lost Communication With Gateway "A"		H	4	4	+	+	$\perp$	${\color{blue}oldsymbol{arphi}}$						$\dashv$			1	Н	
00147	Lost Communication With Gateway "B"	<u> </u>	Ш															1	Ш	

	OBD-II Diagnostic Trouble Code Definitions	No	rth /	١me	ric	a							Е	urop	e	Aus	stra	alia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	KOEO	ontinuous	000	OER	Continuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	OER	A = Analog D = Digital F = Frequency I = Input O = Output
U0148	Lost Communication With Gateway "C"	0	Σ ;	2 0	×	×	0	X X					0	X X		٥	×	×	O = Output
U0149	Lost Communication With Gateway "D"																Ш	Ц	
U0150 U0151	Lost Communication With Gateway "E"  Lost Communication With Restraints Control Module	G			$\perp$	H	D	d									H	Н	RCM
U0152	Lost Communication With Side Restraints Control Module - Left	Ť	H		t	H	_	_									Ħ	Ħ	SRCM - Left
U0153	Lost Communication With Side Restraints Control Module - Right																П		SRCM - Right
U0154	Lost Communication with Restraints Occupant Classification System Module	G*		Ŧ	<u> </u>	Н	D*	امام	N 4*				_	-	D		$\sqcup$	Щ	ROSCM
U0155 U0156	Lost Communication With Instrument Panel Cluster (IPC) Control Module Lost Communication With Information Center "A"	G	H	+'	+	H	ט	d d	IVI				Е		U		H	H	IPCCM
U0157	Lost Communication With Information Center "B"		H		t	H											Ħ	Ħ	
	Lost Communication With Head Up Display																		HUD
	Lost Communication With Parking Assist Control Module A			_	-									_			Ш	Ш	PACM
	Lost Communication With Audible Alert Control Module  Lost Communication With Compass Module	-	$\vdash$	+	-	Н		+	-					+			H	Н	AACM
	Lost Communication With Compass Module  Lost Communication With Navigation Display Module		$\forall$	$\dagger$	1	H		$\vdash$						+			H	H	NDM
	Lost Communication With Navigation Control Module																Ħ	П	NCM
U0164	Lost Communication With HVAC Control Module																	П	HVACCM
U0165	Lost Communication With HVAC Control Module - Rear			-	_		D	الم						-			H	$\blacksquare$	HVACCM Rear
U0166 U0167	Lost Communication With Auxiliary Heater Control Module  Lost Communication With Vehicle Immobilizer Control Module			+	$\vdash$	Н	U	d						+			H	H	AHCM VICM
	Lost Communication With Vehicle Security Control Module		H	+	<del>                                     </del>	Н											H	H	VSCM
U0169	Lost Communication With Sunroof Control Module																Ħ	Ħ	SCM
U016A	Lost Communication With Global Positioning System Module																		
U0170	Lost Communication With "Restraints System Sensor A"			_	_												Ш	Щ	
U0171 U0172	Lost Communication With "Restraints System Sensor B"  Lost Communication With "Restraints System Sensor C"			+	$\vdash$	Н								+			H	H	
U0173	Lost Communication With "Restraints System Sensor D"			+	$\vdash$	H											H	H	
U0174	Lost Communication With "Restraints System Sensor E"			T													Ħ	П	
U0175	Lost Communication With "Restraints System Sensor F"																		
U0176	Lost Communication With "Restraints System Sensor G"			-	_									-			H	$\blacksquare$	
U0177 U0178	Lost Communication With "Restraints System Sensor H"  Lost Communication With "Restraints System Sensor I"			+	-									+			Н	Н	
	Lost Communication With "Restraints System Sensor J"			+	$\vdash$	H											H	H	
	Lost Communication With "Restraints System Sensor K"																		
	Lost Communication With "Restraints System Sensor L"																Ц	Ш	
	Lost Communication With "Restraints System Sensor M"  Lost Communication With "Restraints System Sensor N"		$\vdash$	-	-									_			H	Н	
	Lost Communication With Restraints System Sensor N  Lost Communication With Seatbelt Pretensioner Module "A"		H	-	+	H											H	H	
	Lost Communication With Seatbelt Pretensioner Module "B"				$\dagger$												Ħ	H	
	Lost Communication With Automatic Lighting Control Module																		
	Lost Communication With Headlamp Leveling Control Module	<u> </u>	Н	-	1	Н		$\vdash$	_	<u> </u>				+	<u> </u>		Ш	Ц	
	Lost Communication With Lighting Control Module - Front Lost Communication With Lighting Control Module - Rear A	<u> </u>	$\vdash$	$\perp$	$\vdash$	Н		$\vdash$	1	<del>                                     </del>				+	<u> </u>		H	$\dashv$	
	Lost Communication With Eighting Control Module - Real A	<u> </u>	H	+	$\vdash$	H		+	$\vdash$	$\vdash$		H		+	I		H	H	
	Lost Communication With Antenna Control Module		ธ	I	L	╚		╚	L					土			Ħ		
	Lost Communication With Audio Amplifier A		Ц			Ц								Ţ			П	Ц	
	Lost Communication With Digital Disc Player/Changer Module A	-	dash	-	-	H		-	1	<del>                                     </del>				+	<del>                                     </del>		${m \sqcup}$	Н	
	Lost Communication With Digital Disc Player/Changer Module B Lost Communication With Digital Disc Player/Changer Module C	<b> </b>	H	+	-	H		+	$\vdash$					+			H	Н	
	Lost Communication With Digital Disc Player/Changer Module D		$\dag$	$\dagger$	1	H		+		t				$\dashv$	t		Ħ	H	
	Lost Communication With Television																П		
	Lost Communication With Personal Computer		Ц	_	<u> </u>	$oxed{igspace}$								_			$\sqcup$	Ц	
U0193 U0194	Lost Communication With Digital Audio Control Module A  Lost Communication With Digital Audio Control Module B	-	H	+	$\vdash$	Н		+	1	<del>                                     </del>				+	<del>                                     </del>		H	H	
U0195	Lost Communication With Digital Addition Control Module B  Lost Communication With Subscription Entertainment Receiver Module		H	+	╁	H		+	1					+			H	H	
U0196	Lost Communication With Entertainment Control Module - Rear A		Ħ	T	t	П								丁	L		Ħ	П	
U0197	Lost Communication With Telephone Control Module			Ţ		П											П	П	
U0198	Lost Communication With Telematic Control Module	ļ	igdash	$\perp$	-	Н		4	1	1				+	<u> </u>		${m \sqcup}$	${m H}$	
U0199 U0200	Lost Communication With Door Control Module A Lost Communication With Door Control Module B		H	+	$\vdash$	${\mathbb H}$		+	1	<del>                                     </del>				+			Н	Н	
	Lost Communication With Door Control Module C		H	$\top$	t	H		+						+			H	H	
	Lost Communication With Door Control Module D																		
																			·

	OPD II Diagnostia Trauble Code Petinisiana	NJ-	<b>-4</b> -	Am		icc	1	1	1					-	uro	nc	Aus	-t	<b></b>	
	OBD-II Diagnostic Trouble Code Definitions		rtn	Am	ier	ica	-							_	uro	pe	Au	Stra	ana	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		MOT andebasts	Standalone I CIM		Diesel PCM			Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.	Continuous	.0	KOER	snonu	2 8	tinuous	:0	ĸ					Continuous	0 8		Continuous	0.	R	A = Analog D = Digital F = Frequency I = Input
	Shading indicates change from previous version.	Son	ΚÕ	Ko		Š	S	KOEO	KOE					S	KOEO		S	KOE	KO	O = Output
U0203	Lost Communication With Door Control Module E																			
	Lost Communication With Door Control Module F		H	Ш	4		-									-			H	
U0205 U0206	Lost Communication With Door Control Module G  Lost Communication With Folding Top Control Module		Н	H	-		+	+							H	-			Н	
U0207	Lost Communication With Moveable Roof Control Module		H	H			+		H						H				H	
U0208	Lost Communication With Seat Control Module A				1															
U0209	Lost Communication With Seat Control Module B																			•
U0210 U0211	Lost Communication With Seat Control Module C			H	4		-	-							$\vdash$	-	<u> </u>			
	Lost Communication With Seat Control Module D  Lost Communication With Steering Column Control Module		Н	H	-		-								H	+			Н	
	Lost Communication With Mirror Control Module		H	$\forall$	$\dagger$		1	+	H						$\dag \uparrow$	1	1	H	H	
U0214	Lost Communication With Remote Function Actuation			Ц		I	L											L		
	Lost Communication With Door Switch A		Ц	Ц	_[	Ţ	L	Щ	Ц						Щ				Ц	
	Lost Communication With Door Switch B Lost Communication With Door Switch C	-	Н	$\vdash \vdash$	+	-	1	+	Н						$\vdash \vdash$	-	1	_	Н	
	Lost Communication With Door Switch D		Н	H	-		-								H	+			Н	
	Lost Communication With Door Switch E		H	$\forall$	$\dagger$	+	+	+	H						$\vdash$	+	1	H	H	
U0220	Lost Communication With Door Switch F			Ħ	╛	İ	İ		◨						Ш	L	L			
U0221	Lost Communication With Door Switch G																			
U0222	Lost Communication With Door Window Motor A			Ш			-													
U0223 U0224	Lost Communication With Door Window Motor B Lost Communication With Door Window Motor C		Н	H	-		+	+							H	-			Н	
U0225	Lost Communication With Door Window Motor D		H	H	+	-	+		H						H	-			H	
U0226	Lost Communication With Door Window Motor E			Ħ																
U0227	Lost Communication With Door Window Motor F																			
U0228	Lost Communication With Door Window Motor G			Ш			-													
U0229 U0230	Lost Communication With Heated Steering Wheel Module  Lost Communication With Rear Gate Module		Н	H	-		+	+							H	-			Н	
U0231	Lost Communication With Rain Sensing Module			H			+								H	+				
U0232	Lost Communication With Side Obstacle Detection Control Module - Left			Ħ																
U0233	Lost Communication With Side Obstacle Detection Control Module - Right																			
U0234	Lost Communication With Convenience Recall Module		Ш	Ш			-									-			Ш	
U0235 U0236	Lost Communication With Cruise Control Front Distance Range Sensor  Lost Communication With Column Lock Module		H	$\vdash$	+	-	-	-							$\vdash$	-	-	-	H	
U0237	Lost Communication With Column Edek Module  Lost Communication With Digital Audio Control Module C		Н	$\vdash$		-	+								H	+	1		Н	
U0238	Lost Communication With Digital Audio Control Module D			H					H						H					
U0239	Lost Communication With Entrapment Control Module A																			
	Lost Communication With Image Processing Module A		Ш	Ш			-									-			Ш	
	Lost Communication With Image Processing Module B Lost Communication With Image Processing Module C		H	$\vdash$	+	-	-	-							$\vdash$	-	-	-	H	
U023C	Lost Communication vitin image i rocessing ividuale C		H	H	+	+	+	+	H						$\vdash$	+	1	H	H	
U023E			Ħ		_†		İ	T										L	Ħ	
U023F					1				П											_
	Lost Communication With Entrapment Control Module B	<u> </u>	Ш	Н	_	-	-	$\perp$	Ц						Щ	_	<u> </u>	1	Ш	
	Lost Communication With Headlamp Control Module A  Lost Communication With Headlamp Control Module B	1	Н	${\mathbb H}$	+	+	+	+	H					-	$\vdash$	-	1	1	Н	
	Lost Communication With Parking Assist Control Module B		H	$\forall$	+		1	+	H					-	$\vdash$	1	1	1	H	
	Lost Communication With Running Board Control Module A		П	H	_		İ	╅	H									İ	П	
	Lost Communication With Entertainment Control Module - Front				1															
	Lost Communication With Seat Control Module E	<u> </u>	Н	dash	$\downarrow$	$\bot$	1	+	Ц		_			<u> </u>	$\vdash \vdash$	-	-	1	Н	
	Lost Communication With Seat Control Module F  Lost Communication with Remote Accessory Module	-	Н	H	+	+	+	+	Н	_				_	$\vdash$	+	1	1	Н	
	Lost Communication with Remote Accessory Module  Lost Communication With Entertainment Control Module - Rear B		H	H	+	+	+	+	H						$\vdash$	+	1	H	H	
	Lost Communication With Interior Lighting Control Module		П	Ħ	†		T	T	H						$\sqcap$			T	П	
	Lost Communication With Impact Clasification System Module			Ш	I															
	Lost Communication With Running Board Control Module B	<u> </u>	Щ	Н	4	$\downarrow$	1	$\perp$	Ц						$\sqcup$	-	1	1	Щ	
	Lost Communication With Lighting Control Module - Rear B  Lost Communication With Accessory Protocol Interface Module	1	Н	$\dashv$	+	+	+	+	Н					-	$\vdash$	-	1	1	Н	
	Lost Communication With Accessory Protocol Interface Module  Lost Communication With Remote Start Module		H	$\forall$	+	+	1	+	H					-	$\vdash$	1	1	1	H	
	Lost Communication With Front Display Interface Module		H	H	$\dagger$		1	T	Ħ						H	1	1	t	H	
	Lost Communication With Front Controls Interface Module A			Ш																
U0257	Lost Communication With Front Controls / Display Interface Module		Ш																Ш	

**Affil: Burnislades, ^ = COT Cancel flashes, + = "Wirendy" light illuminates,		OBD-II Diagnostic Trouble Code Definitions	No.	rth	Δm	ario	ا و.			ı	1	1	ı	-	ura	20	Δ	etro	alio	
Communication With Seat Control Switch Module   Control		ODD-11 Diagnostic Trouble Code Delititions		I	71116	2110	a		$\vdash$	1				_	-ui 0	Je	Au	3116	and.	
Masca, Nissan and Land Rover legacy DTCs are for reference. Ford PTT vass not responsible for assigning threes DTCs.  100559 100		[] = assigned but not used	Spark Ignition PC		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			Component/ System and I/O Type
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U040C Invalid Data Received from Exhaust Gas Recirculation Control Module B U040D Invalid Data Received from Turbocharger/Supercharger Control Module A U040E Invalid Data Received from Turbocharger/Supercharger Control Module B U040F Invalid Data Received from Reductant Control Module U0410 Invalid Data Received from Fuel Pump Control Module U0411 Invalid Data Received from Drive Motor Control Module A U0412 Invalid Data Received from Battery Energy Control Module A U0413 Invalid Data Received from Battery Energy Control Module B U0414 Invalid Data Received from Battery Energy Control Module B U0415 Invalid Data Received from Four-Wheel Drive Clutch Control Module U0416 Invalid Data Received from Vehicle Dynamics Control Module U0417 Invalid Data Received from Vehicle Dynamics Control Module U0418 Invalid Data Received from Park Brake Control Module U0419 Invalid Data Received from Brake System Control Module U0419 Invalid Data Received from Brake System Control Module U0419 Invalid Data Received from Brake System Control Module U0419 Invalid Data Received from Steering Effort Control Module		0																		
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U040E   Invalid Data Received from Turbocharger/Supercharger Control Module B   U040F   Invalid Data Received from Reductant Control Module   U0410   Invalid Data Received from Fuel Pump Control Module   U0411   Invalid Data Received from Drive Motor Control Module A   U0412   Invalid Data Received from Battery Energy Control Module A   U0413   Invalid Data Received from Battery Energy Control Module B   U0414   Invalid Data Received from Four-Wheel Drive Clutch Control Module   T*   U0415   Invalid Data Received from Anti-Lock Brake System (ABS) Control Module   T*   D d   U0416   Invalid Data Received from Vehicle Dynamics Control Module   U0417   Invalid Data Received from Park Brake Control Module   U0418   Invalid Data Received from Brake System Control Module   G   U0418   Invalid Data Received from Brake System Control Module   G   U0419   Invalid Data Received from Brake System Control Module   G   U0419   Invalid Data Received from Steering Effort Control Module   G   U0419   Invalid Data Received from Steering Effort Control Module   G   U0419   Invalid Data Received from Steering Effort Control Module   G   U0419   Invalid Data Received from Steering Effort Control Module   G   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data				H	+	╁	H		$\vdash$	1	$\vdash$				+			H	H	
U0410   Invalid Data Received from Fuel Pump Control Module   U0411   Invalid Data Received from Drive Motor Control Module A   U0412   Invalid Data Received from Battery Energy Control Module A   U0413   Invalid Data Received from Battery Energy Control Module B   U0414   Invalid Data Received from Four-Wheel Drive Clutch Control Module   T*   U0415   Invalid Data Received from Anti-Lock Brake System (ABS) Control Module   T*   D d   U0416   U0416   U0416   U0416   U0416   U0416   U0416   U0417   U0416   U0417   U0418   U0418   U0418   U0418   U0418   U0419				H	$\dagger$	T	Ħ		H	1	1				$\dashv$			Ħ	H	
U0411   Invalid Data Received from Drive Motor Control Module A   U0412   Invalid Data Received from Battery Energy Control Module A   U0413   Invalid Data Received from Battery Energy Control Module B   U0414   Invalid Data Received from Four-Wheel Drive Clutch Control Module   T*   U0415   Invalid Data Received from Anti-Lock Brake System (ABS) Control Module   T*   D d   U0416   Invalid Data Received from Vehicle Dynamics Control Module   U0417   Invalid Data Received from Park Brake Control Module   U0418   Invalid Data Received from Brake System Control Module   G   U0419   Invalid Data Received from Steering Effort Control Module   G   U0419   Invalid Data Received from Steering Effort Control Module   G   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   U0419   Invalid Data Received from Steering Effort Control Module   U0419   U0																				
U0412 Invalid Data Received from Battery Energy Control Module A U0413 Invalid Data Received from Battery Energy Control Module B U0414 Invalid Data Received from Four-Wheel Drive Clutch Control Module U0415 Invalid Data Received from Anti-Lock Brake System (ABS) Control Module U0416 Invalid Data Received from Vehicle Dynamics Control Module U0417 Invalid Data Received from Park Brake Control Module U0418 Invalid Data Received from Brake System Control Module U0419 Invalid Data Received from Steering Effort Control Module		-	1	H	$\perp$	+	$\vdash$		$\vdash \vdash$	1	1				+		_	H	Н	
U0413   Invalid Data Received from Battery Energy Control Module B   U0414   Invalid Data Received from Four-Wheel Drive Clutch Control Module   T*   U0415   Invalid Data Received from Anti-Lock Brake System (ABS) Control Module   T*   D d   U0416   Invalid Data Received from Vehicle Dynamics Control Module   U0417   Invalid Data Received from Park Brake Control Module   U0418   Invalid Data Received from Brake System Control Module   G   U0419   Invalid Data Received from Steering Effort Control Module   G   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received from Steering Effort Control Module   U0419   Invalid Data Received fro				${\mathbb H}$	+	+	H		$\vdash$	1	1				+			H	H	
U0414   Invalid Data Received from Four-Wheel Drive Clutch Control Module   T*	U0413	55		$\forall$	+	T	Ħ		$\vdash$	1	H				$\dashv$			H	H	
U0416 Invalid Data Received from Vehicle Dynamics Control Module U0417 Invalid Data Received from Park Brake Control Module U0418 Invalid Data Received from Brake System Control Module U0419 Invalid Data Received from Steering Effort Control Module				П	_	_	П													
U0417 Invalid Data Received from Park Brake Control Module U0418 Invalid Data Received from Brake System Control Module G U0419 Invalid Data Received from Steering Effort Control Module				Ц	Т	*	Ц		D		1				_ _			Ц	Щ	
U0418 Invalid Data Received from Brake System Control Module G U0419 Invalid Data Received from Steering Effort Control Module			-	dash	-	+	H		$\vdash$	-	1				+			H	H	
U0419 Invalid Data Received from Steering Effort Control Module			G	$\forall$	+	+	H		+	1	<del>                                     </del>				+		-	H	H	
U041A		·	Ė	Lt		T				L					ᆂ					
	U041A																			

	OBD-II Diagnostic Trouble Code Definitions	Noi	rth .	Ame	eric	a		П					E	urop	е	Aus	stra	lia
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		SAE J1930 Component/ System and I/O Type A = Analog
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	KOEO	KOER Continuous	KOEO	KOER	Continuous	KOEO					Continuous	KOEO KOER		Continuous	KOEO	D = Digital
	Invalid Data Received from Exhaust Gas Sensor Module																	
	Invalid Data Received from Rocker Arm Control Module A					H												
U041D U041E	Invalid Data Received from Rocker Arm Control Module B Invalid Data Received from All Wheel Drive Control Module		H		+	H		$\vdash$									H	-
U041E	IIIValid Data Neceived IIOIII Ali Wileel Diive Control Module		H	1	H	Ħ		H									H	_
U0420	Invalid Data Received from Power Steering Control Module																	
U0421	Invalid Data Received from Suspension Control Module A																	
U0422	Invalid Data Received from Body Control Module		Ц	_		Ш		Ш.										
U0423	Invalid Data Received from Instrument Panel Control Module			_	$\vdash$	H		D d									H	
U0424 U0425	Invalid Data Received from HVAC Control Module  Invalid Data Received from Auxiliary Heater Control Module	<u> </u>	H	+	+	H		+	1	<del>                                     </del>				$\vdash$			${\mathbb H}$	+
	Invalid Data Received from Vehicle Immobilizer Control Module		H	+	Ħ	H		${\dag}$	$\vdash$	$\vdash$				$\vdash$			H	+
	Invalid Data Received from Vehicle Security Control Module	L	П	_t	Ħ				İ						Ĺ		П	
U0428	Invalid Data Received from Steering Angle Sensor Module		П															
U0429	Invalid Data Received from Steering Column Control Module		Ц			Ц		Щ									Ц	
U042A			H	+	+	$\vdash$		$\vdash$	1					$\vdash \vdash$		<u> </u>	Н	-
U042B U042C			H	+	+	H		$\vdash$	1	<u> </u>				$\vdash$			Н	
U042D			H	+	+	H		$\vdash$						-			H	
U042E					+			H										
U042F			Ħ															
U0430	Invalid Data Received from Tire Pressure Monitor Module																	
U0431	Invalid Data Received from Body Control Module A		Ц	_		Ш		Ш										
	Invalid Data Received from Multi-axis Acceleration Sensor Module		Н	-	-	H		-	-					_			Н	
	Invalid Data Received from Cruise Control Front Distance Range Sensor  Invalid Data Received from Active Roll Control Module		H	-	+	H		-									H	+
	Invalid Data Received From Power Steering Control Module - Rear		H	+	+	H		H									H	+
	Invalid Data Received From Differential Control Module - Frint																H	
U0437	Invalid Data Received From Differential Control Module - Rear																	
U0438	Invalid Data Received From Trailer Brake Control Module			_													Ш	
U0439	Invalid Data Received From All Terrain Control Module		H	-	-	H		$\vdash$									H	
U043A U0440	Invalid Data Received From Suspension Control Module B		H		+	H		$\vdash$									H	-
	Invalid Data Received From Emissions Critical Control Information			Т	*	H		H									Н	+
	Invalid Data Received From ECM/PCM B				1												H	
	Invalid Data Received From Body Control Module B																	
	Invalid Data Received From Body Control Module C																	
	Invalid Data Received From Body Control Module D			_	-	H		Щ									Ш	
	Invalid Data Received From Body Control Module E  Invalid Data Received From Gateway A		H	+	H	H		$\vdash$	-					$\vdash$	<del>                                     </del>	-	Н	+
	Invalid Data Received From Gateway B		H	+	H	H		H	$\vdash$								H	_
	Invalid Data Received From Gateway C		H	T	Ħ	Ħ		Ħ						$\Box$			H	+
U0450	Invalid Data Received From Gateway D		П			П											П	
	Invalid Data Received From Gateway E		Ц		П	Ц		Ш									Ц	
	Invalid Data Received From Restraints Control Module		$\sqcup$	_	1	Щ		$oldsymbol{arphi}$	_	<u> </u>				$\vdash \vdash$			Н	
	Invalid Data Received From Side Restraints Control Module - Left Invalid Data Received From Side Restraints Control Module - Right		H	+	+	$\vdash$		$\vdash$	-	1				$\vdash$	<u> </u>	_	H	+
	Invalid Data Received From Side Restraints Control Module - Right  Invalid Data Received From Restraints Occupant Classification System Module		H	+	+	$\forall$		+	1				$\vdash$	$\vdash$	<u> </u>	-	H	+
	Invalid Data Received From Coolant Temperature Control Module		H	+	H	H		${\dag}$	$\vdash$	$\vdash$				$\vdash$			H	+
	Invalid Data Received From Information Center A		H	1	Ħ	Ħ		$\sqcap$									H	
	Invalid Data Received From Information Center B																	
	Invalid Data Received From Head Up Display		Ц	Ţ	Ц	Ц		Щ	lacksquare				Щ	Щ	$ldsymbol{oxed}$		Ц	
	Invalid Data Received From Parking Assist Control Module A	<u> </u>	H	+	+	H		$\vdash$	1	<u> </u>			$\vdash$	$\vdash$	-	_	Н	_
U0460 U0461	Invalid Data Received From Audible Alert Control Module		H	+	+	H		$\vdash$	1	<u> </u>				$\vdash$			Н	
U0461	Invalid Data Received From Compass Module	1	H	+	+	H		+	1					$\vdash$			$\forall$	+
	Invalid Data Received From Navigation Display Module		Ħ	T	Ħ	Ħ		Ħ						$\Box$			Ħ	1
U0464	Invalid Data Received From Navigation Control Module			╧	I												口	
	Invalid Data Received From PTO Control Module		П														П	
	Invalid Data Received From HVAC Control Module - Rear	<u> </u>	$\sqcup$	$\perp$	$\downarrow$	$\sqcup$		$oldsymbol{\sqcup}$	1	<u> </u>					1		Н	
	Invalid Data Received From Fuel Additive Control Module Invalid Data Received From Fuel Cell Control Module	-	H	+	+	H		+					H	$\vdash$	<u> </u>	<u> </u>	Н	+
00400	miyana Data Neceived From Fuel Cell Control Module	1	ш		1	ш		டட	<u> </u>	<u> </u>			i l		1	L	<u> </u>	

	OBD-II Diagnostic Trouble Code Definitions	No	rth	Ame	eric	a			1				Е	urop	е	Aus	stra	ılia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates,  [] = assigned but not used  Capital and small usage letters are used for visual impact only!	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type A = Analog
	Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	KOEO	KOER	KOEO	KOER	Continuous	KOEO					Continuous	KOEO KOER		Continuous	KOEO	KOER	D = Digital F = Frequency I = Input O = Output
	Invalid Data Received From Starter / Generator Control Module																		
	Invalid Data Received From Sunroof Control Module Invalid Data Received From Global Positioning System Module		H	-	-												H	-	
U0470	Trails Bala Hotorida Holli Global Goldening Gystolii Module																		
U0471	Invalid Data Received From Restraints System Sensor A																Ш		
U0472 U0473	Invalid Data Received From Restraints System Sensor B Invalid Data Received From Restraints System Sensor C																		
U0474	Invalid Data Received From Restraints System Sensor D							H											
U0475	Invalid Data Received From Restraints System Sensor E																		
	Invalid Data Received From Restraints System Sensor F																		
	Invalid Data Received From Restraints System Sensor G Invalid Data Received From Restraints System Sensor H	-	H	+	1	H		+	-	$\vdash$		_		H	-		Н	$\dashv$	
	Invalid Data Received From Restraints System Sensor I		H	+	+	H		+	t	$\vdash$				H			H	$\exists$	
U047A	Invalid Data Received From Restraints System Sensor J			1		П		ഥ									П		
	Invalid Data Received From Restraints System Sensor K		H	ļ	Ļ	П		H	<u> </u>								Ц	Ц	
	Invalid Data Received From Restraints System Sensor L Invalid Data Received From Restraints System Sensor M	<u> </u>	$\vdash$	+	+	Н		$\vdash$	1					$\vdash$	<u> </u>		Н	$\dashv$	
	Invalid Data Received From Restraints System Sensor N		H														H		
	Invalid Data Received From Seatbelt Pretensioner Module A																		
	Invalid Data Received From Seatbelt Pretensioner Module B																		
U0481 U0482	Invalid Data Received From Automatic Lighting Control Module Invalid Data Received From Headlamp Leveling Control Module		H	-				$\vdash$						-			H		
U0483	Invalid Data Received From Lighting Control Module - Front		H	-	+	H		$\vdash$						-			H	-	
U0484	Invalid Data Received From Lighting Control Module - Rear A																		
	Invalid Data Received From Radio																		
U0486 U0487	Invalid Data Received From Antenna Control Module Invalid Data Received From Audio Amplifier A		H	-				$\vdash$						-			H		
U0488	Invalid Data Received From Digital Disc Player/Changer Module A		H			Н											H		
U0489	Invalid Data Received From Digital Disc Player/Changer Module B																		
U048A	Invalid Data Received From Digital Disc Player/Changer Module C		Ш																
U0490 U0491	Invalid Data Received From Digital Disc Player/Changer Module D		H	-	-			$\vdash$									H	-	
U0492	Invalid Data Received From Television		H														H		
U0493	Invalid Data Received From Personal Computer																		
U0494	Invalid Data Received From Digital Audio Control Module A		H																
	Invalid Data Received From Digital Audio Control Module B Invalid Data Received From Subscription Entertainment Receiver Module		H	-	-			$\vdash$									H	-	
	Invalid Data Received From Entertainment Control Module - Rear A					H											H		
	Invalid Data Received From Telephone Control Module																		
	Invalid Data Received From Telematic Control Module		H	-	1	Н		$\vdash \vdash$	1	<u> </u>				$\vdash$			Н	4	
U049A U0500	Invalid Data Received From Door Control Module A		${\mathbb H}$	+	+	H		+	1					+	<u> </u>		${oldsymbol{arphi}}$	$\dashv$	
	Invalid Data Received From Door Control Module B		Ħ	_	╽	Ħ		Ħ	L						L		Ħ		
	Invalid Data Received From Door Control Module C		П			П											П		
	Invalid Data Received From Door Control Module D Invalid Data Received From Door Control Module E	<u> </u>	$\vdash$	+	-	H		$\vdash$	1					$\vdash$	<u> </u>		$\sqcup$	$\sqcup$	
	Invalid Data Received From Door Control Module E  Invalid Data Received From Door Control Module F		H	+	+	H		$\vdash$	+					$\vdash$	<u> </u>		H	$\dashv$	
	Invalid Data Received From Door Control Module G	L	Ħ	#	T			Ħ	L	L					L		╽		
	Invalid Data Received From Folding Top Control Module					П		Ш									Ц		
	Invalid Data Received From Moveable Roof Control Module Invalid Data Received From Seat Control Module A	-	H	$\perp$	-	Н		$\vdash \vdash$	-	<u> </u>		-		H	_		$\vdash$	$\sqcup$	
	Invalid Data Received From Seat Control Module B		H	+	+	H		$\vdash$	+					$\vdash$	<u> </u>		H	$\dashv$	
U0510				↥	İ	Ħ		世						⋢					
U0511	Invalid Data Received From Seat Control Module C		П			П											П		
	Invalid Data Received From Seat Control Module D	<u> </u>	H	-	1	Н		$\vdash$	1	<u> </u>		<u> </u>		$\vdash$	<u> </u>		Н		
U0513 U0514	Invalid Data Received From Yaw Rate Sensor Module Invalid Data Received From Mirror Control Module		H	+	+	H		+	1					$\vdash$			${\mathbb H}$	$\dashv$	
	Invalid Data Received From Remote Function Actuation		H	+	+	H		$\vdash$	1					+			$\forall$	$\dashv$	
U0516	Invalid Data Received From Door Switch A		Ш			П											Ш		
	Invalid Data Received From Door Switch B		$\sqcup$	_	1	Ц		Щ									Ц	Ц	
	Invalid Data Received From Door Switch C Invalid Data Received From Door Switch D		H	+	+	H		$\vdash$	+					$\vdash$	<u> </u>		H	H	
00018	III VAIIA DATA NECEIVEU I TOTTI DOOL OWITOTI D	1	ш			ப		<u> </u>	1	1			<u> </u>		<u> </u>	<u> </u>	L		

_																	<u> </u>		
	OBD-II Diagnostic Trouble Code Definitions		rth /	Ame	eric	a			<u> </u>				-	urop	oe -	Aus	stra	ilia	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	)EO	KOER	EO	ER	ntinuous	KOEO KOER					Continuous	KOEO KOER		Continuous	KOEO	ER	A = Analog D = Digital F = Frequency I = Input
11054 A		ပိ	Σ,	5 8	본	ž	ပိ	장 호					ပိ	중 중		ပိ	Σ	ᇫ	O = Output
U051A U0520	Invalid Data Received From Door Switch E		H	-	+	H			-								H	H	
U0521	Invalid Data Received From Door Switch F		H			H		H									H	H	
U0522	Invalid Data Received From Door Switch G																ธ		
U0523	Invalid Data Received From Door Window Motor A		Ш														Ш	Ц	
U0524	Invalid Data Received From Door Window Motor B		H	_					<u> </u>								Н	H	
U0525 U0526	Invalid Data Received From Door Window Motor C Invalid Data Received From Door Window Motor D		H			H								-			H	Н	
U0527	Invalid Data Received From Door Window Motor E		H														Ħ	H	
U0528	Invalid Data Received From Door Window Motor F		Ħ														Ħ		
U0529	Invalid Data Received From Door Window Motor G																	П	
U052A	Invalid Data Received From Heated Steering Wheel Module		Н	_					<u> </u>								Ш	Ц	
U0530 U0531	Invalid Data Received From Rear Gate Module	1	${\it H}$	+	+	${oldsymbol{arphi}}$		$\vdash$	1	<u> </u>		-		+	1	-	$\dashv$	${\color{blue}+}$	
U0531	Invalid Data Received From Rear Gate Module  Invalid Data Received From Rain Sensing Module		H	+	+	H		$\vdash$	1	<del>                                     </del>		-		+	1	1	$\forall$	$\forall$	
U0533	Invalid Data Received From Side Obstacle Detection Control Module - Left					H											Ħ	Ħ	
U0534	Invalid Data Received From Side Obstacle Detection Control Module - Right		Ħ														Ħ		
U0535	Invalid Data Received From Convenience Recall Module																	П	
U0536	Invalid Data Received From Lateral Acceleration Sensor Module					Ш											Ш	Ш	
U0537	Invalid Data Received From Column Lock Module		H	_	-	H			<u> </u>								Н	Н	
U0538 U0539	Invalid Data Received From Digital Audio Control Module C Invalid Data Received From Digital Audio Control Module D			-	-	H			<u> </u>								+	H	
U0538	Invalid Data Received From Entrapment Control Module A		H	+	-	H		H	1								H	H	
	Invalid Data Received From Image Processing Module A					H											$\forall$	H	
	Invalid Data Received From Image Processing Module B		Ħ		Ť												Ħ	П	
U053D	Invalid Data Received From Image Processing Module C																	Ш	
U053E					-	Ш											Щ	Ш	
U053F U0540			H	_	-	H											H	Н	
U0541	Invalid Data Received From Entrapment Control Module B		H			H			1						1		$\forall$	H	
U0542	Invalid Data Received From Headlamp Control Module A					H											Ħ	Ħ	
U0543	Invalid Data Received From Headlamp Control Module B																Ш		
U0544	Invalid Data Received From Parking Assist Control Module B		Ш														Ш	Ц	
	Invalid Data Received From Running Board Control Module		H	-	-	H			-								$\dashv$	Н	
U0546 U0547	Invalid Data Received From Entertainment Control Module - Front Invalid Data Received From Seat Control Module E		H	_	-	H											H	Н	
	Invalid Data Received From Seat Control Module E		H	+		H		H	1								H	H	
	Invalid Data Received From Remote Accessory Module		Ħ			Ħ											Ħ	П	
U054A	Invalid Data Received From Entertainment Control Module - Rear B																		
U054B	Invalid Data Received From Interior Lighting Control Module		Ш		<u> </u>	Ш											Ш	Ц	
U0550 U0551	Invalid Data Received From Impact Classification System Module	<u> </u>	H	+	+	Н		$\vdash$	1	<u> </u>		-		-	1	1	$\dashv$	${m H}$	
U0551	Invalid Data Received From Impact Classification System Module  Invalid Data Received From Running Board Control Module B		H	+	+	Н		$\vdash$	1						1	1	$\dashv$	H	
U0553	Invalid Data Received From Lighting Control Module - Rear B		H	+	$\dagger$	${\sf H}$		+	1					$\pm$			$\forall$	H	
U0554	Invalid Data Received From Accessory Protocol Interface Module		Ħ	I	İ			П							L		П	Ճ	
U0555	Invalid Data Received From Remote Start Module					П											П	Д	
U0556	Invalid Data Received From Front Display Interface Module		Ш		<u> </u>	Ш											Ш	Ц	
	Invalid Data Received From Front Controls Interface Module A	<u> </u>	Н	+	+	$\sqcup$		H	<u> </u>	-		_		-	1	<u> </u>	$\dashv$	${oldsymbol{arphi}}$	
	Invalid Data Received From Front Controls / Display Interface Module Invalid Data Received From Radio Transceiver	<del>                                     </del>	H	+	+	H		H	1	1				-	1	1	$\dashv$	H	
	Invalid Data Received From Special Purpose Vehicle Control Module A		Ħ	+	$\dagger$	H		$\vdash$	1								Ħ	Ħ	
	Invalid Data Received From Special Purpose Vehicle Control Module B		Ħ	I	İ			П							L		П	Ճ	
	Invalid Data Received From Special Purpose Vehicle Control Module C		Ц	Ţ		П		Щ									Д	Ц	
U055D	Invalid Data Received From Special Purpose Vehicle Control Module D	<u> </u>	Н	+	1	Н		H	-	<u> </u>		<u> </u>		_	1	<u> </u>	Н	Ц	
U055E U055F	Invalid Data Received From Front Controls Interface Module B	<u> </u>	H	+	+	Н		$\vdash \vdash$	1			<u> </u>		-	1	1	$\dashv$	Н	
U0560			H	+	+	H		$\vdash$	1	<del>                                     </del>		-		+	1	1	$\forall$	$\forall$	
	Invalid Data Received From Seat Control Switch Module A		H	+	$\dagger$	$\forall$		+	1					$\pm$			$\forall$	H	
	Invalid Data Received From Seat Control Switch Module B		П	丁	İ			Ц							L		П	Ц	
	Invalid Data Received From Audio Amplifier B		Ц	Ţ	L	Ц		Ш									Ц	Ц	
	Invalid Data Received From Speech Recognition Module	<u> </u>	H	+	+	$\sqcup$		$\vdash$	1	<u> </u>		<u> </u>		-	1	<u> </u>	$\sqcup$	$\dashv$	
U0565	Invalid Data Received From Camera Module - Rear	1			<u> </u>	Ш		Ш		1	<u> </u>	<u> </u>			<u> </u>	<u> </u>	Ш	ш	

	ODD II Diagnostia Travilla Coda Definitiona	N.	-41-	A	!-			1 1	1			1				I A	-4	.1:-	
	OBD-II Diagnostic Trouble Code Definitions		rtn A	Ame	eric	a		$\vdash$	<del> </del>					uro	Эe	Au	Stra	ına	
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM			Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition			SAE J1930 Component/ System and I/O Type
	Capital and small usage letters are used for visual impact only!  Mazda, Nissan and Land Rover legacy DTCs are for reference. Ford P/T was not responsible for assigning these DTCs.  Shading indicates change from previous version.	Continuous	<u> </u>	Continuous	E0	ER	ntinuous	KOEO KOER					Continuous	KOEO		Continuous	КОЕО	띪	A = Analog D = Digital F = Frequency I = Input
110500	Chading indicates shangs from provides version.	රි	8	S S	8	ջ	ပိ	<u> 오</u>	<u> </u>	<u> </u>			වී	오오		ပိ	8	ջ	O = Output
U0566 U0567			H	-													H	-	
U0568																			
U0569			Н														H	_	
U0570 U0571			H	-				$\vdash$	-								H	-	
U0572																			
U0573			Ш																
U0574 U0575			H	+				H						H			$\vdash$	_	
U0576																		1	
U0577			Ш																
U0578 U0579			H	+	-	Н		$\vdash$									H	-	
U0580																	Н		
U0581																			
U0582			Н	_		Ш											H	_	
U0583 U0584			H					H						H			H	1	
U0585			H			Н											H	Ħ	
U0586																			
U0587 U0588	Invalid Data Received From With Radiator Anti Tamper Device  Invalid Data Received From Transmission Fluid Pump Module		Н	+		Н		$\vdash$									H	_	
U0589	Invalid Data Received From DC to AC Converter Control Module A		H					H	1								H	Ħ	
U058A	Invalid Data Received From DC to AC Converter Control Module B																		
U0590			Н	_		Ш											H	_	
U0591 U0592	Invalid Data Received From Gear Shift Control Module "B"		H	+	+			$\vdash$									H	=	
U0593	Invalid Data Received From Drive Motor Control Module "B"																		
U0594	Invalid Data Received From Hybrid Powertrain Control Module																		
U0595 U0596	Invalid Data Received From Powertrain Control Monitor Module Invalid Data Received From AC to AC Converter Control Module		H	-				$\vdash$	-								H	-	
U0597	Invalid Data Received From AC to DC Converter Control Module "A"																	1	
U0598	Invalid Data Received From AC to DC Converter Control Module "B"		П																
U0599 U059A	Invalid Data Received From DC to DC Converter Control Module "A"  Invalid Data Received From DC to DC Converter Control Module "B"		H	-				H	-					-		-	H	_	
	Invalid Data Received From Hybrid Battery Pack Sensor Module		H					H	1								H	Ħ	
U059C	Invalid Data Received from Drive Motor Control Module "C"																		
	Invalid Data Received from Drive Motor Control Module "D"		Н	_		Ш											H	_	
	Invalid Data Received from NOx Sensor "A"  Invalid Data Received from NOx Sensor "B"							$\vdash$									H		
114004	DOD (14050) level de a Mississa Deta for Ais Conditioning Obstala Conservation		Ц						-								Ш	_	
	SCP (J1850) Invalid or Missing Data for Air Conditioning Clutch Sense Input SCP (J1850) Invalid or Missing Data for Vehicle Speed	G G*	g g	_			D*	$\vdash$	-								H	-	
	SCP (J1850) Invalid or Missing Data for Vehicle Speed	Ť	9	9		Н											H	Ħ	
	SCP (J1850) Invalid or Missing Data for Brake Input		g	_															
	SCP (J1850) Invalid or Missing Data for Engine Coolant Fan Status SCP (J1850) Invalid or Missing Data for Engine Oil Temperature		g g	_		Н		$\vdash$									H	_	
	SCP (J1850) Invalid of Missing Data for Suspension	9	y	y				H	1								H	Ħ	
U1098	SCP (J1850) Invalid or Missing Data for Vehicle Speed Control					Ш													
	SCP (J1850) Invalid or Missing Data for Fuel System	_		~	-	H		$\vdash \vdash$	1	<u> </u>				$\sqcup$	1		H	4	
	SCP (J1850) Invalid or Missing Data for Fuel Pump Status SCP (J1850) Invalid or Missing Data for Ignition Switch / Starter		g g		+	H		+	1	$\vdash$				+	$\vdash$		H	+	
	SCP (J1850) Invalid or Missing Data for Vehicle Security	Ĺ	9	3	İ			ഥ						廿		L			
	SCP (J1850) Invalid or Missing Data for Exterior Environment		Ц	Ţ		Ц		П									П	1	
	SCP (J1850) Communication Bus Fault SCP (J1850) Invalid or Missing Data for Function Read Vehicle Speed		${\sf H}$	+	-	H		$\vdash\vdash$	1	<del>                                     </del>				+		_	Н	$\dashv$	
	SCP (J1850) Invalid of Missing Data for Purction Read Vehicle Speed SCP (J1850) Invalid or Missing Data From Anti-Theft Module, Vehicle Immobilized		g	$\dagger$		H		$\dag \dag$	1					е	1		H	+	
U1900	CAN Communication Bus Fault - Receive Error	G	Ĭ	Т	1	П							Е	ее	D				
	SCP (J1850) Invalid or Missing Data From NGV Module Fault Received From External Node	G*	g	g T	+	${\mathbb H}$		+	-	├-				+	1		Н	4	
02023	I duit Necelveu Ficili External Noue	<u> </u>		<u> </u>	1	<u> </u>		ш_	1	<u> </u>	1		1		1	<u> </u>	Ш		

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	OBD-II Diagnostic Trouble Code Definitions		rth A	Am	eri	са		Ш					E	urop	е	Australia			
	* = MIL illuminates, ^ = O/D Cancel flashes, + = "Wrench" light illuminates, [] = assigned but not used	Spark Ignition PCM		Standalone TCM	Canada		Diesel PCM		Mazda	Jaguar	Land Rover	Nissan	Spark Ignition		Diesel	Spark Ignition		SAE J1930 Component/ System and I/O Type	
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	No application present	G		1				Ш	ļ					Щ.			₩		
	One or More Calibration Files Missing / Corrupt		Н	1	4	-		Щ.						<u> </u>	<u> </u>		${f H}$		
	Warning Indicator Requested by Another Control Module				-			$\vdash$						$\vdash\vdash$			₩	+	
	Lost Communication Between Fuel Pump Control Module and Restraints Control Module	G	g	g													Ш		
U2195	SCP (J1850) Invalid Data from SCLM (Steering Column Switches)																Ш		
																	Ш		
																	Ш		
	Control Module / Power Distribution				_			Ш									Ш		
	Control Module			4	4	-		Ш									Ш		
	Control Module Improper Shutdown				_									Ш			Щ		
	Vehicle Identification Number				_			Ш									Ш		
	Battery Voltage				_									Ш			Щ		
	Accessory Power Relay		Ш		1												Ш		
	Retained Accessory Power		Ш		1												Ш		
	Control Module Input Power A				1												Ш		
	Control Module Input Power B				1												Ш		
	Control Module Ground A																Ш		
	Control Module Ground B				1												Ш		
	Ignition Switch																Ш		
	Ignition Input Accessory/On/Start																Ш		
	Ignition Input Off/On/Start		Щ		1	1		Ш									Ц		
	Ignition Input On/Start		Щ					Ш									Ш		
	Ignition Input On		Щ					Ш									Ш		
	Ignition Input Accessory		Щ					Ш									Ц		
	Ignition Input Start		Щ					Ш									Ш		
U3011	Ignition Input Off																Ш		