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| **Code** | **What it means** |
| 30 | Sensor heater relay problem  |
| 36 | Sensor heater relay problem  |
| 106 | MAP sensor voltage out of range detected at startup |
| 107 | MAP sensor voltage too low |
| 108 | MAP sensor voltage too high |
| 112 | Intake air temperature sensor voltage low |
| 113 | Intake air (charge) temperature sensor voltage high |
| 116 | Coolant temperature sensor reading doesn't make sense |
| 117 | Engine coolant temperature sensor voltage low |
| 118 | Engine coolant temperature sensor voltage high |
| 121 | Throttle position sensor and MAP sensor disagree with each other |
| 122 | Throttle position sensor voltage low |
| 123 | Throttle position sensor voltage high |
| 125 | Taking too long to reach proper operating temperature and switch to energy-efficient mode |
| 129 | Bad barometric pressure sensor (thanks, John King) |
| 130 |  Sensor heater relay problem |
| 131 | Oxygen sensor seems to be shorted out or broken |
| 147 | Oxygen sensor heater element not working properly (this device helps to reduce emissions more quickly) |
| 151 | Oxygen sensor voltage problem - short circuit to ground? |
| 152 | Oxygen sensor voltage problem - short circuit to active 12V? |
| 153 | Oxygen sensor response too slow |
| 154 | Oxygen sensor does not show either a rich or lean condition - may need replacement |
| 155 | Oxygen sensor heater element not working properly (this device helps to reduce emissions more quickly) |
| 157 | Oxygen sensor voltage problem - short circuit to ground? |
| 158 | Oxygen sensor voltage problem - short circuit to active 12V? |
| 159 | Oxygen sensor response too slow |
| 160 | Oxygen sensor does not show either a rich or lean condition - may need replacement |
| 161 | Oxygen sensor heater element not working properly (this device helps to reduce emissions more quickly) |
| 171 | The oxygen sensor is saying that the system air/fuel mix is far too lean (too much fuel is being added as a correction). |
| 172 | The oxygen sensor is saying that the system air/fuel mix is far too rich (too much air is being added as a correction). |
| 174 | The oxygen sensor is saying that the system air/fuel mix is far too lean (too much fuel is being added as a correction). |
| 175 | The oxygen sensor is saying that the system air/fuel mix is far too rich (too much air is being added as a correction). |
| 176 | Flex fuel sensor can't be seen |
| 178 | Flex fuel sensor problem |
| 179 | Flex fuel sensor problem |
| 182 | Compressed natural gas temperature sensor problem |
| 183 | Compressed natural gas temperature sensor problem |
| 201 | Injector #1 control circuit problem (open or shorted) |
| 202 | Injector #2 control circuit problem (open or shorted) |
| 203 | Injector #3 control circuit problem (open or shorted) |
| 204 | Injector #4 control circuit problem (open or shorted) |
| 300 | Misfire detected in multiple cylinders. |
| 301 | Misfire detected in cylinder #1. |
| 302 | Misfire detected in cylinder #2. |
| 303 | Misfire detected in cylinder #3. |
| 304 | Misfire detected in cylinder #4. |
| 320 | Crankshaft position sensor reference signal cannot be found while the engine is cranking. |
| 325 | Knock sensor (#1) signal is wrong. |
| 330 | Knock sensor (#2) signal is wrong. |
| 340 | No camshaft signal being received by the computer |
| 350 | A coil is drawing too much current. |
| 351 | Coil #1 is not reaching peak current at the right time |
| 352 | Coil #2 is not reaching peak current at the right time |
| 353 | Coil #3 is not reaching peak current at the right time |
| 354 | Coil #4 is not reaching peak current at the right time |
| 401 | A required change in air/fuel mixture was not detected during diagnostic test. |
| 403 | An problem was detected in the EGR solenoid control circuit. |
| 404 | The EGR sensor's reported position makes no sense |
| 405 | EGR position sensor voltage wrong. |
| 406 | EGR position sensor voltage wrong. |
| 412 | The secondary air solenoid control circuit seems bad (this is used for the aspirator). |
| 420 | The catalyst seems inefficient (#1). |
| 432 | The catalyst seems inefficient (#2). |
| 440 | Evaporative emissions system leak (that's the gas tank fuel vapor recovery system) - usually a loose or bad gas cap. |
| 441 | Evaporative purge flow system not working properly |
| 442 | A leak has been detected in the evaporative system! |
| 443 | Evaporative purge flow system solenoid not working properly |
| 455 | A large leak has been detected in the evaporative system! |
| 456 | A small leak has been detected in the evaporative system! |
| 460 | The fuel level sender is not reporting any change over a long distance. Something seems wrong. |
| 461 | The fuel level sender is not reporting any change over a long time. Something seems wrong. |
| 462 | Fuel level sender voltage wrong. |
| 463 | Fuel level sender voltage wrong. |
| 500 | Haven't heard from the speed sensor lately. |
| 505 | The idle speed air control motor doesn't seem to be working correctly. |
| 522 | Oil pressure sensor problems |
| 523 | Oil pressure sensor problems |
| 551 | The power steering switch may not be working. (Neons: high pressure is showing up at high speed) |
| 600 | Oh-oh! The coprocessors aren't talking to each other within the computer! |
| 601 | Internal computer error! |
| 604 | Internal computer error! (RAM check) |
| 605 | Internal computer error! (ROM) |
| 615 | Starter relay circuit problem |
| 622 | Generator field control problem |
| 645 | A/C clutch relay circuit problem. |
| 700 | The automatic transmission computer has a problem - ask it what's going on. I don't know. All I know is that the transmission asked me to turn on the MIL (malfunction indicator light). I did it, didn't I? So why are you bugging ME? ... you may have error code 1776, too. I'd check for that. It's patriotic and more informative. |
| 703 | Brake switch circuit information seems wrong. |
| 711 | Based on the transmission temperature and its operations, it looks like the transmission temperature sensor's gone bad. |
| 712 | Transmission fluid temperature sensor voltage wrong. |
| 713 | Transmission fluid temperature sensor voltage wrong. |
| 720 | The Output Shaft Speed Sensor doesn't match the reported vehicle speed. |
| 740 | The engine's running faster than it should for these speeds, so I think the torque converter clutch lock-up system is bad |
| 743 | Torque converter clutch (part throttle unlock) solenoid circuit problem - shift solenoid C electrical fault |
| 748 | Governor Pressure Solenoid circuit problem (Transmission relay circuit problem in Jeep RE transmissions) |
| 751 | Overdrive override switch has been pressed for over five minutes. Just thought you should know. |
| 753 | Overdrive solenoid control circuit problem (transmission relay circuit in Jeep RE transmissions.) |
| 756 | Shift solenoid B (2-3) fault |
| 783 | The overdrive solenoid can't go from 3rd gear to the overdrive gear. |
| 801 | Transmission reverse gear lockout solenoid circuit problem! |
| 833 | Problem with the clutch-released switch circuit?  |
| 1192 | Inlet air temperature sensor voltage is wrong |
| 1193 | Inlet air temperature sensor voltage is wrong |
| 1194 |  Oxygen sensor heater performance is faulty |
| 1195 | Oxygen sensor is slow |
| 1196 | The oxygen sensor switched too slowly (bank 2). |
| 1197 | The oxygen sensor switched too slowly (bank 1). |
| 1198 | Radiator coolant temperature sensor voltage is wrong. |
| 1199 | Radiator coolant temperature sensor voltage is wrong. |
| 1281 | The engine is staying cold too long - check your thermostat. |
| 1282 | The fuel pump relay circuit seems to be having a problem. |
| 1288 | The intake manifold short runner tuning valve circuit seems to be having a problem. |
| 1289 | There's a problem in the manifold tuning valve solenoid control circuit. |
| 1290 | Compressed natural gas system pressure is too high |
| 1291 | The heated air intake sensor does not seem to be working. |
| 1292 | Natural gas pressure sensor issue |
| 1293 | Natural gas pressure sensor issue |
| 1294 | Can't get to target engine speed, check for vacuum leaks and idle speed motor issues. |
| 1295 | The throttle position sensor doesn't seem to be getting enough electricity. |
| 1296 | The MAP sensor doesn't seem to be getting enough electricity. |
| 1297 | The MAP sensor doesn't change its reading when the engine is running! |
| 1298 | During wide-open throttle, the engine runs lean. |
| 1299 | MAP Sensor and Throttle Position Sensor signals don't match, check for a vacuum leak. |
| 1388 | Auto shutdown relay circuit problems? |
| 1389 | No Z1 or Z2 voltage seen by the computer when the auto shutdown relay is used. |
| 1390 | Cam and crank signals don't match - did the timing belt skip a tooth? |
| 1391 | Sometimes, I can't see the crank or cam sensor signal. |
| 1398 | I can see the Crank Sensor's signal when I prepare for Misfire Diagnostics. Try replacing it. |
| 1399 | Problem in the Wait to Start Lamp circuit - (diesels only?) |
| 1403 | EGR position sensor not getting (enough) voltage. |
| 1476 | Too little secondary air injection during aspirator test. |
| 1477 | Too much secondary air injection during aspirator test. |
| 1478 | Battery temperature sensor voltage wrong. |
| 1479 | Transmission fan relay circuit problems? |
| 1480 | PCV solenoid circuit problems? |
| 1481 | Transmission RPM pulse generator signal for misfire detection seems wrong. |
| 1482 | Catalyst temperature sensor circuit shorted low. |
| 1483 | Catalyst temperature sensor circuit shorted high. |
| 1484 | The catalyst seems to be overheating! |
| 1485 | Air injection solenoid circuit problems. |
| 1486 | Pinched or blocked hose in the evaporative hose system. |
| 1487 | Control circuit of the #2 high-speed radiator fan control relay is having problems. |
| 1488 | Auxiliary 5-volt sensor feed is too low. |
| 1489 | High speed radiator fan control circuit problem. |
| 1490 | Low speed radiator fan control circuit problem. |
| 1491 | Radiator fan control circuit problem (may be solid state relays as well as other circuits). |
| 1492 | Ambient or battery temperature sensor voltage wrong |
| 1493 | Ambient or battery temperature sensor voltage wrong |
| 1494 | Leak Detection Pump (LDP) pressure switch problem - electrical or the pump itself. |
| 1495 | Leak Detection Pump (LDP) pressure switch problem - the solenoid circuit. |
| 1496 | Sensor feed is below an acceptable limit. (under 4v for 4 seconds - should be 5v). |
| 1498 | High speed radiator fan control circuit problem. (#3 control relay) |
| 1594 | Voltage too high in charging system. |
| 1595 | Speed control vacuum or vent solenoid control circuits shorted or lost. |
| 1596 | Speed control switch always high |
| 1597 | Speed control switch always low |
| 1598 | A/C pressure sensor voltage high |
| 1599 | A/C pressure sensor voltage low |
| 1681 | No messages received from the cluster control module (dashboard computer). |
| 1682 | Charging system doesn't seem to be working well. Check alternator, etc. |
| 1683 | Speed control servo power control circuit problem. |
| 1684 | The battery has been disconnected within the last 50 starts. |
| 1685 | Invalid key received from the Smart Key Immobiliser Module. |
| 1686 | No messages received from the Smart Key Immobiliser Module. |
| 1687 | No messages received from the Mechanical Instrument Cluster module. |
| 1693 | The companion engine control module has shown a fault. |
| 1694 | No messages received from the powertrain control module-Aisin transmission. |
| 1695 | No messages received from the body control module. |
| 1696 | Unsuccessful attempt to write to an EEPROM location! |
| 1697 | Unsuccessful attempt to update Service Reminder Indicator (SRI or EMR) mileage! |
| 1698 | No messages received from the electronic transmission control module or the Aisin transmission controller. |
| 1719 | Transmission 2-3 gear lockout solenoid control circuit problem. |
| 1740 | Either the tcc solenoid or overdrive solenoid systems doesn't seem to be making much sense. |
| 1756 | Transmission control pressure not equal to target. (Mid pressure problem) |
| 1757 | Transmission control pressure not equal to target. (Zero pressure problem) |
| 1762 | The Governor Pressure Sensor input was too high or too low for 3 consecutive park/neutral calibrations. |
| 1763 | The Governor Pressure Sensor input is too high |
| 1764 | The Governor Pressure Sensor input is too low. |
| 1765 | Open or short in the Transmission Relay control circuit. |
| 1776 | Chrysler Solenoid Switch Valve Latched in LR Position (this is a transmission issue which may involve replacing the valve body and solenoid pack; on some models there is a TSB on this problem so be firm with your dealer / Chrysler).  |
| 1899 | The Park/Neutral switch seems to be stuck! |