

DTC	FAULT DESCRIPTION	MONITORING CONDITIONS	OBD II	CK ENG	OTHER	DEFAULT ACTION	POSSIBLE CAUSES
P0171	A bank combustion too lean	Engine at normal operating temperature; IAT > 18 °F (-8 °C); drive at steady speed > 40 mph; > 1 minute	Y	2	2 [A, M]	When CK ENG MIL is activated (DTC flagged; second trip), ECM: – Inhibits downstream HO2S control If DTC P0174 is also flagged, ECM: – Limits engine speed to 3000 rpm – Inhibits canister purge* * Inhibited when “lean” fault is first detected	Engine misfire Air intake leak between MAFS and throttle Fuel filter, system blockage Fuel injector blockage Fuel pressure regulator failure (low fuel pressure) Low fuel pump output HO2S harness wiring condition fault Exhaust leak (before catalyst) ECM receiving incorrect signal from one or more of the following components: ECTS, MAFS, IATS, TPS
P0172	A bank combustion too rich	Engine at normal operating temperature; IAT > 18 °F (-8 °C); drive at steady speed > 40 mph; > 1 minute	Y	2	2 [A, M]	When CK ENG MIL is activated (DTC flagged; second trip), ECM: – Inhibits downstream HO2S control If DTC P0175 is also flagged, ECM: – Limits engine speed to 3000 rpm – Inhibits canister purge	Blocked air filter Fuel system return blockage Leaking fuel injector(s) Fuel pressure regulator failure (high fuel pressure) ECM receiving incorrect signal from one or more of the following components: ECTS, MAFS, IATS, TPS

DTC	FAULT DESCRIPTION	MONITORING CONDITIONS	OBD II	CK ENG	OTHER	DEFAULT ACTION	POSSIBLE CAUSES
P0174	B bank combustion too lean	Engine at normal operating temperature; IAT > 18 °F (-8 °C); drive at steady speed > 40 mph; > 1 minute	Y	2	2 [A, M]	When CK ENG MIL is activated (DTC flagged; second trip), ECM: – Inhibits downstream HO2S control If DTC P0171 is also flagged, ECM: – Limits engine speed to 3000 rpm – Inhibits canister purge* * Inhibited when “lean” fault is first detected	Engine misfire Air intake leak between MAFS and throttle Fuel filter, system blockage Fuel injector blockage Fuel pressure regulator failure (low fuel pressure) Low fuel pump output HO2S harness wiring condition fault Exhaust leak (before catalyst) ECM receiving incorrect signal from one or more of the following components: ECTS, MAFS, IATS, TPS
P0175	B bank combustion too rich	Engine at normal operating temperature; IAT > 18 °F (-8 °C); drive at steady speed > 40 mph; > 1 minute	Y	2	2 [A, M]	When CK ENG MIL is activated (DTC flagged; second trip), ECM: – Inhibits downstream HO2S control If DTC P0172 is also flagged, ECM: – Limits engine speed to 3000 rpm – Inhibits canister purge	Blocked air filter Fuel system return blockage Leaking fuel injector(s) Fuel pressure regulator failure (high fuel pressure) ECM receiving incorrect signal from one or more of the following components: ECTS, MAFS, IATS, TPS
P0196	EOTS range / performance	EOT and ECT ambient; IAT > 18 °F (-8 °C); start engine; bring to normal operating temperature	Y	2	N	When CK ENG MIL is activated (DTC flagged; second trip), ECM: – Substitutes engine coolant temperature	EOTS to ECM sensing circuit high resistance when hot EOTS to ECM sensing circuit intermittent high resistance EOTS failure
P0197	EOTS sense circuit low voltage (high oil temperature)	Ignition ON > 5 seconds	Y	2	N	When CK ENG MIL is activated (DTC flagged; second trip), ECM: – Substitutes engine coolant temperature	EOTS to ECM wiring short circuit to ground EOTS failure