

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0160	EMS OBD II	HO2 Sensor sense circuit no activity – bank 2, downstream (2/2)	Heated oxygen sensors monitor drive cycle – page 5 (Downstream oxygen sensors)	2	N	None	EM80 -129	HO2 Sensor 2/2 disconnected HO2 Sensor 2/2 mechanical damage HO2 Sensor 2/2 to ECM wiring open circuit HO2 Sensor 2/2 sensing circuit short circuit to high voltage HO2 Sensor 2/2 short circuit to ground HO2 Sensor 2/2 ground (BRD – braided shield) open circuit Exhaust leak Low exhaust temperature HO2 Sensor 2/2 failure
P0171	EMS OBD II	Bank 1 combustion too lean	Start engine and bring to normal operating temperature > 82 °C (180 °F) Idle for 10 minutes	2	N	ECM Default: – Bank 1 catalyst warm-up ignition retard inhibited – Bank 1 closed loop fuel metering inhibited – Canister purge inhibited – Maximum engine speed reduced	—	Engine misfire Air intake leak between MAF Sensor and cylinder head Fuel filter / system restriction Fuel injector restriction IP Sensor fault (low fuel pressure) Low fuel pump output HO2 Sensor(s) (1/1, 1/2) harness wiring condition fault EFT Sensor fault (low fuel temperature) MAF Sensor fault (low intake air flow) Exhaust leak (before catalyst) ECM receiving incorrect signal from one or more of the following components: ECT Sensor, MAF Sensor, IAT Sensor, IP Sensor, EFT Sensor, TP Sensor

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0172	EMS OBD II	Bank 1 combustion too rich	Start engine and bring to normal operating temperature > 82 °C (180 °F) Idle for 10 minutes	2	N	ECM Default: <ul style="list-style-type: none"> – Bank 1 catalyst warm-up ignition retard inhibited – Bank 1 closed loop fuel metering inhibited – Canister purge inhibited – Maximum engine speed reduced 	—	Restricted air filter Leaking fuel injector(s) IP Sensor fault (high fuel pressure) EFT Sensor fault (high fuel temperature) MAF Sensor fault (high intake air flow) HO2 Sensor(s) (1/1, 1/2) harness wiring condition fault ECM receiving incorrect signal from one or more of the following components: ECT Sensor, MAF Sensor, IAT Sensor, IP Sensor, EFT Sensor, TP Sensor
P0174	EMS OBD II	Bank 2 combustion too lean	Start engine and bring to normal operating temperature > 82 °C (180 °F) Idle for 10 minutes	2	N	ECM Default: <ul style="list-style-type: none"> – Bank 2 catalyst warm-up ignition retard inhibited – Bank 2 closed loop fuel metering inhibited – Canister purge inhibited – Maximum engine speed reduced 	—	Engine misfire Air intake leak between MAF Sensor and cylinder head Fuel filter / system restriction Fuel injector restriction IP Sensor fault (low fuel pressure) Low fuel pump output HO2 Sensor(s) (2/1, 2/2) harness wiring condition fault EFT Sensor fault (low fuel temperature) MAF Sensor fault (low intake air flow) Exhaust leak (before catalyst) ECM receiving incorrect signal from one or more of the following components: ECT Sensor, MAF Sensor, IAT Sensor, IP Sensor, EFT Sensor, TP Sensor