

CFI FUEL INJECTION

| TROUBLE CODE | SPN | FMI | P-CODE | MIL | DESCRIPTION |
|--|--------|-----|--------|--|---|
| Knock Level (MAG) | 1352 | 0 | P1336 | | Maximum Detonation Correction Limit Reached |
| | | 16 | P2336 | 2010-OFF | Knock above critical level-Latch Mode |
| Knock Level (PTO) | 1353 | 0 | P1337 | ON | Maximum Detonation Correction Limit Reached |
| | | 16 | P2337 | 2010-OFF | Knock above critical level-Latch Mode |
| TPS/TMAP Sensor Supply Voltage (5VDC) | 3509 | 4 | P06B1 | ON | Voltage too low. |
| Ground Speed Sensor Supply Voltage (5VDC) | 3510 | | P06B4 | 2010-ON | |
| Fuel Injector ECU Output Supply Voltage (16 VDC) | 3598 | 3 | P16A9 | ON | Voltage too high. |
| | | 4 | P16A8 | | Voltage too low. |
| Throttle Switch Signal | 520194 | 3 | P1555 | | Voltage too high. |
| | | 4 | P1554 | | Voltage too low. |
| | | 7 | P1552 | | Throttle is stuck. |
| Chassis Relay Circuit Open/Grounded | 520208 | 5 | P1611 | | 2010-ON |
| Chassis Relay Driver Shorted to Battery Voltage | | 3 | P1614 | Chassis relay drive circuit is shorted to battery voltage. | |
| Exhaust Valve Solenoid | 520215 | 5 | P1477 | ON | Solenoid control circuit is OPEN. Can be caused by faulty wiring, solenoid, or ECU. |
| | | 3 | P1479 | | Circuit shorted to battery voltage. |
| Crankcase MAG Injector Circuit (600 DC-CFI-4 ONLY) | 520216 | 5 | P1261 | | OPEN circuit or short to ground. Can be caused by faulty wiring, injector, stator or ECU. |
| | | 3 | P1263 | | Circuit shorted to battery voltage. |
| Crankcase PTO Injector Circuit (600 DC-CFI-4 ONLY) | 520217 | 5 | P1264 | | OPEN circuit or short to ground. Can be caused by faulty wiring, injector, stator or ECU. |
| | | 3 | P1267 | | Circuit shorted to battery voltage. |
| Fuel Type Selected | 524007 | 3 | P0179 | | Voltage too high. |
| | | 4 | P0178 | | Voltage too low. |
| | | 2 | P0177 | | Signal Out of Range |
| Ground Speed Pulses per Mile Not Programmed | 520242 | 13 | P1279 | | ON |

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