

P0300	EMS OBD II	Random misfire detected  *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	ECM to ignition coil primary circuit fault (Cylinder misfire detected DTC also flagged) Fuel injector circuit fault(s) (Injector DTCs also flagged) Ignition coil failure Spark plug failure / fouled / incorrect gap Cylinder compression low Fuel delivery pressure (low / high) Fuel injector(s) restricted / leaking Fuel injector(s) continuously open Fuel contamination Worn camshaft / broken valve spring(s)
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DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0301	EMS OBD II	Misfire detected – cylinder 1 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0302	EMS OBD II	Misfire detected – cylinder 2 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0303	EMS OBD II	Misfire detected – cylinder 3 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0304	EMS OBD II	Misfire detected – cylinder 4 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0305	EMS OBD II	Misfire detected – cylinder 5 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0306	EMS OBD II	Misfire detected – cylinder 6 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes

								fault code can then be cleared.
P1313	EMS OBD II	Misfire rate catalyst damage – bank 1  NOTE: This DTC will flag only when accompanied by an individual cylinder misfire DTC: P0300 – P0306	Misfire monitor drive cycle – page 6	2	A	ECM Default: – Maximum engine speed reduced	—	Cylinder compression low Worn camshaft / broken valve spring(s) Fuel delivery pressure (low / high) Fuel injector(s) restricted / leaking Fuel injector(s) continuously open Fuel contamination Fuel injector circuit fault(s) (Injector DTCs also flagged) Spark plug failure / fouled / incorrect gap ECM to ignition coil primary circuit fault (Cylinder misfire detected DTC also flagged) Ignition coil failure

								Ignition coil failure
P1316	EMS OBD II	Misfire excess emission  NOTE: This DTC will flag only when accompanied by an individual cylinder misfire DTC: P0300 – P0306	Misfire monitor drive cycle – page 6	2	N	None	—	Cylinder compression low Worn camshaft / broken valve spring(s) Fuel delivery pressure (low / high) Fuel injector(s) restricted / leaking Fuel injector(s) continuously open Fuel contamination Fuel injector circuit fault(s) (Injector DTCs also flagged) Spark plug failure / fouled / incorrect gap ECM to ignition coil primary circuit fault (Cylinder misfire detected DTC also flagged) Ignition coil failure

P0430	EMS OBD II	Catalytic converter system efficiency below threshold – bank 2	Catalyst efficiency monitor drive cycle – page 6	2	N	None	—	HO2 Sensor disconnected HO2 Sensor to ECM wiring fault HO2 Sensor heater to ECM wiring fault HO2 Sensor heater failure Upstream HO2 Sensor failure Downstream HO2 Sensor failure Catalyst failure
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DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1260	EMS JAG	Security input malfunction	Start engine	N	N	None	—	Invalid ignition key code Passive anti-theft system (PATS) signal to instrument pack missing or corrupted Security message (PATS) CAN failure NOTE: To clear this DTC, the failure must first be rectified, followed by an ignition ON cycle to allow a successful PATS identification exchange between the ECM and the IC. The fault code can then be cleared.

P1582	EMS JAG	"Flight recorder" data is stored if any one of five conditions occur:	1 Inertia switch activated 2 Throttle Limp Home mode 3 Engine starts and stumbles 4 Engine fail to start 5 Engine stall	N	N	None	P11-010	If none of the five conditions occur, check: Inertia switch to ECM circuit: short circuit to B+ voltage Inertia switch failure
P1629	V6EMS OBD II	Generator "FIELD" circuit failure	Battery voltage > 12 volts Switch OFF all electrical consumers Ignition ON 15 seconds Start engine; momentarily idle with all electrical consumers switched OFF Switch ignition OFF Switch ignition ON	2	C	None	P11-065	ECM to generator "FIELD" return circuit: open circuit, high resistance Generator regulator failure Generator failure

