

Manual Supplement

PIDS

For Scan Tools

Tool Information

Provide the following information when contacting customer support.

Serial No: _____

SW ID: _____

HW Ver: _____

Boot Ver: _____

Prod ID: _____

Board ID: _____

Burn Date: _____

Burn Loc: _____

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Global PID Definitions

All global parameter identification data (PID) listed was verified on actual vehicles to guarantee accuracy. PID Definitions were obtained from reliable sources and are accurate at time of printing. It is possible that some newer vehicles may contain data different from that listed. Always refer to vehicle service manual for manufacturer specific PIDs.

The PID list is organized in alphabetical order — the same way the scan tool does. Remember, always refer to a vehicle service manual for detailed diagnostic procedures when troubleshooting incorrect PID values.

Types of Data Parameters

INPUT: These data parameters are obtained from sensor circuit outputs. Sensor circuit outputs are inputs to vehicle's PCM. For example, if Oxygen Sensor circuit was generating a 400mV signal, then scan tool would read O2S (v) 0.40.

OUTPUT: These data parameters are outputs or commands that come directly from computer module(s). For example; the ignition spark advance is controlled by PCM, on most vehicles, monitoring this PID shows spark output from PCM. The scan tool would display IGN ADV(°) 10.

CALCULATED: These data parameters are calculated after analyzing various inputs to

VALUE the vehicle's computer module(s). For example, the engine load. The PCM calculates this from sensor inputs and displays it in a percentage.

PCM VALUE: Is information that is stored in the computer module(s)' memory and determined to be useful to service technician. An example of this is TROUBLE CODE value, the DTC that caused a freeze frame capture.

✓ **NOTE:** Several different causes can have the same parameter indication. For information on diagnostics consult vehicle service manuals.

DATA PARAMETER LIST

ABS FRP (0 - 65,5350 kPa) or (0 - 95050.5 psi)

Absolute Fuel Rail Pressure is the fuel pressure at the engine in respect to atmospheric pressure.

ABS LOAD (0 - 100%)

Absolute Load Value is the normalized value of air mass per intake stroke in percentage.

ABSLT TPS (0 - 100%)

Absolute Throttle Position represents normalized distance the throttle is opened.

ACC POS D,E or F (0 - 100%)

Accelerator Pedal Position represents normalized distance the gas pedal is pressed.

BARO PRESS (0 - 255 kPa) or (0 - 36.9 psi)

Barometric Pressure is usually received from a dedicated barometer, manifold absolute pressure sensor, and other inputs during certain modes of driving.

✓ The Baro Press may not exhibit the same value as weather services, which measure barometric pressure at sea level.

CALC LOAD (0 - 100%)

Calculated LOAD Value indicates the normalized load value on the engine.

CAT TEMPxy (- 40 – 6513.5°C) or (- 40 – 9999.9°F)

Catalyst Temperature displays the catalyst substrate temperature for a **Bank x** catalyst (if used by control module strategy for OBD monitoring) or displays the **Bank x Sensor y** catalyst temperature sensor.

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CLR DST (0 – 65,535 km) or (0 – 40,722 miles)

Distance Since Cleared Diagnostic Codes is the distance driven since diagnostic trouble codes were erased.

CLR TIM (0 – 65,535 min) or (0 – 1092.25 hours)

Time Since Cleared Diagnostic Code is time since diagnostic trouble codes were erased.

CMD EQ RATxy (0 – 1.99)

Commanded Equivalence Ratio is the ratio of the air/fuel mixture.

- For systems that use conventional oxygen sensors, the commanded equivalence ratio displays in open loop. In closed loop, the value is 1.0.
- Fuel systems using wide-range/linear oxygen sensors display commanded equivalence ratio in both open and closed loop operation.

COOLANT (- 40 – 215°C) or (- 40 – 419°F)

Coolant displays engine coolant temperature (ECT) from a ECT sensor or cylinder head temperature sensor.

- ✓ Many diesel engines do not use either sensor and may substitute Engine Oil Temperature instead.

EGR CMD (0 – 100%)

Commanded Exhaust Gas Recirculation is the normalized percentage of exhaust gas being recirculated.

EGR ERR (-100 – 99.22%)

Exhaust Gas Recirculation Error shows the error from changing from one condition to another.

ENG RUN (0 – 65,535 sec.)

Time since Engine Start is the time the engine is running.

- ✓ ENG RUN stops when engine stalls or engine is turned off for any reason.

ENGINE (0 – 16,383.75 RPM)

Engine is the speed engine is running in revolutions per minute (RPM).

EQ RATxy

O2 Sensor Equivalence Ratio is used for linear or wide-ratio oxygen sensors for **Bank x Sensor y**.

EVAP REQ (0 – 100%)

Commanded Evaporative Purge is the position evaporative purge control valve is open in percentage.

EVAP VP (- 8192 – 8191 PA) or (- 32.8878 – 32.8838 H20)

Evaporative E missions System Vapor Pressure is pressure in the fuel tank

FUEL LVL (0 – 100%)

Fuel Level Input is the percentage of fuel with 0% equaling tank is full and 100% when tank is empty.

FUEL PRES (0 – 765 kPa) or (0 - 110 psi)

Fuel Rail Pressure is the fuel pressure at the engine when reading in reference to atmosphere pressure.

FUEL SYS (OPEN or CLSD)

Fuel System Status show loop status of fuel system banks.

- OPEN:** Module is operating in Open Loop control strategy. The vehicle has not yet satisfied conditions for Module to go to closed loop.
- CLSD:** PCM currently functioning in Closed loop control strategy, using O2 sensor(s) as feedback for fuel control
- OPEN1:** Open Loop control strategy is being used by the PCM due to driving conditions. Driving conditions that may cause this to happen are power enrich-

ment and deceleration enrichment.

OPEN2: The PCM is operating in Open Loop control strategy due to detected system fault. Certain actuator or sensor faults will cause module to use an open loop strategy.

CLSD1: Closed Loop control is current storage being used by module, but a fault with at least one O2 sensor has been detected. The control system may be using single O2 for fuel control calculations.

IAT TEMP (- 40 – 215°C) or (- 40 – 419°F)

Intake Air Temperature is a measure of intake air temperature to determine correct air/fuel ratios and spark timing operations.

IGN ADV (- 64 – 63.5°)

Ignition Timing Advance for cylinder is a signal of how much spark advance to add to base engine timing (expressed in crankshaft degrees).

LT FL FTRM (-100 – 99.22%)

Long Term Fuel Trim Bank is the fuel mixture adjustment. The mixture can range, with mid-point being 0.

- ✓ Positive reading indicates module commanded a long-term rich mixture correction in response to a lean operating condition. A negative reading indicates module has commanded a long-term lean mixture in response to a rich operating condition.

MAF (0 – 655.35 g/s) or (0 – 86.5 lb/min)

Mass Air Flow Rate indicates the mass of air entering engine.

MAP (0 – 255 kPa) or (Hg)

Intake Manifold Absolute Pressure displays manifold pressure.

MIL DIST (0 – 65,535 km) or (0 – 40,722 miles)

Distance Traveled while Malfunction Indicator Lamp is Active is a counter that displays distance traveled since the MIL “or Check Engine or Service Engine Soon” light came on.

MIL STAT (ON or OFF)

Monitor Status Data Trouble Code state that module is commanding Malfunction Indicator Lamp to be on if problem exists.

MIL TIME (0 – 65,535 min) or (0 – 1092.25Hrs)

Distance Since Monitor Status Data Trouble Code is the distance traveled since the MIL “or Check Engine or Service Engine Soon” light came on.

O2Sxy (0 – 1.275V)

Oxygen Sensor Output Voltage is the voltage generated from the oxygen sensor to increase and decrease the amount of exhaust gas.

O2Sxy (- 128 – 127.996mA)

Oxygen Sensor Output Amp is used for linear or wide ratio oxygen sensors to increase and decrease the amount of exhaust gas

OBD2 STAT (CA, OBDI, US, NONE, EU and/or JA)

On Board Diagnostic shows what vehicle was made for.

CA - Indicates test vehicle meets California on board diagnostic ARB requirements

OBD I - Indicates test vehicle does not meet OBDII requirements.

US - Indicates test vehicle meets Federal EPA requirements.

NONE - Indicates test vehicle is not on board diagnostic compliant.

EU - Indicates test vehicle meets European on board diagnostic requirement.

JA - Indicates test vehicle meets Japanese on board diagnostic requirement.

OUTSID AIR (- 40 – 215°C) or (- 40 – 419°F)

Outside Air Temperature gives temperature outside.

PTO STATUS (OFF or ON)

Power Take Off Status allows module to keep track of Power at Take-Off.

REL FRP (0 – 5177.27 kPa) or (0 – 750. psi)

Relative Fuel Rail Pressure (Vacuum) is the fuel rail pressure at engine.

REL TPS (0 – 100%)

Relative Throttle Position is the normalized relative throttle position.

SECOND AIR (AIR_STAT: UPS, DNS or OFF)

Commanded Secondary Air Status is on newer vehicles and actuators to control pollution control.

UPS - UP STREAM module is demanding that secondary air be added at exhaust manifolds

DNS - DOWN STREAM module is demanding secondary air be added at catalytic converter

OFF - Module is demanding no secondary air to be added.

ST FTRMxy (- 100 – 99.22%)

Short-term Fuel Trim Bank calculated value represents the short-term relation of fuel metering on a fuel-injected engine.

- ✓ Short-term Fuel Trim calculated value that has a positive percentage is a rich fuel trim and if a negative percentage is present the fuel trim is lean.

ST FLTRMx (- 100 – 99.2%)

Short-term Fuel Trim value represents the short-term relation of fuel metering on a fuel-injected engine.

- ✓ Short-term Fuel Trim value with a positive percentage is a rich fuel trim and if a negative percentage is present the fuel trim is lean.

THR POS (0 – 100%)

Absolute Throttle Position is the position the throttle is located. The more the throttle is closed the less percent shown.

THROT CMD (0 – 100%)

Commanded Throttle Actuator Control is the position of the throttle. If throttle is closed the percent will be 0 and if wide open 100%.

TRIPS SNC CLR (0 – 255)

Number of warm-ups since diagnostic trouble codes cleared. Warm-up is when temperature of coolant rises to at least 22°C (40°F) from engine starting and reaching a minimum temperature of 70°C (160°F). In a diesel engine, the minimum temperature is 60°C (140°F.)

- ✓ If there is more than 255 that the engine warms up the TRIPS SNC CLR will remain at 255.

TROUB CODE (0000 – FFFF)

Trouble Code Parameter will give the diagnostic trouble code that caused a freeze frame capture. This information is helpful in diagnosing the cause of a driveability. If no freeze frame data has been captured, this PID will be zero.

VEH SPEED (0 – 255 K/h) or (0 – 158 mph)

Vehicle Speed shows the speed the vehicle is going.

VPWR (0 - 65.535V)

Control Module Voltage is the power input to the control module.

- ✓ Vehicles using a 42V battery may utilize multiple voltages of different systems. Therefore, the VPWR value may be significantly different than the battery.

PID List

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PID	Extended Description
#MISF LST 200	Number of Misfire last 200 Revs (Weighted)
#TRPS SNC MISF	Number of Trips Since the Time of Misfire
% GRADE	Percent Grade
1/2 FUEL CUT	50% Fuel Cut OFF Module
1-2 DES WOT	1-2 Shift Desired WOT RPM
1-2 ERROR	1-2 Shift Time Error
1-2 SFT	1-2 Shift Time
1-2 SOL	1-2 Shift Solenoid
1-2 SOL OSG	1-2 Shift Solenoid Open/Short To Ground
1-2 SOL STP	1-2 Shift Solenoid Short To Volts
1-2 WOT APT	1-2 Shift WOT RPM Adapt
1-2APT HICEL	1-2 Adapt High Cell
1-2APT LOCEL	1-2 Adapt Low Cell
1-4 SFT SOL	1-4 Shift Solenoid
12V REF	12 Volt Reference Voltage
1ST GEAR SW	1st Gear Switch
2-1 SHIFT	2-1 Shift Time
2-3 ERROR	2-3 Shift Time Error
2-3 GEAR LOCK	2-3 Gear Lock
2-3 SFT	2-3 Shift Time
2-3 SHIFT	2-3 Shift Time
2-3 SOL	2-3 Shift Solenoid
2-3 SOL OSG	2-3 Shift Solenoid Open/Short To Ground
2-3 SOL STP	2-3 Shift Solenoid Short To Volts
2-3APT HICEL	2-3 Adapt High Cell
2-3APT LOCEL	2-3 Adapt Low Cell
2-4 SOL	2-4 Solenoid
2-4/LR PRES SW	2 - 4 2-4/LR Pressure Switch
2-4KICK-L/R CL	2 - 4 Kickdown or Low / Reverse - Reverse Clutch
2/4 CL VOL IND	2/4 Clutch Volume Index
24X SENSOR	24x Sensor RPM
24X CKP SEN	24 Times Crankshaft Sensor
2-5 LAST CODE	ID 2-5 to Last Code Received
25 MPH REACHED	25 Miles Per Hour Reached
2C CL VOL IND	2C Clutch Volume Index
2C CLUTCH ST	2C Clutch State
2C PRESS SW	2C Pressure Switch
2C SOL	2C Solenoid
2GR START LMP	2 GR Start Lamp
2ND FUEL PUMP	2nd Fuel Pump Relay Control
2ND GEAR SW	2nd Gear Switch
2ND TRIP FT	2nd Trip With Same Fuel Trim
2ND TRIP MISF	2nd Trip With Same Misfires

<u>PID</u>	<u>Extended Description</u>
2WD HIGH LGHT	2 Wheel Drive High Indicator Light
3-2 SFT	3-2 Downshift
3-2 SFT ENABLE	3-2 Downshift Solenoid Enable
3-2 SHIFT	3-2 Shift Time
3-2 SOL PWM	3-2 Downshift Solenoid PWM
3-4 ERROR	3-4 Shift Time Error
3-4 SFT	3-4 Shift Time
3-4 SHIFT	3-4 Shift Time
3-4APT HICEL	3-4 Adapt High Cell
3-4APT LOCEL	3-4 Adapt Low Cell
3RD GEAR SW	3rd Gear Switch
3X ENG ACT	3x Engine Speed Activity
4-3 SHIFT	4-3 Shift Time
4C CLUTCH ST	4C Clutch State
4C PRESS SW	4C Pressure Switch
4C SOL	4C Solenoid
4TH GEAR SW	4th Gear Switch
4WD	4 Wheel Drive
4WD HIGH LIGHT	4 Wheel Drive High Indicator Light
4WD LOW	Low Speed WD
4WD LOW LIGHT	4 Wheel Drive Low Indicator Light
4WD MODE	4-wheel Drive Mode Signal
4X BETWEEN CAM	4X Refrence Between Cam Counter
4X REF CNT	4X Reference Pulse Counter
4X4L	Low Speed 4WD
5V REF A	5 Volts Reference A
5V REF B	5 Volts Reference B
5V REF AUX	Auxillary 5 Volt Output
5V REF PRI	Primary 5 Volt Output
A.I.R. PUMP	Air Injection Reactor Pump Relay Control
A/C CLCH REL	Air Conditioning Clutch Relay
A/C CLUTCH	Air Conditioning Clutch
A/C CLUTCH RLY	Air Conditioning Clutch Relay
A/C COMMAND	Commanded A/C
A/C COMPRESSOR	Air Conditioning Compressor
A/C CUTOUT RLY	Air Conditioning Cutout Relay
A/C EVAP	A/C Evaporative Temperature
A/C PRES	A/C Pressure
A/C PRESS	A/C Pressure A/D
A/C PSI DISAB	A/C Psi Disable
A/C RELAY	Air Conditioning Clutch Relay
A/C REQ	A/C Requested
A/C REQUEST SW	Air Conditioning Requested
A/C RLY COM	Air Conditioning Relay Command
A/C RLY DR H	Air Conditioning Relay Driver High
A/C RLY DR L	Air Conditioning Relay Driver Low
A/C RLY OSG	Air Conditioning Relay Circuit Open/Short To Ground
A/C RLY STP	Air Conditioning Relay Circuit To Volts
A/C SELECT SW	Air Conditioning Select Switch
A/C SLUGGING	A/C Slugging
A/C STATUS	A/C Status
A/D INPUT	A/D Input
A/F DESIRED	A/F Ratio
A/F RATIO	Air Fuel Ratio

<u>PID</u>	<u>Extended Description</u>
ABS EBTCM	Anti Braking System Electronic Body Traction Control Module
ABS EN RELAY	Anti Braking System Engage Relays
ABS FAIL LT	Anti Braking System Fail Light
ABS FRP	Absolute Fuel Rail pressure
ABS IGNITION	Anti Braking System Ignition
ABS LOAD	Absolute Load
ABS LT FLASH	Anti Braking System Light Flashing
ABSLT TPS (%)	Absolute Throttle Position Sensor
ABS MODE	Anti Braking System Mode
ABS RELAY	Anti Braking System Relay
ABS WARN LT	Anti-Lock Braking System Warning Light
AC CLUTCH	Air Conditioner Clutch Relay Control
AC ENABLED	Air Conditioner Enabled
AC EVAP(°F)/(°C)	Air Conditioner Evaporator Temperature
AC FAN REQST	Air Conditioner Fan Request
AC HEAD PRES	Air Conditioner Head Pressure
AC HI PRES SW	A/C Hi Pressure Switch
AC HIGHSIDE	A/C Highside Temperature
AC HIS PR	Air Conditioning High Side Pressure
AC LOWSIDE	A/C Lowside Temperature
AC PL/GUL	Accumulated Time In Park Lock and Gradual Unlock
AC PR OUT RNG	A/C Pressure Out of Range
AC PRES(Psi)/(KPA)	Air Conditioner Refrigerant Pressure
AC PRES(V)	Air Conditioner Refrigerant Pressure Sensor
AC PRESS SW	Air Conditioner Refrigerant Pressure Switch
AC RELAY	A/C Relay
AC REQUEST	Air Conditioner Request Switch
ACC POS D	Accelerator Pedal D
ACC POS E	Accelerator Pedal E
ACC POS F	Accelerator Pedal F
ACCS	A/C Cyclic Switch
ACL SIGNAL	ACL Signal
ACP	A/C Pressure
ACPSW	A/C Pressure Switch
ACT	Air Charge Temperature
ACT A/D	Air Charge Temperature Analog to Digital Reading
ACT AIS POS	Actual AIS Motor Position
ACT GAS FLW	Actual Gas Flow
ACTUAL TPS	Actual Throttle Position
ACTUATOR TST	Actuator Test
ADD ADPT FUEL	Adaptive Adjustment of Fuel Injector
ADD APT FUEL2	Adaptive Adjustment of Fuel Injector Bank 2
ADD FUEL2	Adaptive Adjustment of Fuel Injector Bank 2
ADDED FUEL	Adaptive Adjustment of Fuel Injector
ADPT FUEL (%)	Adaptive Fuel Factor
ADPT FUEL1-2 (%)	Adaptive Fuel Factor Bank 1-2
ADPT KNOCK	Adaptable Knock Retard
ADPT SHIFT	Adaptable Shift
AIR ASSIST SOL	Air Assist Solenoid
AIR DIVRT SOL	Air Divert Solenoid Control
AIR MOTOR O/C	Air Motor O/C
AIS MTR POS	Automatic Idle Speed Motor Position
AIR PUMP	Air Pump
AIR PUMP RELAY	Air Pump Relay

<u>PID</u>	<u>Extended Description</u>
AIR PUMP SOL CMD	Air Pump Solenoid Comand
AIR SOLENOID	Air Solenoid
AIR STAT	Air Status
AIR SWITCH	Air Switch
AIR SW SOL	Air Switch Solenoid Control
AIS POS REQ	Automatic Idle Speed Position Request
AIS POSITION	Automated Idle Speed Position
ALCH CTNT	Fuel Alcohol Content
ALCOHOL(%)	Alcohol Concentration In Fuel
ALL SOL/REL	All Solenoids/Relays
ALL SOLS/RELS	All Solenoids/Relays
Alt F-Term	Alternator F-terminal A/D
ALT FIELD	Alternator Field
AMB/BAT A/D	Battery/Ambient Temperature Analog to Digital Reading
AMB/BAT S/N	Ambient Battery Serial Number
AMB/BATSNS	Ambient Battery Serial Numbers
AMB/BATT	Ambient/Battery Temperature
AMB AIR TEMP(V)	Ambient Air Temperature
APP 1	Accelerator Pedal Position Sensor 1
APP 2	Accelerator Pedal Position Sensor 2
APP 3	Accelerator Pedal Position Sensor 3
APP ANGLE	Accelerator Pedal Position Angle
APP AVG	Applied Pedal Position Average
APP IND	Accelerator Pedal Indicated Angle
APP MY	Application Model Year
ASD FUEL SYS	Auto Shutdown Fuel System
ASD RELAY	Auto Shutdown Relay
ASD RELAY SNS	Auto Shutdown Relay Sense
ATC SLIP	Auto Traction Control Slip Speed
AUTO 4WD LGHT	Auto 4 Wheel Drive Indicator Light
AUTO LRN TMR	Auto Learn Timer
AUTOSTK	Autostick Vehicle
AUTOSTK DWNS	Autostick Downshift
AUTOSTK GEAR	Autostick Gear Position
AUTOSTK/OD LO	Autostick / OverDrive Lock-Out
AUTOSTK UPS	Autostick Upshift
AUX FAN	Auxillary Fan
AVG BPW BK1	Average Bank Pulse Width Bank 1
AVG BPW BK2	Average Bank Pulse Width Bank 2
AWD ENBL	All Wheel Drive Enabled
B1 CL1 O2FDB	Bank 1 (Left) Closed Loop (Mode 1) Normal O2S Feedback
B1 CL2 O2SF	Bank 1 (Left) Closed Loop (Mode 2), Fault with 1 O2S
B1 OL NC	Bank 1 (Left) Open Loop Condition Not Yet Met
B1 OL2 DR	Bank 1 (Left) Open Loop (Mode 2) Due To Driving Conditions
B1 OL3 FLT	Bank 1 (Left) Open Loop (Mode 3) Due To System Fault
B2 CL1 O2FDB	Bank 2 (Right) Closed Loop (Mode 1) Normal O2S Feedback
B2 CL2 O2SF	Bank 2 (Right) Closed Loop (Mode 2) Fault with 1 O2S
B2 OL NC	Bank 2 (Right) Open Loop Condition Not Yet Met
B2 OL2 DR	Bank 2 (Right) Open Loop (Mode 2) Due To Driving Conditions
B2 OL3 FLT	Bank 2 (Right) Open Loop (Mode 3) Due To System Fault
BAD CYL ID	Bad Cylinder Identification
BAL BYPASS REL	Ballast Bypass Relay
BARO	Barometric Pressure
BARO PRESS	Barometric Pressure

<u>PID</u>	<u>Extended Description</u>
BARO(V)/("HG)/(KPA)	Barometric Pressure
BARO PRS	Barometric Pressure Sensor
BARO READ	Barometric Pressure Reading
BARO READ SOL	Barometric Pressure Solenoid
BARO SOL	Barometric Pressure Solenoid
BARO UPDT	Barometric Pressure Read Update
BAT TRM OFFSET	Battery Transmission Offset
BATT ECM	Battery Voltage measured by Engine Control Module (CM551)
BATT TCM	Battery Voltage measured by Transmission Control Module
BATT TEMP(° F)/(° C)	Battery Temperature
BATT TEMP(V)	Battery Temperature Sensor
BATT VOLTS	Battery Voltage
BATTERY (V)	Battery Voltage
BLM (BLM L & R)	See LT FUEL TRIM
BLM CELL	See LT FUEL TRANSMISSION CL
BLM ENABLED	See LT FUEL TRANSMISSION EN
BLM FINAL	Block Learn Memory Final
BLST BP RLY	Ballast Bypass Relay
BOO	Brake On/Off
BOO-BRAKE SW	Brake On/Off Switch
BOO/BPP	Brake ON / OFF
BOOST (KPA)/(PSI)	Boost Pressure
BOOST(%)/("HG)/(KPA)	Turbocharger Boost Pressure
BOOST GOAL	Boost Pressure Goal
BOOST PRES	Boost Pressure
BOOST SOL	Boost Solenoid Pulse Width Module
BRAKE F LVL	Brake Fluid Level Switch
BRAKE FLUID	Brake Fluid
BRAKE SW	Brake Switch
BRAKE SW CKT	Brake Switch Circuit
BRAKE SWITCH	Brake Switch
BRAKE WARN LT	Brake Warning Light
BRK BST VAC	Brake Booster Vacuum
BRKBST VAC	Brake Booster Vacuum
BRK OFF DELAY	Brake Off Delay
BRK TELLTALE	Brake Telltale
BRK TRQ TST	Brake Torque Test
BRK WARN CKT	Brake Warning Circuit
BST GOAL	Turbocharger Boost Pressure Goal
BST PRES	Turbocharger Boost Pressure
BST REQ("HG)/(KPA)	Turbocharger Boost Pressure Requested
C1 PRES SW	C1 Pressure Switch
C2 PRES SW	C2 Pressure Switch
C3	C3
C3 PRES SW	C3 Pressure Switch
C4	C4
C4 PRES SW	C4 Pressure Switch
C5 PRES SW	C5 Pressure Switch
CAL AC LD	Calculated A/C Load
CAL POT ADJST	Calibration Potentiometer Adjustment
CALC CNVRT	Calculated Converter Temperature
CALC CONVERT	Calculated Converter Temperature
CALC ECT	Calculated Engine Coolant Temperature
CALC FLOW	Calculated Flow

<u>PID</u>	<u>Extended Description</u>
CALC LOAD (%)	Calculated Engine Load
CALC VAC	Calculated Engine Vacuum
CALPOT MULTIPL	Calibration Potentiometer Multiple
CAM DC	Camshaft Position Commanded Duty Cycle
CAM EDGE CNT	Camshaft Edge Counter
CAM EDGE CNTR	Camshaft Edge Counter
CAM ENG SPD	Cam Engine Speed Activity
CAM ERR	Camshaft Position Error
CAM INPUT HI-LOW	Cam Signal Input - High To Low
CAM INPUT LOW-HI	Cam Signal Input - Low To High
CAM RE-SYNC	Cam Re-syncs Counter
CAM RETARD	Cam Retard
CAM SIG PRES	Cam Signal Present
CAM SIG PRESENT	Cam Signal Present
CANPRG DR H	Canister Purge Driver High
CANPRG DR L	Canister Purge Driver Low
CANST PURGE	Canister Purge Solenoid Control
CAT	Catalyst Temperature or Catalyst Temperature Sensor Voltage
CAT EWMA	Catalyst Test Time Difference
CAT F THR	Catalyst Test Fail Threshold
CAT MON	Catalyst Monitor
CAT MON CT	Catalyst Monitor EWMA Sample Counter Bank
CAT MON CT1	Catalyst Monitor EWMA Sample Counter Bank 1
CAT TEMP 11	Catalytic Converter Temperature Bank 1, Sensor 1
CAT TEMP 12	Catalytic Converter Temperature Bank 1, Sensor 2
CAT TEMP 21	Catalytic Converter Temperature Bank 2, Sensor 1
CAT TEMP 22	Catalytic Converter Temperature Bank 2, Sensor 2
CAT TEST B1	Number OfCatalyst Test - Bank 1
CAT1 CAL THRS	Steady-state Catalyst Monitor Threshold, Bank1
CAT1 STDY ST	Steady-state Catalyst Monitor, Bank1
CAT2 CAL THRS	Steady-state Catalyst Monitor Threshold, Bank 2
CAT2 STDY ST	Steady-state Catalyst Monitor, Bank 2
CAT1CAL THR	Steady-state Catalyst Monitor Threshold, Bank1
CAT1STDY ST	Steady-state Catalyst Monitor, Bank1
CAT2STDY ST	Steady-state Catalyst Monitor, Bank2
CATALYST MON	Catalyst Monitor Completed This Driving Cycle
CATLST PASSE/FAILED	Catalyst Test Passed / Failed
CAT MON CT1	Catalyst Monitor EWMA Sample Counter Bank 1
CATMON AVG	TWC Monitor Average Deviation Difference Failure Threshold
CATMON CPLT	Number Of Catalyst Monitors Test Complete
CC HOLD	Cruise Control Hold Mode
CC ON/OFF SW	Cruise Control On/Off Switch
CC RES/ACC SW	Cruise Control Resume/Accelerate Switch
CC SERVO(%)	Cruise Control Servo Position
CC SET(MPH)/(KPH)	Cruise Control Set Speed
CC SET/CST SW	Cruise Control Set/Coast Switch
CC SRVO REQ(%)	Cruise Control Servo Position Requested
CC VACUUM SOL	Cruise Control Vacuum Solenoid Control
CC VENT SOL	Cruise Control Vent Solenoid Control
CCC	CCC
CCP DUTY(%)	See EVAP DUTY
CCP SOL	Carbon Canister Purge Solenoid PWM
CCP SOLENOID	See EVAP SOLENOID
CCS	Coast Clutch Switch

<u>PID</u>	<u>Extended Description</u>
CHARG GOAL (V)	Charging System Goal
CHAS PITCH	Powertrain Induced Chassis Pitch
CHK ENG LAMP	See MIL
CHK ENG LIGHT	See MIL
CHRG GOAL (V)	Charging System Goal
CHRG TEMP(°F)/(°C)	Compressed Natural Gas Temperature Sensor
CHRG TEMP(V)	Compressed Natural Gas Temperature
CHT	Cylinder Head Temperature
CKP	Crankshaft Position Sensor Signal Detected
CKP ACT CNT	Crankshaft Active Counter
CKP ENGINE	Crankshaft Position Sensor Engine Speed
CKP LRES AG	Crankshaft Position Sensor Low Resolution Angle
CL SNC RESTART	Clear Since Restart
CLEAR FLOOD	Clear Flood Function
CLNT STRT	Coolant Start Temperature
CLR DST	Distance Since Cleared
CLR TIM	Minutes Ran Since Erased
CLUTCH INT SW	Clutch Interlock Switch
CLUTCH SW	Clutch Pedal Switch
CLUTCH UPS SW	Clutch Upstop Switch
CMD EQ RAT	Commanded Equivalence Ratio
CMP	Crankshaft Position Sensor Signal Detected
CMP/CKP RLTD ANG	Camshaft To Crankshaft Relationship Angle
CMP/CKP SYNC	Camshaft To Crankshaft Synchronization Detected
CMP ACT CNT	Camshaft Active Counter
CNG PRES	Compressed Natural Gas Pressure
CNG PRES	Compressed Natural Gas Pressure
CNG PRESS (PSI)	Compressed Natural Gas Pressure
CNG PRESS(V)	Compressed Natural Gas Pressure Sensor
CNG TEMP(°F)/(°C)	Compressed Natural Gas Temperature
CNG TEMP(V)	Compressed Natural Gas Temperature Sensor
CODE1 ODO	Odometer When 1st Code Set Since Cleared
COLD START	Cold Start Up
COMM D FAN 1	Commanded Fan 1
COMM D FAN 2	Commanded Fan 2
COMP COMP MON	Comprehensive Components Monitor Completed This Driving Cycle
COOLANT (°F)/(°C)	Engine Coolant Temperature
COOLANT (V)	Engine Coolant Temperature Sensor
COOLANT CALC	Calculated Engine Coolant Temperature
COOLANT GAUGE	Coolant Gauge
COOLANT LEVL	Eng Coolant Level
COOLANT SW	Coolant Switch
CORROSIVITY(V)	Corrosivity
CPP/TCS	Clutch Engaged / Overdrive Switch Pressed
CRANK EDGE CNT	Crankshaft Edge Counter
CRANK EDGE CNTR	Crankshaft Edge Counter
CRANK LRND	Crankshaft Learnd
CRANK MISS	Crank Ref Missed Diesel
CRANK REQ	Crank Requested
CRANK SWITCH	Crank Switch
CRANKING A/F	Cranking Air/fuel Ratio
CRANKING(RPM)	Cranking RPM
CRUISE	Cruise
CRUISE CANCEL SW	Speed Control Cancel

<u>PID</u>	<u>Extended Description</u>
CRUISE COAST SW	Speed Control Coast
CRUISE DIF	Delta From Speed That Cruise Control Is Set At
CRUISE ENGAG	Cruise Engaged
CRUISE IND LAMP	Cruise Control Engaged Lamp
CRUISE INHIB	Cruise Inhibited
CRUISE ON/OFF SW	Speed Control ON/OFF
CRUISE RESUME SW	Speed Control Resume
CRUISE SET SW	Speed Control Set
CRUISE SPD	Speed Cruise Control Is Set At
CRUISE SW	Cruise Control Switch A/D Voltage
CRUISESET (MPH)/(KPH)	Cruise Control Set Speed
CRUZ DRV H	Cruise Driver High
CRUZ DRV L	Cruise Driver Low
CRZ CLUTCH CMND	Cruise Clutch Command
CRZ OFF BRAKE	Cruise Deactivated By Brake
CRZ REL STATE	Cruise In Release State
CRZ RSM/ACCL	Cruise Resume / Acceleration Switch
CRZ SET/COAST	Cruise Set / Coast Switch
CRZ TRAC ACT	Cruise Traction Control Active
CRZ VLTS OORNG	Cruise Volts Out of Range
CUR APT CELL	Current Adaptive Cell
CUR APT MEM	Current Adaptive Memory
CUR IAC MEM	Current Idle Air Control Memory
CUR IAC POS	Current Idle Air Control Position
CUR MALFS	Number of Current Malfunction
CUR THROT ANT	Output Shaft Speed
CUR TRANS DTC	Current Transmission Diagnostic Trouble Codes Are Set
CURRENT GEAR	Current Gear
CYC MIS DATA	Cycles of Misfire Data
CYL 1 MISF	Cylinder 1 Misfire
CYL 2 MISF	Cylinder 2 Misfire
CYL 3 MISF	Cylinder 3 Misfire
CYL 4 MISF	Cylinder 4 Misfire
CYL 5 MISF	Cylinder 5 Misfire
CYL 6 MISF	Cylinder 6 Misfire
CYL 7 MISF	Cylinder 7 Misfire
CYL 8 MISF	Cylinder 8 Misfire
CYL 9 MISF	Cylinder 9 Misfire
CYL 10 MISF	Cylinder 10 Misfire
CYL 1 MISF CNT	Cylinder 1 Misfire Counter (Weighted)
CYL 2 MISF CNT	Cylinder 2 Misfire Counter (Weighted)
CYL 3 MISF CNT	Cylinder 3 Misfire Counter (Weighted)
CYL 4 MISF CNT	Cylinder 4 Misfire Counter (Weighted)
CYL 5 MISF CNT	Cylinder 5 Misfire Counter (Weighted)
CYL 6 MISF CNT	Cylinder 6 Misfire Counter (Weighted)
CYL 7 MISF CNT	Cylinder 7 Misfire Counter (Weighted)
CYL 8 MISF CNT	Cylinder 8 Misfire Counter (Weighted)
CYL 9 MISF CNT	Cylinder 9 Misfire Counter (Weighted)
CYL 10 MISF CNT	Cylinder 10 Misfire Counter (Weighted)
CYL 1 MISFIRE	Cylinder Misfire
CYL 2 MISFIRE	Cylinder Misfire
CYL 3 MISFIRE	Cylinder Misfire
CYL 4 MISFIRE	Cylinder Misfire
CYL 5 MISFIRE	Cylinder Misfire

<u>PID</u>	<u>Extended Description</u>
CYL 6 MISFIRE	Cylinder Misfire
CYL 7 MISFIRE	Cylinder Misfire
CYL 8 MISFIRE	Cylinder Misfire
CYL ID	Cylinder Identification
CYL KNKRET	Cylinder Knock Retard
CYL MDE MIS	Cylinder Mode Misfire Index
CYL MISFIRE	Cylinder Misfire
CYLINDER AIR	Cylinder Air
CYLS PASSED/FAILED	Cylinders Failed Or Passed
DBL STRT OVRD	Double Start Override
DCL FL MDE	Decal Fuel Mode
DECAL EWMA	Decal EWMA
DECEL FL MDE	Decel Fuel Mode
DEFROST SW	Defrost Switch
DES CYL AIR	Desired Cylinder Air
DES EGR POS	Desired Linear EGR Position
DES G FLOW	Desired Gas Mass Flow
DES IAC	Desired Intake Air Control
DES IDLE	Desired Idle Speed
DES INJ TIM	Desired Diesel Injection Pump Timing
DES L PRS	Desired Lime Pressure
DES TORQUE	Desired Torque Level
DIESEL EGR SYSTEM	Diesel Exhaust Gas Recirculation System
DIS CYL EVENT	Distributorless Ignition System Cycle Event
DIS CYC EVENT	Distributorless Ignition System Cycle Event
DIS SEN STAT	Distributorless Ignition System Sensor Status
DIS SIG STAT	Distributorless Ignition System Signal Status
DLV ENG TR	Delivered Engine Torque
DLV TR DR H	Delivered Torque Driver High
DLV TR DR L	Delivered Torque Driver Low
DPF EGR	Delta Pressure Feedback EGR Pressure Sensor
DRIVER	Driver 1
DS DESIRED	Down Shift Desired
DS IN PROG	Down Shift In Progress
DS REQ	Down Shift Requested
DSL EGR SYS	Diesel Exhaust Gas Recirculation System
DTC CNT	Total Number of Fault Codes And Pending Codes
DTC THIS IGN	DTC Set This Ignition
ECBM VOLTS	Electronic Control Braking Module Voltage
ECL LOW LAMP	Low Engine Coolant Level Lamp
ECT	Ect Engine Coolant Temperature
ECT A/D	Engine Coolant Temperature Sensor Analog To Digital Reading
ECT AT MISF	Engine Coolant Temperature at Misfire
ECT GAUGE	Engine Coolant Temperature Gauge
ECT SENSOR(V)	Engine Coolant Temperature Sensor Voltage
ECT STARTUP	Engine Coolant Temperature at Start Up
ECT STRTUP	Engine Coolant Temperature at Start Up
ECT TCM	Engine Coolant Temperature TCM
ECT TEMP (°F)/(°C)	Engine Coolant Temperature
ECU RST INIT	Electronic Control Unit Reset - Initialized
ECU RST-2X LOSS	Electronic Control Unit Reset - 2X Buss Loss
ECU RST-BATT L	Electronic Control Unit Battery Loss
ECU RST-CLK L	Electronic Control Unit Reset - Clock Loss
ECU RST-EXT	External Electronic Control Unit Reset

<u>PID</u>	<u>Extended Description</u>
ECU RST-INST	Electronic Control Unit Reset Instructions
ECU RST-SRC UNK	Electronic Control Unit Reset Source Unknown
ECU RST-WDOG	Electronic Control Unit Reset Watchdog
EFE SOLENOID	Early Fuel Evaporation Solenoid
EGR	EGR Switch
EGR ACTUAL	Actual Exhaust Gas Recirculation Position
EGR CL VLV F	Exhaust Gas Recirculation Closed Valve Fault
EGR CLS POS	Linear EGR Closed Valve Pintel Position
EGR CMD	Commanded Exhaust Gas Recirculation
EGR COM POS	Linear EGR Commanded Position
EGR COMMAND	EGR Valve Solenoid Command
EGR DC	EGR Duty Cycle
EGR DCL EWMA	Exhaust Gas Recirculation Decal EWMA
EGR DIAG SW	EGR Valve Diagnostic Flow Switch
EGR DLT MAP	EGR Delta MAP Calculation
EGR DUTY(%)	EGR Valve, Control Signal Duty Cycle
EGR ERR	Exhaust Gas Recirculation Error
EGR FAIL MODE	EGR System In Failure Mode
EGR FDBACK	Linear EGR Feedback A/D
EGR LOOP	Exhaust Gas Recirculation Loop Status
EGR MONITOR	EGR Monitor Completed This Driving Cycle
EGR NORM	Linear EGR Normalized
EGR OPN/SHRT	Exhaust Gas Recirculation Open or Shorted
EGR P DLT	Exhaust Gas Recirculation Pressure Delta
EGR PINTL ERR	EGR Pintel Position Error
EGR POS	Exhaust Gas Recirculation Solenoid Position
EGR POS D	Exhaust Gas Recirculation Delta
EGR POS FLT	Exhaust Gas Recirculation Fault
EGR PWM STATE	Exhaust Gas Recirculation PWM State
EGR REQ("HG)/(KPA)	Requested Manifold Pressure For Desired EGR Flow
EGR REQ(%)	EGR Valve, Requested Flow
EGR SOL 1	EGR Valve Solenoid Control
EGR SOL 2	EGR Valve Solenoid Control
EGR SOL 3	EGR Valve Solenoid Control
EGR SOLENOID	Exhaust Gas Recirculation Solenoid
EGR STFT F	Exhaust Gas Recirculation Short Term Fuel Trim Fail Threshold
EGR TEMP SW	EGR Valve, Flow Temperature Switch
EGR TEMP(V)	EGR Valve, Flow Temperature Voltage
EGR TEST CNT	EGR Test Count
EGR TRIP SMP	EGR Trip Samples
EGR VENT SOL	Exhaust Gas Recirculation Vent Solenoid
EGR VLV POS	EGR Valve Position
EGR VR DC	EGR Duty Cycle To Electronic Vacuum Regulator
ENG CLNT TEMP	Engine Coolant Temperature
ENG LOAD	Engine Load
ENG OIL LEVL	Eng Oil Level
ENG OIL LIFE	Engine Oil Life
ENG OIL PRES	Engine Oil Pressure
ENG RUN	Engine Run Time
ENG SHTOFF	Engine Shutoff Solenoid
ENG SPD OUT	Engine Speed Output
ENG OIL TMP	Engine Oil Temperature
ENG TOR	Engine Torque
ENGINE	Engine Speed

<u>PID</u>	<u>Extended Description</u>
ENGINE (RPM)	Engine RPM
ENGINE OIL	Engine Oil
ENGINE RPM	Engine Speed
ENGINE RPM/MPH	Engine RPM/MPH Ratio
ENGOILPRES	Engine Oil Pressure
ENH EVAP FLT	Enhanced Evaporative Fault History
EOP LOW LAMP	Low Engine Oil Pressure Lamp
EPC	Electronic Pressure Control
EPR SOL	EPR Solenoid
EQ RAT	Oxygen Sensor Equivalence Ratio (Bank X / Sensor Y)
ERR 1-2 SFT	Shift Time Error For 1-2 Shift
ERR 2-3 SFT	Shift Time Error For 2-3 Shift
ERR 3-4 SFT	Shift Time Error For 3-4 Shift
ERR LST SFT	Shift Time Error For Latest Shift
ESC ACT CNT	Electronic Spark Control Active Counter
ESC COUNTER	See KS COUNTER
ESC FAILURE	See KS FAILURE
ESC HI ADPT INT	High ESC Adaptive Integer Term
ESC LOW ADPT INT	Low ESC Adaptive Integer Term
ESC MID ADPT INT MID	ESC Adaptive Integer Term
ESC MIN NSE	ESC Minimum Learned Noise Voltage
ESC NOISE	ESC Noise Channel
EST BYPASS	See IC BYPASS
EST ENABLED	See IC ENABLED
EST1 A/D AT FAIL	Est1 A/D Volts at Fail
EST2 A/D AT FAIL	Est2 A/D Volts at Fail
ETHANOL CONT	Ethanol Content %
ETHROT PEDALPOS1	Electronic Throttle Control Pedal Position Sensor 1 Angle
ETHROT PEDALPOS2	Electronic Throttle Control Pedal Position Sensor 2 Angle
ETHROT PEDALPOS3	Electronic Throttle Control Pedal Position Sensor 3 Angle
ETHROT POS IN	Electronic Throttle Control Indicated Throttle Position
ETHROT POS INDC	Electronic Throttle Control Indicated Throttle Position
ETHROT THROTPOS1	Electronic Throttle Control Throttle Position Sensor 1 Angle
ETHROT THROTPOS2	Electronic Throttle Control Throttle Position Sensor 2 Angle
ETHRO THRPOS1	Electronic Throttle Control Throttle Position Sensor 1 Angle
ETHRO THRPOS2	Electronic Throttle Control Throttle Position Sensor 2 Angle
EVAP DC	Evaporative Duty Cycle
EVAP DECAY SLOPE	Evaporative Tank Vacuum Decay Slope
EVAP DUTY(%)	Evaporative Emission Canister, Purge Solenoid Control Duty Cycle
EVAP FLOW	Purge Flow Monitoring Sensor
EVAP PRESS SLOPE	Evaporative Tank Vapor Pressure Slope
EVAP PRG FLOW	Purge Flow Monitoring Sensor
EVAP PUR SOL	Evaporative Purge Solenoid
EVAP PURGE SOL	Evaporative Purge Solenoid
EVAP REQ	Canister Purge Requested
EVAP REQUEST	Canister Purge Requested
EVAP SYSTEM	Evaporative System Completed This Driving Cycle
EVAP T VAC	Evaporative Tank Vacuum Decay Slope
EVAP TANK	Evaporative Tank Vacuum Filtered
EVAP VAC SW	Evaporative Vacuum Switch
EVAP VMV	Vmv Output State Monitor
EVAP VNT SOL	Evaporative Canister Vent Solenoid
EVAP VP	Evaporative Vapor Pressure
EVAPPRG OSG	Evaporative System Purge Circuit Open / Short To Ground

PID**Extended Description**

EVAPPRG STP	Evaporative System Purge Circuit Short To Volts
EVAPVNT DR H	Evaporative Vent Driver High
EVAPVNT DR L	Evaporative Vent Driver Low
EVAPVNT OSG	Evaporative Vent Circuit Open / Short To Ground
EVAPVNT STP	Evaporative Vent Circuit Short To Volts
EVO ACTUATOR	EGR Variable Orifice Actuator
EVO DUTY	EGR Variable Orifice Duty
EVO DUTY CYCLE	EGR Variable Orifice
EVO FDBACK	EGR Variable Orifice Feedback Voltage
EVO FEEDBACK	EGR Variable Orifice Feedback Voltage
EVO SOL CMD	EGR Variable Orifice Solenoid Command
EVP	EGR Valve Position
EVR	EGR Vacuum Regulator
EVR MONITOR	EGR Vacuum Regulator Output State Monitor
EVR-EGR(%)	EGR Vacuum Regulator %
EXH BCKPRS	Exhaust Back Pressure
EXT IDLE REQ SW	Extended Idle Request Switch
EXHAUST O2	Exhaust Oxygen Status
EXHAUST O2 L	Exhaust Oxygen Status
EXHAUST O2 R	Exhaust Oxygen Status
EXT TRAV BRAKE	Extended Travel Brake
F INJ TMNG+DLY	Fuel Injection Pump Timing With Line Delay
F PRS SEN	Fuel Pressure Sensor
F PSHAFT	Front Prop Shaft Speed
F RAIL PRS	Fuel Rail Pressure
F RAIL TMP	Fuel Rail Temperature
F TEMP SEN	Fuel Temperature Sensor
F.F. PRIORITY	Freeze Frame Priority
FAIL CATMISF	Number Of Failed Catalyst Tests
FAIL CATMISF16	Number Of Failed Catalyst Test Out Of Last 16 Since Code Clear
FAIL CNTR	Fail Counts
FAIL COUNTER	Fail Counts
FAIL EMISMIS16	Number Of Feail Emission Misfire Tests Out Of Last 16
FAIL EMISMISCLR	Max # Of Failed Emissions Tests Out Of Last 16 Since Code Clr
FAN CONTROL	Fan Control
FAN DELAY	See FC DELAY
FAN DUTY CYCL	Cooling Fan Relay, Control Signal Duty Cycle
FAN ENABLED	See FC ENABLED
FAN RELAY	See FC RELAY
FAN RELAY 1	Fan Relay 1
FAN RELAY 2	Fan Relay 2
FAN RELAY 2&3	Fan Relay 2&3
FAN REQUEST	See FC REQUESTED
FAN1 EN FREON	See FC1 EN FREON
FAN1 EN OIL	See FC1 EN OIL
FAN1 RELAY	See FC1 RELAY
FAN1 REQUESTD	See FC1 REQUESTED
FAN2 RELAY	See FC2 RELAY
FAN2 REQUESTD	See FC2 REQUESTED
FAST IDLE SET	Fast Idle Setting
FAULT 1 KEY-ON	Fault Key-on Information
FAULT 2 KEY-ON	Fault Key-on Information
FAULT 3 KEY-ON	Fault Key-on Information
FAULT1 KEY-ON	Fault Key-on Information

PID**Extended Description**

FAULT2 KEY-ON	Fault Key-on Information
FAULT3 KEY-ON	Fault Key-on Information
FC DELAY	Fan Delay
FC ENABLED	Cooling Fan Enabled
FC RELAY	Cooling Fan Relay Control
FC REQUESTED	Cooling Fan Operation Requested
FC1 EN FREON	Fan #1 Enabled From High A/C Refrigerant Pressure Signal
FC1 EN OIL	Fan #1 Enabled From High Oil Temperature Signal
FC1 RELAY	Cooling Fan Relay Control
FC1 REQUESTED	Cooling Fan Operation Requested
FC1 RLY COM	Fan Control 1 Relay Command
FC1 RLY OSG	Fan Control 1 Relay Circuit Open/Short To Ground
FC1 RLY STP	Fan Control 1 Relay Circuit Short To Volts
FC2 RELAY	Cooling Fan Relay Control
FC2 REQUESTED	Cooling Fan Operation Requested
FC2 RLY OSG	Fan Control 2 Relay Circuit Open/Short To Ground
FC2 RLY STP	Fan Control 2 Relay Circuit Short To Volts
FDBCK 1/1	Feedback Factor 1/1
FDBK FAC1/1	Feedback Factor 1/1
FEATURE	Feature Byte
FIRST FAIL	Mileage Since First Failure
FL COMP S OT	Fuel Compensation Sensor On Time
FL COMP SEN	Fuel Compensation Sensor
FL LVL P	Fuel Level (PZM TO PCM)
FL PMP RLY	Fuel Pump Relay
FL TM INDEX	Fuel Trim Index
FL TNK PRS	Fuel Tank Pressure A/D
FL TNK VPS	Fuel Tank Vapor Pressure Slope
FL TRIM CELL	Fuel Trim Cell
FL TRIM(BLM)CELL	Fuel Trim Cell
FL TRM LEARN	Fuel Trim Learn
FL TRM UPDT	Fuel Trim Update
FLEX FUEL (V)	Flexible Fuel Vehicle Fuel Sensor
FLTNKPRS	Fuel Tank Pressure Voltage
FP FEEDBACK	Fuel Pump Voltage Feedback A/D
FPM/FUEL PUMP	FPM / Fuel Pump
FRACT SPK DELAY	Fractional Spark Delay
FRC MTR ACT	Force Motor Actual Current
FRC MTR COM	Force Motor Commanded Current
FRC MTR DC	Force Motor Duty Cycle
FRCM CR ER	Force Motor Current Error
FRCMTR ACT	Force Motor Actual Current
FRCMTR COM	Force Motor Commanded Current
FRON AXLE REQ	Front Axle Request
FRONT AXLE SW	Front Axle Switch
FRONT O2S	Front Oxygen Sensor Volts
FRP	Fuel Rail Pressure
FRZ FRM DTC	DTC That Set Freeze Frame
FRZ FRM FC	Freeze Frame Fail Counter
FRZ FRM NR	Freeze Frame Not Run Counter
FRZ FRM PC	Freeze Frame Pass Counter
FS/LR CLUTCH	Fail Safe / Low / Reverse - Reverse Clutch
FS/LR SOL	Fail Safe / Low / Reverse Solenoid
FUEL/LEAN MON	Fuel / Lean Monitor

<u>PID</u>	<u>Extended Description</u>
FUEL/RICH MON	Fuel / Rich Monitor
FUEL CELL ID	Fuel Cell ID
FUEL CNTRLSTAT	Fuel Control Status
FUEL CUTOFF	Fuel Cutoff
FUEL FLO SIG	Fuel Flow Signal
FUEL FLOW SIG	Fuel Flow Signal
FUEL INJ 1	Fuel Injector #1
FUEL INJ 2	Fuel Injector #2
FUEL INJ 3	Fuel Injector #3
FUEL INJ 4	Fuel Injector #4
FUEL INJ 5	Fuel Injector #5
FUEL INJ 6	Fuel Injector #6
FUEL INJ 7	Fuel Injector #7
FUEL INJ 8	Fuel Injector #8
FUEL INJ 9	Fuel Injector #9
FUEL INJ 10	Fuel Injector #10
FUEL INJ (S) 1	Fuel Injector #1
FUEL INJ (S) 2	Fuel Injector #2
FUEL INJ (S) 3	Fuel Injector #3
FUEL INJ (S) 4	Fuel Injector #4
FUEL INJ (S) 5	Fuel Injector #5
FUEL INJ (S) 6	Fuel Injector #6
FUEL INJ (S) 7	Fuel Injector #7
FUEL INJ (S) 8	Fuel Injector #8
FUEL INJ (S) 9	Fuel Injector #9
FUEL INJ (S) 10	Fuel Injector #10
FUEL LEVEL	Fuel Level Sensor
FUEL LVL	Fuel Level
FUEL MON SIG	Fuel Monitor Signal
FUEL MONITOR	Fuel Monitor Completed This Driving Cycle
FUEL PMP SPD	Fuel Pump Speed
FUEL PRES (PSIG)/(KPA)	Fuel System Pressure
FUEL PUMP	Fuel Pump
FUEL PUMP REL	Fuel Pump Relay
FUEL PUMP RLY	Fuel Pump Relay Control
FUEL PUMP(V)	Fuel Pump Supply Voltage
FUEL PW1(MS)	Fuel Injector Pulse Width Control
FUEL PW2(MS)	Fuel Injector Pulse Width Control
FUEL PW B1	Fuel Injector Pulse Width (Left)
FUEL PW B2	Fuel Injector Pulse Width (Right)
FUEL RAIL PRS	Fuel Rail Pressure
FUEL RATE	Fuel Rate
FUEL SHUTSTAT	Fuel Shutoff Valve Status
FUEL STATUS 1	Fuel System 1 Loop Status
FUEL STATUS 2	Fuel System 2 Loop Status
FUEL SYS	Rich/lean Fuel System States
FUEL SYS 1	Fuel System 1 Loop Status
FUEL SYS 2	Fuel System 2 Loop Status
FUEL SYS BK1	Rich/lean Bank 1
FUEL SYS BK2	Rich/lean Bank 2
FUEL SYS TEST	Fuel System Test
FUEL SYS TST	Fuel System Test
FUEL SYS1	Fuel System 1 Loop Status
FUEL SYS2	Fuel System 2 Loop Status

<u>PID</u>	<u>Extended Description</u>
FUEL SYSTEM 1	Fuel System Bank 1 Loop Status
FUEL SYSTEM 2	Fuel System Bank 2 Loop Status
FUEL TANK PRESS	Fuel Tank Pressure With Bias
FUEL TEMP	Fuel Temperature
FUEL TMG REL	Fuel Timing Relay
FUEL TMG SOL	Fuel Timing Solenoid
FUEL TMNG SOL	Fuel Timing Solenoid
FUEL VOLDES	Volume Fuel Desired
FUELPW1	Fuel Injector Pulsewidth, Bank 1
FUELPW2	Fuel Injector Pulsewidth, Bank 2
GAR SFT APT	Garage Shift Adapt
GAS FUEL R	Gasoline Fuel Run Time Log
GAS MASS	Gass Mass Sensor
GEAR BOX R	Transmission Gear Ratio
GEAR BOX R	Gear Box Ratio
GEAR BOX T	Gear Box Torque
GEAR CMDED	Commanded Gear For Transmission
GEAR COMMD	Commanded Generator
GEAR CURRENT	Current Gear
GEAR RATIO	Current Transmission Calculated Gear Ratio
GEAR/TCC	Transmission Shift Schedule 4T1E / 42LE / 45RFE
GEN CMDED	Commanded Generator
GEN FIELD	Generator Field
GEN L TERM	Generator L Terminal
GEN PWM	Generator PWM
GENERATOR LMP	Generator Lamp
GLOW PLUG	Glow Plug Voltage
GLOW PLUG HTR	Glow Plug Heater Relay
GLOWPLGLMP	Glow Plug Lamp On Time
GLOWPLUGB1	Glow Plug Current Bank 1
GLOWPLUGB2	Glow Plug Current Bank 2
GOV PRES SOL	Governor Pressure Solenoid
GOV PRES-A	Actual Governor Pressure
GOV PRES-T	Theoretical Governor Pressure
GOVPRESACT	Actual Governor Pressure
GOVPRES SOL	Governor Pressure Solenoid
GOVPRESTHE	Theoretical Governor Prssure
GP REL FB	Glow Plug Relay Feedback
GPLUG HTR REL	Glow Plug Heater Relay
H2O IN FUEL LMP	Water In Fuel Lamp
H2O IN FUEL	Water In Fuel
HANDWHEEL POS	Handwheel Position
HEATD W/S REQ	Heated Windshield Request Switch
HEATD WNDSHLD	Heated Windshield Relay Control
HFC	High Speed Fan Control
HF RELAY	Radiator Fan High Relay
HI ALTITUDE	High Altitude Switch
HI ELEC LOAD	High Electrical Load
HI MAP RATE	Hight MAP RAT Fail Count
HI RES SIG	High Resolution Signal
HI SPD FAN #2	High Speed Radiator Fan #2
HI SPD FAN #3	High Speed Radiator Fan #3
HI SPK MODE	High Spark Modifier
HICELL DLT	High Cell Delta Pressure

<u>PID</u>	<u>Extended Description</u>
IAT UNDEF	Undefaulted Intake Air Temperature
IC BYPASS	Ignition Control Bypass
IC ENABLED	Ignition Control Enabled
IDL DIA ERR	Idle Diagnostic Filtered RPM Error
IDLE	IDLE
IDLE REQ(RPM)	Idle RPM Requested
IDLE RPM	Engine Idle Speed
IDLE RPM DES	Idle Speed Desired
IDLE SWITCH	Idle Switch
ING 0	Ignition 0 Voltage
IGN 0 ECM	Ignition 0 Voltage To ECM Side
IGN 1	Ignition 1 Voltage
IGN 3	Ignition 3 Voltage
IGN ADV	Ignition Advance
IGN ADV CYL1	Ignition Timing Advance # 1 Cylinder
IGN BYPASS	Ignition Bypass
IGN CYC CNT	Ignition Cycle Counter
IGN COIL	Ignition Coil
IGN COIL 1	Ignition Coil #1
IGN COIL 2	Ignition Coil #2
IGN COIL 3	Ignition Coil #3
IGN COIL 4	Ignition Coil #4
IGN COIL 5	Ignition Coil #5
IGN COIL 6	Ignition Coil #6
IGN COIL 7	Ignition Coil #7
IGN COIL 8	Ignition Coil #8
IGN COIL 9	Ignition Coil #9
IGN COIL 10	Ignition Coil #10
IGN EBTCM	Ignition Electronic Body Traction Control Module
IGN OFF	Ignition OFF
IGN SENSE	Ignition Sense
IGN SNC 12V L	Ignition Cycles Since 12 Volt Low
IGNADV CYL1	Ignition Timing Advance Cylinder 1
IGNITION	Ignition Voltage
IGNITION MDE	Ignition Mode
IGNITION SW	Ignition Switch
ILC SOLENOID	Idle Load Compensator Solenoid
IND TP ANG	Throttle Position Indicated Angle
INGEAR TRIP	In Gear Trip Flag
INJ 1 FAULT	Injector 1 Fault
INJ 2 FAULT	Injector 2 Fault
INJ 3 FAULT	Injector 3 Fault
INJ 4 FAULT	Injector 4 Fault
INJ 5 FAULT	Injector 5 Fault
INJ 6 FAULT	Injector 6 Fault
INJ 7 FAULT	Injector 7 Fault
INJ 8 FAULT	Injector 8 Fault
INJ 9 FAULT	Injector 9 Fault
INJ 10 FAULT	Injector 10 Fault
INJ A PW(MS)	Fuel Injector Pulse Width Control - TBI
INJ B PW(MS)	Fuel Injector Pulse Width Control - TBI
INJ CNTRLPRES	Injector Control Pressure
INJ FAULT	Injector Fault
INJ L PW(MS)	Fuel Injector Pulse Width Control - MPFI

<u>PID</u>	<u>Extended Description</u>
INJ PULSE	Injector Pulse Width
INJ PULSE 1	Injector Pulse Width Cylinder 1
INJ PULSE 2	Injector Pulse Width Cylinder 2
INJ PULSE 3	Injector Pulse Width Cylinder 3
INJ PULSE 4	Injector Pulse Width Cylinder 4
INJ PW LB	Injection Pulse With Left Bank
INJ PW(MS)	Fuel Injector Pulse Width Control
INJ PWM B 1	Injector PWM Bank 1
INJ PWN B 2	Injector PWM Bank 2
INJ PWRB	Injection Pulse Width Righth Bank
INJ R PW(MS)	Fuel Injector Pulse Width Control - MPFI
INJ TEMP	Fuel Injector Temperature
INJ TMEP SEN	Fuel Injector Temperature Sensor
INJ1 (mS)	Injector Pulse Width
INJ1 PW	Injector 1 Pulse Width
INJ1 BPW	Injector Base Pulse Width Module Cylinder 1
INJ2 (mS)	Injector Pulse Width
INJ2 PW	Injector 2 Pulse Width
INJ2 BPW	Injector Base Pulse Width Module Cylinder 2
INJ3 BPW	Injector Base Pulse Width Module Cylinder 3
INJ4 BPW	Injector Base Pulse Width Module Cylinder 4
INJEC PUMP ANGLE	Fuel Injection Pump Injection Angle Diesel
INJPMP SOL	Diesel Fuel Injection Pump Solenoid Closure Time
INT MAN CTL1	Intake Manifold Runner Control Position Bank 1
INT MAN CTL2	Intake Manifold Runner Control Position Bank 2
INT MANIF CNTRL	Intake Manifold Communication Control
INTAKE HTR 1	Intake Heater 1
INTAKE HTR 2	Intake Heater 2
INTAKE SW SOL	Intake Switch Solenoid
INTEGRATOR	See ST FUEL TRIM
INTEGRATOR L	See ST FUEL TRIM L
INTEGRATOR R	See ST FUEL TRIM R
IGT HTR 1	Intake Heater #1
IGT HTR 2	Intake Heater #2
IPC FUEL DIS	Injection Pump Can Fuel Disabled
IPMP REF MIS	Injection Pump Cam Ref Missed
ISC DIRECTION	Idle Speed Control Direction
ISC MOTOR	Idle Speed Control Motor
ISC NOSE SW	Idle Speed Control Nose Switch
J2	J2
KEYON 2ND LAST	Key ON's Since 2nd Most Recent Fault
KEYON 3RD LAST	Key ON's Since 3rd Most Recent Fault
KEYON SNC LAST	Key ON's Since Most Recent Fault
KICKDOWN ENAB	Kickdown Enabled
KNK RET CYL1	Cylinder 1 Knock Retard
KNK RET CYL2	Cylinder 2 Knock Retard
KNK RET CYL3	Cylinder 3 Knock Retard
KNK RET CYL4	Cylinder 4 Knock Retard
KNK RET TOT	Overall Knock Retard
KNOCK CNTER	Knock Sensor Counter
KNOCK COUNTER	Knock Sensor Counter
KNOCK OA(°)	Overall Knock Retard
KNOCK RET	Knock Retard
KNOCK RET1 (°)	Cylinder Knock Retard

<u>PID</u>	<u>Extended Description</u>
KNOCK RET2 (*)	Cylinder Knock Retard
KNOCK RET3 (*)	Cylinder Knock Retard
KNOCK RET4 (*)	Cylinder Knock Retard
KNOCK RETARD	Knock Retard
KNOCK RTRD	Knock Retard
KNOCK SEN (V)	Knock Sensor Signal
KNOCK SEN1 (V)	Knock Sensor Signal
KNOCK SEN2 (V)	Knock Sensor Signal
KNOCK SENS	Knock Sensor
KNOCK SENSOR	Knock Sensor
KS 2LONG	Knock Too Long
KS1	Knock Sensor # 1
KS2	Knock Sensor # 2
KS ACTIVE	Knock Sensor Active Counter
KS ACTIVITY	Knock Signal Present
KS ADJUST	Knock Signal Adjustment Factor
KS IDL NSE	Knock Sensor Idle Noise
KS NOISE	Knock Sensor Noise
KS NOISE CHNL	Knock Sensor Noise Channel
KSB MTR CKT	Knock Sensor Board Motor Circuit
KS COUNTER	Knock Sensor Counter
KS FAILURE	Knock Sensor Failure
L FL TM ACC	Long Term Fuel Trim Accel
L FL TM AV1	Long Term Fuel Trim Average Bank 1
L FL TM AV2	Long Term Fuel Trim Average Bank 2
L FL TM CRS	Long Term Fuel Trim Cruise
L FL TM DEC	Long Term Fuel Trim Decal
L FL TM IDL	Long Term Fuel Trim Idle
L PRES A/D	Line Pressure A/D Input
L PRES DC	Line Pressure Duty Cycle
L PRES SW	Line Pressure Switch
L OCT SPK M	Low Octane Spark Modifier
L/R AVG TIME	Lean To Rich Average Time
L/R TRANS	Lean To Rich Transitions
LAST FAIL	Mileage Since Last Failure
LAST FAULT(V)	Last Fault
LAST SHIFT	Time of Latest Shift
LATEST CODE	ID Of Most Recent Stored Fault
LDP SYSTEM	Leak Detection Pump System Test
LFC	Low Speed Fan Control
LF COMMAND	Left Front Command
LF RELAY	Low Speed Fan Relay
LF SENSED	Left Front Sensed
LF SOL STATUS	Left Front Solenoid Status
LF WHEEL SPD	Left Front Wheel Speed
LF WHL STATUS	Left Front Wheel Status
LIFT PUMP	Lift Pump Voltage
LINE PRES	Line Pressure
LK DETCT PUMP	Leak Detection Pump
LK DETCT PMP	Leak Detection Pump Solenoid
LK DETCT PMP SW	Leak Detection Pump Switch
LK DETCT PMP SYS	Leak Detection Pump System Test
LO COOLANT LMP	Low Coolant Lamp
LO FAN RELAY	Radiator Low Fan Relay

<u>PID</u>	<u>Extended Description</u>
LO RES REF	Low Resolution Reference Pulses
LO SPK MOD	Low Spark Modifier
LOAD AT MISF	Engine Load At Misfire
LOOP STATUS	Loop Status
LOSS OF MATCH	Loss Of Match Counter
LOW COOLANT	Low Coolant Warning
LOW OIL	Low Oil Indicator
LOW OIL LMP	Low Oil Lamp
LR CL VOL IND	Low/Reverse Clutch Volume Index
LR PRESS SW	Low/Reverse Pressure Switch
LR SOL	Low/Reverse Solenoid
LR TCS SOL	Left Rear Traction Control System Solenoid
LR TCS STATUS	Left Rear Traction Control System Status
LR WHEEL SPD	Left Rear Wheel Speed
LRCC CLUTCH ST	Low/Reverse Clutch Control - Clutch State
LRCC PRES SW	Low/Reverse Clutch Control Pressure Switch
LRCC SOL	Low/Reverse Clutch Control Solenoid
L/R-LU CLUTCH	Low / Reverse - Low Clutch or Lock-Up Clutch
LRCC CL VOL IND	Low/Reverse Clutch Control Clutch Volume Index
LRND FVOL-4C	Learned Fill Volume - -4C Clutch
LRND IAC W	Learned IAC With Air Conditioning
LRND IAC WO	Learned IAC With Out Air Conditioning
LSPD FAN REL	Latest State Fan Relay Pending
LST 1-2 SFT	Time of Latest 1-2 Shift
LST 2-3 SFT	Time of Latest 2-3 Shift
LST 3-4 SFT	Time of Latest 3-4 Shift
LST GEAR SHFT	Latest Shift Code
LST SFT ERR	Last Shift Time Error
LSTCODE/CL	Odometer When Last Code Set Since Cleared
LT CORREC CELL	Long Term Correction Cell
LT FT ACCL LRN	Long Term Fuel Trim Acceleration Learned
LT FT B1	Bank 1 Long Term Air To Fuel Ratio Correction Factor
LT FT B2	Bank 2 Long Term Air To Fuel Ratio Correction Factor
LT FT CRZ LRN	Long Term Fuel Trim Cruise Learned
LT FT DCL LRN	Long Term Fuel Trim Decel Learn
LT FT IDL LRN	Long Term Fuel Trim Idle Learn
LT FTRM AV1	Long Term Fuel Trim Average Bank 1
LT FTRM AV2	Long Term Fuel Trim Average Bank 2
LT FTRM1	Bank 1 Long Term Air To Fuel Ratio Correction Factor
LT FTRM2	Bank 2 Long Term Air To Fuel Ratio Correction Factor
L TCS COMMAND	Left Traction Control System Command
L TCS SENSED	Left Traction Control System Sensed
LT FL TRM 1	Long Term Fuel Trim Bank 1
LT FL TRM 2	Long Term Fuel Trim Bank 2
LT FL TRM AV1	Long Term Fuel Trim Average Bank 1
LT FL TRM AV2	Long Term Fuel Trim Average Bank 2
LT FUEL TR CL (Block Learn Cell)	Long-term Fuel Trim Cell
LT FUEL TR EN (BLM ENABLED)	Long-term Fuel Trim Enabled
LT FUEL TRIM	Long Term Fuel Trim
LT FUEL TRM L	Long Term Fuel Trim Left Bank
LT FUEL TRM R	Long Term Fuel Trim Right Bank
LTST DTC INT	Latest Fault Code Intermittent
LTST DTC PEND	Latest Diagnostic Trouble Code Is Pending Diagnostic Trouble Code
LTST TRAN DTC	Latest Transmission Diagnostic Trouble Code Stored

PID	Extended Description
M SNCDTCCL	Mileage Since Diagnostic Trouble Codes Cleared
M/T CLUTCH DIS	Manual Transmission Clutch Disengaged
MAF	Mass Air Flow Sensor
MAF BURNOFF	Mass Air Flow Burnoff
MAF FREQ	Mass Air Flow Sensor Frequency
MAF IDLE FUL EGR	MAF Idle Diagnosis Full EGR
MAF IDLE NO EGR	MAF Idle Diagnosis No EGR
MAF RAW INP	Mass Air Flow Raw Input Frequency
MAF SEN 1	Mass Air Flow Sensor 1
MAF(GM/SEC)/(LB/M)	Mass Air Flow lb/m or gm/sec
MAF/EGR FLOW	Desired MAF/EGR Flow
MAF/EGR FLOW DES	Desired MAF/EGR Flow
MALF HISTORY	Malfunction History Display
MANFLD TUNING	Manifold Tuning
MANIFGAUGE	Manifold Gauge Pressure
MAP	Manifold Absolute Pressure
MAP A/D LRN	Manifold Pressure Sensor Analog To Digital Reading Learned Value
MAP DIFRNTIAL	Manifold Absolute Pressure Differential
MAP GAU	Manifold Absolute Pressure Gauge
MAP GAUGE ("HG)	Manifold Absolute Pressure Gauge Reading
MAP PASSES/FAILED	Manifold Absolute Pressure Sensor Test Pass/fail
MAP TCM	Manifold Absolute Pressure MAP-TCM
MAP TURBO	Manifold Absolute Presssure Turbo
MASFUELDES	Mass Fuel Desired
MAT (°C)/(°F)	See IAT
MC DUTY CYC	Mixture Control Solenoid Duty Cycle
MC DWL(°)	Mixture Control Solenoid Dwell
MEA INJ TIM	Measured Diesel Fuel Injection Pump Timing
MED RES ENG	Medium Resolution Engine Speed Activity
MED RES REF	Medium Resolution Reference Pulses
MED RE-SYNC	Medium Resolution Re-syncs Counter
METHANOL (%)	Methanol Fuel Content
MF F SNC 1F	Total Misfire Failures Since First Fail
MF P SNC 1F	Total Misfire Passes Since First Fail
MID SPK MOD	Mid. Spark Modifier
MIL (CHK ENG LIGHT)	Malfunction Indicator Lamp
MIL DIST	Distance Since Malfunction Indicator Lamp Came On
MIL DRVR H	Malfunction Indicator Lamp Driver High
MIL DRVR L	Malfunction Indicator Lamp Driver Low
MIL STATUS	MIL Light Status
MIL TIM	Minutes Run By Malfunction Indicator Lamp Since Activated
MIL WAS ON	Malfunction Indicator Lamp Was ON
MIL WAS ON/DTC	Malfunction Indicator Lamp Was ON For This Fault
MIN AIRFLW	Minimum Airflow
MIN AIS	Minimum Automated Idle Speed Position
MIN IAT	Minimum Intake Air Temperature
MIN THROT (V)	Minimum Throttle Position Sensor - PCM Value
MIS CUR 1	Misfire Current Cyl #1
MIS CUR 2	Misfire Current Cyl #2
MIS CUR 3	Misfire Current Cyl #3
MIS CUR 4	Misfire Current Cyl #4
MIS CUR 5	Misfire Current Cyl #5
MIS CUR 6	Misfire Current Cyl #6
MIS CUR 7	Misfire Current Cyl #7

<u>PID</u>	<u>Extended Description</u>
MIS CUR 8	Misfire Current Cyl #8
MIS CYL P	Misfire Cylinder Primary
MIS CYL S	Misfire Cylinder Secondary
MIS CYL STAT	Misfire Per Cylinder Status
MIS EGRDPFE	EGR Delta Pressure Feedback Sensor Input At Time of Misfire
MIS HIST 1	Misfire History Cyl #1
MIS HIST 2	Misfire History Cyl #2
MIS HIST 3	Misfire History Cyl #3
MIS HIST 4	Misfire History Cyl #4
MIS HIST 5	Misfire History Cyl #5
MIS HIST 6	Misfire History Cyl #6
MIS HIST 7	Misfire History Cyl #7
MIS HIST 8	Misfire History Cyl #8
MIS HIST 9	Misfire History Cyl #9
MIS HIST 10	Misfire History Cyl #10
MIS PER TEST	Total Misfires Per Test Special
MISF DELAY	Misfire Display
MISF DIS	Transmission Power Relay
MISF EGR DPFE	EGR DPFE Sensor Input at the Time of Misfire
MIS ENBLD	Misfire Detection Enabled
MISF ENGLD	Engine Load at the Time of Misfire
MISF ENG LOAD	Engine Load at the Time of Misfire
MISF IAT	Intake Air Temperature at the Time of Misfire
MISF MON	Misfire Monitor
MISF PNP	In Drive During the Time of Misfire
MISF SOAK	Engine-off Soak Time at the Time of Misfire
MISF TIME	Engine Running Time At Time of Misfire
MISF TPS	Throttle Position at the Time of Misfire
MISF TRIPS SNC	Number Of Trips Since The Time Of Misfire
MISF VSS	Vehicle Speed at the Time of Misfire
MISF WHL ACCL	Misfire Wheel Acceleration
MISF WHL PROFL	Misfire Wheel Profile Learned In Kam
MISFIR CYL	Misfiring Cylinder
MISFIRE AT	Engine Speed at Misfire
MISFIRE DETEC	Currently Misfiring
MISFIRE MON	Misfire Monitor Completed This Driving Cycle
MIX CTRL S	Mixture Control Solenoid Command
MLP	Manual Lever Position
MOD SPK ADV	Module Spark Advance
MODE SW S	Mode Switch Selected
MPG REQST SW	Miles Per Gallon Request Switch
MPG RESET SW	Miles Per Gallon Reset Switch
MTV SOLENOID	Manifold Tuning Valve Solenoid
MU FUEL MDE	Make-Up Fueling Mode
NEWEST FLT	Newest Fault
NONDR WHEEL	Non-driven Wheel Speed
NONVOLAT MEM	Non Volatile Memory
NOSE SWITCH	Nose Switch
NOT RUN CNT	Not Run Counter
NOT RUN COUNT	Not Run Counter
O2 #TRNS 1-1	Oxygen # of Rich/lean To Lean/rich Transitions Bank 1 Sensor 1
O2 1/1 STATE	Oxygen Sensor State
O2 1/1 STATE (V)	Oxygen Sensor Signal
O2 1/2 STATE	Oxygen Sensor State

<u>PID</u>	<u>Extended Description</u>
O2 1/2 STATE (V)	Oxygen Sensor Signal
O2 1/3 STATE	Oxygen Sensor State
O2 1/3 STATE (V)	Oxygen Sensor Signal
O2 2/1 STATE	Oxygen Sensor State
O2 2/1 STATE (V)	Oxygen Sensor Signal
O2 2/2 STATE	Oxygen Sensor State
O2 2/2 STATE (V)	Oxygen Sensor Signal
O2 AVG BIAS	Oxygen Average Bias Voltage
O2 BNK1 #1	Oxygen Sensor Bank 1 Sensor 1
O2 HEATER TEST	Oxygen Heater Test
O2 HTR 1	Oxygen Heater Time To Activity Sensor 1
O2 HTR 1-1	Oxygen Heater Time To Activity Bank 1 Sensor 1
O2 HTR 1-2	Oxygen Heater Time To Activity Bank 1 Sensor 2
O2 HTR 1-3	Oxygen Heater Time To Activity Bank 1 Sensor 3
O2 HTR 2	Oxygen Heater Time To Activity Sensor 2
O2 HTR 2-1	Oxygen Heater Time To Activity Bank 2 Sensor 1
O2 HTR 2-2	Oxygen Heater Time To Activity Bank 2 Sensor 2
O2 HTR 2-3	Oxygen Heater Time To Activity Bank 2 Sensor 3
O2 HTR CUR	Oxygen Heater Current
O2 HTR DUTY CYC	Oxygen Heater Duty Cycle
O2 HTR DWNSTRM	Downstream Oxygen Heater
O2 HTR RELAY	Oxygen Heater Relay
O2 HTR UPSTRM	Upstream Oxygen Heater
O2 LN-RH 1-1	Oxygen Response Lean To Rich Switches Bank 1 Sensor 1
O2 LN-RH 1-2	Oxygen Response Lean To Rich Transition Time Bank 1 Sensor 2
O2 LN-RH 2-1	Oxygen Response Lean To Rich Transition Time Bank 2 Sensor 1
O2 LN-RH AV	Oxygen Lean/rich Average Time
O2 LN-RH TNS	Oxygen Lean/rich Transitions
O2 L-R SW 1-2	Oxygen Response Lean To Rich Switches Bank 1 Sensor 2
O2 L-R SW 2-1	Oxygen Response Lean To Rich Switches Bank 2 Sensor 1
O2 RH-LN 1-1	Oxygen Response Rich To Lean Transition Times Bank 1 Sensor 1
O2 RH-LN 1-2	Oxygen Response Rich To Lean Transition Time Bank 1 Sensor 2
O2 RH-LN 2-1	Oxygen Response Rich To Lean Transition Time Bank 2 Sensor 1
O2 RH-LN AV	Oxygen Rich/lean Average Time
O2 RH-LN TNS	Oxygen Rich/lean Transitions
O2 R-L SW1-1	Oxygen Response Rich To Lean Switches Bank 1 Sensor 1
O2 R-L SW2-1	Oxygen Response Rich To Lean Switches Bank 2 Sensor 1
O2 RSP R-L 1-1	Oxygen Response Rich To Lean Switches Bank 1 Sensor 1
O2 SEN 1	Oxygen Sensor 1 Volts
O2 SEN 1/1	Oxygen Sensor 1/1
O2 SEN 1/2	Oxygen Sensor 1/2
O2 SEN 1/3	Oxygen Sensor 1/3
O2 SEN 2	Oxygen Sensor 2 Volts
O2 SEN 2/1	Oxygen Sensor 2/1
O2 SEN 2/2	Oxygen Sensor 2/2
O2 SENSOR	Oxygen Sensor
O2 SEN STATE	Oxygen Sensor State
O2 SEN STATE (V)	Oxygen Sensor Signal
O2 SEN STATE1	Oxygen Sensor State
O2 SEN STATE1 (V)	Oxygen Sensor Signal
O2 SEN STATE2	Oxygen Sensor State
O2 SEN STATE2 (V)	Oxygen Sensor Signal
O2 SENSOR(V)	Oxygen Sensor
O2 SENSOR1(V)	Oxygen Sensor 1

<u>PID</u>	<u>Extended Description</u>
O2 SENSOR2(V)	Oxygen Sensor 2
O2 SENSOR BIAS	Oxygen Sensor Bias
O2 SIGNAL	Oxygen Sensor Signal
O2 STATE AVG	Oxygen Sensor State Average
O2 VOLTS AVG	Oxygen Sensor Voltage Average
O2CROSS B1	Oxygen Crosscounts Bank 1
O2CROSS B2	Oxygen Crosscounts Bank 2
O2CROSS CNT	Oxygen Crossover Counts
O2HTR 1-1 ACT	Actual Heater Status Is ON
O2HTR 1-1 CMD	Heater Commanded ON
O2HTR 1-1 FL CNT	Driver Failure Count
O2HTR 1-1 FLT	Heater Output Driver Fault
O2HTR 1-1	Heater Time to Activity Bank 1 Sensor 1
O2HTR 1-2 ACT	Actual Heater Status Is ON
O2HTR 1-2 CMD	Heater Commanded ON
O2HTR 1-2 FL CNT	Driver Failure Count
O2HTR 1-2 FLT	Heater Output Driver Fault
O2HTR 1-2	Heater Time to Activity Bank 1 Sensor 2
O2HTR 1-3	Heater Time to Activity Bank 1 Sensor 3
O2HTR 2	Heater Time to Activity Sensor 2
O2HTR 2-1 ACT	Actual Heater Status Is ON
O2HTR 2-1 CMD	Heater Commanded ON
O2HTR 2-1 FL CNT	Driver Failure Count
O2HTR 2-1 FLT	Heater Output Driver Fault
O2HTR 2-1	Heater Time to Activity Bank 2 Sensor 1
O2HTR 2-2 ACT	Actual Heater Status Is ON
O2HTR 2-2 CMD	Heater Commanded ON
O2HTR 2-2 FL CNT	Driver Failure Count
O2HTR 2-2 FLT	Heater Output Driver Fault
O2HTR 2-2 HO2S11	Heater Time to Activity Bank 2 Sensor 2
O2HTR 2-3	Heater Time to Activity Bank 2 Sensor 3
O2HTR DR1	Oxygen Sensor Driver 1
O2HTR DR2	Oxygen Sensor Driver 2
O2HTR DR3	Oxygen Sensor Driver 3
O2HTR DR4	Oxygen Sensor Driver 4
O2HTR TEST	Oxygen Sensor Heater Test
O2LN-RH TNS	Lean / Rich Transitions
O2LN-RH1-1	Oxygen Response Lean To Rich Transition Bank 1 Sensor 1
O2LN-RH1-2	Oxygen Response Lean To Rich Transition Bank 1 Sensor 2
O2LN-RH2-1	Oxygen Response Lean To Rich Transition Bank 2 Sensor 1
O2LN-RHAV	Oxygen Response Lean To Rich Average Time
O2L-R SW1-1	Oxygen Response Lean To Rich Switches Bank 1 Sensor 1
O2L-R SW1-2	Oxygen Response Lean To Rich Switches Bank 1 Sensor 2
O2L-R SW2-1	Oxygen Response Lean To Rich Switches Bank 2 Sensor 1
O2R FAIL LEFT	Rear Oxygen Fail Time Left
O2R TIME TO ACTI	Rear Oxygen Time To Activity
O2RH-LN TNS	Oxygen Rich / Lean Transition
O2RH-LN1-1	Oxygen Rich / Lean Transition Times Bank 1 Sensor 1
O2RH-LN1-2	Oxygen Rich / Lean Transition Times Bank 1 Sensor 2
O2RH-LN2-1	Oxygen Rich / Lean Transition Times Bank 2 Sensor 1
O2RH-LNAV	Oxygen Rich / Lean Transition Average Time
O2R-L SW1-1	Oxygen Rich / Lean Switches Bank 1 Sensor 1
O2R-L SW1-2	Oxygen Rich / Lean Switches Bank 1 Sensor 2
O2R-L SW2-1	Oxygen Rich / Lean Switches Bank 2 Sensor 1

PID	Extended Description
O2RSP R-L 1-1	Oxygen Response Rich / Lean Switches Bank 1 Sensor 1
O2S 1 RDY	Oxygen Sensor 1 Ready
O2S 1-1	Oxygen Sensor Bank 1 Sensor 1
O2S 1-1 AV	Oxygen Average Volts Bank 1 Sensor 1
O2S 1-2	Oxygen Sensor Bank 1 Sensor 2
O2S 1-2 AV	Oxygen Average Volts Bank 1 Sensor 2
O2S 1-3	Oxygen Sensor Bank 1 Sensor 3
O2S 1-3 AV	Oxygen Average Volts Bank 1 Sensor 3
O2S 1-4	Oxygen Sensor Bank 1 Sensor 4
O2S 2-1	Oxygen Sensor Bank 2 Sensor 1
O2S 2-1 AV	Oxygen Average Volts Bank 2 Sensor 1
O2S 2-2	Oxygen Sensor Bank 2 Sensor 2
O2S 2-3	Oxygen Sensor Bank 2 Sensor 3
O2S 2-4	Oxygen Sensor Bank 2 Sensor 4
O2S BIAS	Oxygen Sensor Bias
O2S CROSSCNTS	Oxygen Sensor Crosscounts
O2S CRSCNTS L	Oxygen Sensor Crosscounts Left Bank
O2S CRSCNTS R	Oxygen Sensor Crosscounts Right Bank
O2S LEFT(MV)	Oxygen Sensor Left Bank
O2S LOCA	Oxygen Sensor Location
O2S RIGHT(MV)	Oxygen Sensor Right Bank
O2S1-1 HTR RLY	Pulse Width Modulated Oxygen Sensor Heater 1/1 Relay
O2S2-1 HTR RLY	Pulse Width Modulated Oxygen Sensor Heater 2/1 Relay
O2S	Oxygen Sensor
O2S(MV)	Oxygen Sensor
O2S MON	Oxygen Sensor Monitor
O2SEN 1	Oxygen Sensor 1 Volts
O2SEN 2	Oxygen Sensor 2 Volts
OBD2 FLAG2	On Board Diagnostics Flag 2
OBD CYCL CNT	Number of Completed OBD II Drive Cycles
OBD TRIP CNT	Number of Completed OBD II Trips
OBD2 STAT	OBD II System Type
OBD2 STATUS	OBD II System Status
OBD-II TRIP	OBD II Drive Trip Completed
OCS-TRANS SW	Oxygen Control Sensor Transmission Switch
OCT FUEL MOD	Low Octane Fuel Spark Modifier
OCTADJ	Octane Adjust
OCT LEVEL CUR	Current Octane Level
OCTANE LEVEL CUR	Current Octane Level
OD CANCEL	Overdrive Cancel Switch
OD CLUTCH	Overdrive Clutch
OD CLUTCH ST	Overdrive Clutch State
OD CL VOL IND	Overdrive Clutch Volume Index
OD LOCKOUT SW	Overdrive Lockout Switch
OD OVERRIDE LMP	Overdrive Override Lamp
OD PRESS SW	Overdrive Pressure Switch
OD REQUEST-MT	Overdrive Request-manual Transmission
OD SOL	Overdrive Solenoid
OD SOLENOID	Overdrive Solenoid
OD SWITCH-AT	Overdrive Switch-automatic Transmission
OD OVRD LAMP	Overdrive Override Lamp
OD OVRD SW	Overdrive Override Switch
OD SOL	Overdrive Solenoid
ODM1 OVRTEMP	Overdrive Module 1 Overtemp

<u>PID</u>	<u>Extended Description</u>
ODM2 OVRVOLTS	Overdrive Module 1 Over Voltage
ODO SNC CL	Odometer Since Last Code Cleared
ODOMETER	Odometer
OIL CHNG LMP	Change Oil Lamp
OIL LIFE(%)	Oil Life %
OIL PRES(Psi)/(KPA)	Oil Pressure
OIL PRES GAUGE	Oil Pressure Gauge
OIL PRES SW	Oil Pressure Switch
OIL PRS GAUGE	Oil Pressure Gauge
OIL TEMP(°F)/(°C)	Oil Temperature
OLDEST FLT	Oldest Fault Since Reset
OND DTC CNT	Total Number of On-demand Codes
OPEN LOOP	Open Loop
OSS	Output Shaft Speed
OTPT SHFT	Output Shaft Speed
OUT TOOTH CNT	Output Tooth Counter - MSW of Dbl Word
OUTPUT SFT	Output Shaft Speed
OUTSID AIR	Outside Air Temperature
OUTSIDE AIR	Outside Air Temperature
OVERDRIVE EN	Overdrive Engaged
OVERDRIVE SOL	Overdrive Solenoid
PARK/NEUTRAL SW	Park / Neutral Switch
PASS CNTR	Pass Counts
PASS COUNTER	Pass Counts
PASS KEY FL	Pass Key Fuel
PASS MIS FAIL	Misfire Test Passes Since 1st Fail
PASSKEY	Passkey II Input Time Period
PASSKEY INPUT	Pass Key Input
PASSKEY STARTER	Pass Key Starter
PC ENABLED	PC Solenoid Enabled
PC REF	PC Reference Current Force Motor
PCS CUR ER	PC Solenoid Current Error
PCS DES	PC Solenoid Desired Current
PCS DUTY CYCLE	PC Solenoid Duty Cycle
PCS REF	Transmission Pressure Control Solenoid Reference Current
PCM ACTUAL	Transmission Pressure Control Solenoid/Actual Value
PCM RESET	PCM Reset
PCV SOLENOID	Positive Crankcase Ventilation Solenoid
PEDAL ROTAT	Percent Pedal Rotation
PEDAL ROTATION	Percent Pedal Rotation
PFE	PFE
PIDS SUPPOR	PTO Supported
P/N SWITCH	Park Neutral Position Switch
PNP	Park Neutral Pressure Switch
PNP SWITCH	Park Neutral Position Switch
PORT THRO REQ	Port Throttle Request
PORT THROTS	Port Throttles
PORT VAC(V)	Port Vacuum Voltage
PRES CTRL	Pressure Control Actual Current
PRES GEAR	Present Gear Ratio
PRES SW ERR CTR	Pressure Switch Error Counter
PRES TOR SIG	Pressure Torque Signal
PRES TORQ	Pressure Torque Signal
PRESENT GEAR	Present Gear Ratio

<u>PID</u>	<u>Extended Description</u>
PRESSURE(V)/(PSI)/(KPA)	Pressure
PRNDL	Park, Reverse, Neutral, Drive, Low Lever (Gearshift Lever Position)
PRNDL SWITCH	Park, Reverse, Neutral, Drive, Low Switch
PROD MY	Production Model Year
PRO STEER MTR	Pro Steering Motor
PROM ID	Programmable Read-Only Memory Identification
PS LOAD SW	Power Steering Load Switch
PS PRESS SW	Power Steering Pressure Switch
PS PRESS(V)/(PSI)/(KPA)	Power Steering Pressure
PSP	Power Steering Load Present
PSPS	Power Steering Pressure Switch
PTO STATUS	Power Take Off Status
PTU SOLENOID	Power Take Up Solenoid
PURGE AD	Purge Adaptive
PURGE DC	Purge Solenoid Duty Cycle (non-linear)
PURGE FDB	Purge Current Feedback
PURGE LEARN	Purge Learned Memory
PURGE LRN B1	Purge Learn Memory Bank 1
PURGE LRN B2	Purge Learn Memory Bank 2
PURGE MON	Purge Monitor
PURGE SOL	Purge Solenoid
PWM O2S HTR	Pulse Width Modulated Oxygen Sensor Heater
PWR DWN	Power Down Timer
PWR ENRICH	Power Enrich
QUAD DRIVER 1	Quad Driver Status
QUAD DRIVER 2	Quad Driver Status
QUAD DRIVER 3	Quad Driver Status
QUAD DRIVER 4	Quad Driver Status
R PSHAFT	Rear Propshaft Speed
R/L AVG TIME	Rich To Lean Average Time
R/L L/R RT	Rich/Lean To Lean/Rich Ratio
R/L TRANS	Rich/Lean Transitions
R-L FLAG	Rich - Lean Flag
R-L STAT B1S1	Rich To Lean Status Bank 1 Sensor 1
R-L STAT B1S2	Rich To Lean Status Bank 1 Sensor 2
R-L STAT B1S3	Rich To Lean Status Bank 1 Sensor 3
R-L STAT B2S1	Rich To Lean Status Bank 2 Sensor 1
R-L BNK 1	Rich / Lean Bank 1
R-L BNK 2	Rich / Lean Bank 2
RAD FAN RELAY	Radiator Fan Control Relay
RAD FAN RLY	Radiator Fan Control Relay
RAD TEMP	Radiator Output Temperature
REAR COMMAND	Rear Command
REAR O2S	Rear Oxygen Sensor Volts
REAR SENSED	Rear Sensed
REAR SLIP	Rear Slippage
REDUCED ENG PWR	Reduce Engine Power
REF HIGH	Reference High Voltage
REF LOW	Reference Low Voltage
REF PULSE	Reference Pulse
REL FRP	Relative Fuel Rail Pressure
REL TPS	Relative Throttle Position
REV INHIBIT	Reverse Inhibit
REV LCKOUT SOL	Reverse Gear Lockout Solenoid

<u>PID</u>	<u>Extended Description</u>
REV LOCKOUT SOL	Reverse Gear Lockout Solenoid
REV MISF	Revolutions With Misfire
RF COMMAND	Right Front Command
RF SENSED	Right Front Sensed
RF SOL STATUS	Right Front Solinoid Status
RF WHEEL SPD	Right Front Wheel Speed
RF WHL STATUS	Right Front Wheel Status
RIDE CTRL	PCM Ride Control
RIDECTL DR H	Ride Control Driver High
RIDECTL DR L	Ride Control Driver Low
RO2 CROS CNT	Right Oxygen Crossover Counts
RPM DIFRNTIAL	RPM Differential
RPM PASSES/FAILED	RPM Test Pass/fail
RR TCS SOL	Right Rear Traction Control System Solinoid
RR TCS STATUS	Right Rear Traction Control System Status
RR WHEEL SPD	Right Rear Wheel Speed
R TCS COMMAND	Right Traction Control System Command
R TCS SENSED	Right Traction Control System Sensed
RSET TMR	Reset Timer
RUN FL MODE	Run Fuel Mode
RUN SPK MDE	Run Spark Mode
RUN TIME	Run Time Minutes:Seconds
S FL TM AV1	Short Term Fuel Truim Average Bank 1
S FL TM AV2	Short Term Fuel Truim Average Bank 2
S RUN TUNE VLV	S Run Time Valve
S/C A2D SW	Speed Control Switch Input
S/C POWER	Cruise, Speed Control Power
S/C PWR RELAY	Cruise, Speed Control Power Relay
S/C SERV SOLS	Cruise, Speed Control Servo Solenoids
S/C SERVO SOL	Cruise, Speed Control Servo Solenoid
S/C TGT	Cruise, Speed Control Target
S/C VAC SOL	Cruise, Speed Control Vacuum Solenoid
S/C VENT SOL	Cruise, Speed Control Vent Solenoid
S/C VNT SOL	Cruise, Speed Control Vent Solenoid
SC BOOST	Supercharger Boost Solenoid
SC BOOST SOL	Supercharger Boost Solenoid
SCI DTC1 KEY ON	SCI DTC 1 Key-on Information
SCI DTC2 KEY ON	SCI DTC 2 Key-on Information
SCI DTC3 KEY ON	SCI DTC 3 Key-on Information
SD-S APT 2ND	Steady State Adapt - 2nd Gear
SD-S APT REV	Steady State Adapt Reverse
SEC AIR MON	Secondary Air Monitor
SEC AIR SOL	Secondary Air Solenoid
SECOND AIR	Secondary Air Pump Status
SECOND AIR SOL	Secondary Air Solenoid
SECONDARY AIR	Secondary Air Monitor Completed This Driving Cycle
SEEDKEY COM INV	Seed Key Communication Invalid
SEEDKEY COMM	Seed Key Communication Valid
SEQ FIRE MDE	Sequential Firing Mode
SER SPK RET	Service Spark Retard
SERV NOW LT	Service Engine Now Light
SET SYNC MD	Set Zyncronization Mode
SET SYNC MODE	Set Zyncronization Mode
SF APT-D HI	Garage Shift Adapt-drive High

PID

SF APT-D LO
 SF APT-R HI
 SF APT-R LO
 SF TM PRES
 SHFT ADAP
 SHFT DELY
 SHFT MODE SW
 SHIFT IND LAMP
 SHFT MODE SW
 SHIFT ADAPT
 SHIFT DELAY
 SHIFT PRES
 SHIFT PRES ERROR
 SHIFT RPM
 SHIFT SOL 1
 SHIFT SOL 2
 SHIFT SOL 3
 SHIFT SOL 4
 SHIFT SOL A
 SHIFT SOL B
 SHIFT SOL C
 SHIFT TOR
 SINGLE FIRE
 SKIP SHIFT
 SKIPSHFT CNTL
 SKIPSHFT ENA
 SLIP APT PWM
 SNC CODE CL
 SNC ENG START
 SNC START
 SOFT ID
 SPARK
 SPARK ADV
 SPARK RETARD
 SPARK TOTAL(°)
 SPARKTOTAL
 SPD CNTL PWR
 SPD CTRL
 SPD CTRL VAC
 SPD CTRL VACSOL
 SPD CTRL VENT
 SPD CTRL VNTSOL
 SPD RAT ERR CNT
 SPCTL STAT
 SPCTL TGT
 SPDCTRL SW
 SPDCTRL TRGT
 SPEED RATIO
 SPK ADV OFF
 SPKADV CYL1
 SPKADV CYL2
 SPKADV CYL3
 SPKADV CYL4
 SRI LAMP

Extended Description

Garage Shift Adapt-drive Low
 Garage Shift Adapt-reverse High
 Garage Shift Adapt-reverse Low
 Shift Time Pressure Error
 Shaft Adapt Pressure
 Shift Delay
 Shift Mode Switch
 Shift Indicator Lamp
 Shift Mode Switch
 Shift Adapt Pressure
 Shift Delay
 Shift Pressure
 Shift Time Pressure Error
 Shift RPM
 Shift Solenoid 1
 Shift Solenoid 2
 Shift Solenoid 3
 Shift Solenoid 4
 Shift Solenoid A
 Shift Solenoid B
 Shift Solenoid C
 Shift Torque
 Single Fire Mode
 Skip Shift
 Skipshift Control
 Skipshift Enabled
 Slip Adapt PWM
 Mileage Since Last Code Clear
 Time Since Engine Start
 Time Since Engine Start
 Software Version #
 Spark Advance
 Spark Advance
 Spark Retard
 Total Spark Advance
 Total Spark Advance
 Speed Control Power
 Speed Control
 Speed Control Vacuum Solenoid
 Speed Control Vacuum Solenoid
 Speed Control Vent Solenoid
 Speed Control Vent Solenoid
 Speed/Ratio Error Counter
 Speed Control Status
 Speed Control Target Speed
 Speed Control Switch
 Speed Control Target Speed
 Speed Ratio
 Spark Advance Offset
 Spark Avance Cylinder 1
 Spark Avance Cylinder 2
 Spark Avance Cylinder 3
 Spark Avance Cylinder 4
 Since Reset Indicator Lamp

PID

Extended Description

SRV SOL	SRV Solenoid
SRV THROT	Service Throttle Soon Lamp
SS CTCH SLP	Transmission Steady State Clutch Slip Speed
SS1	Shift Solenoid 1
SS2	Shift Solenoid 2
SS3	Shift Solenoid 3
SS1 DRVR H	Shift Solenoid 1 Driver High
SS1 DRVR L	Shift Solenoid 1 Driver Low
SS2 DRVR H	Shift Solenoid 2 Driver High
SS2 DRVR L	Shift Solenoid 2 Driver Low
SS SLP	Steady State Slip
SS SLP S	Transmission Steady State Clutch Slip Speed
ST FTRM	Bank, Short Term Air To Fuel Ratio Correction Factor
ST FTRM1	Bank 1 Short Term Air To Fuel Ratio Correction Factor
ST FTRM2	Bank 2 Short Term Air To Fuel Ratio Correction Factor
ST FTRM AV1	Short Term Fuel Trim Average Bank 1
ST FTRM AV2	Short Term Fuel Trim Average Bank 2
ST FL TRM 1	Short Term Fuel Trim Bank 1
ST FL TRM 2	Short Term Fuel Trim Bank 2
ST FL TRM AV1	Short Term Fuel Trim Average Bank 1
ST FL TRM AV2	Short Term Fuel Trim Average Bank 2
ST FT B1	Short Term Fuel Trim Bank 1
ST FL B2	Short Term Fuel Trim Bank 2
ST FUEL TRIM	Short-term Fuel Trim
ST FUEL TRM L	Short-term Fuel Trim Left
ST FUEL TRM R	Short-term Fuel Trim Right
STARTER COMDED	Command Starter
STARTER RELAY	Starter Relay Status
STARTS SNC 2ND F	# Of Starts since 2nd To Last Fault
STARTS SNC 3RD F	# Of Starts since 3rd To Last Fault
STARTS SNC LST F	# Of Starts since Last Fault
STD ST ACCUM	Steady State Accumulator
STD ST ADAPT	Steady State Adapt Pressure
STDY ST MODE	Steady State Mode
STDY ST TAP	Steady State Transmission Adaptive Pressure
STOP TESTS	Stop All Tests
SURGE VLV SOL	Surge Valve Solenoid
SWCHD BATT+	Switched Battery
SYNC SIG(*)	Synchronization Signal Phasing - PCM
T/BODY TEMP	Throttle Body Temperature Sensor
TAC MOD CAL ID	TAC Module Calibrated Identification
TAC MOD S/2 LEV	Tac Module S/2 Level
TACH DRVR H	Tachometer Driver High
TACH DRVR L	Tachometer Driver Low
TACH OUTPUT	Tachometer Output
TACHOMETER	Tachometer Output
TCC	Torque Converter Clutch
TCC APPLIED	Torque Converter Clutch Applied
TCC APPLY	Torque Converter Clutch Apply Time
TCC BRAKE SW	Torque Converter Clutch Brake Switch
TCC BRK-IN	Torque Converter Clutch Break-In Complete
TCC COMMAN	Torque Converter Clutch Commanded
TCC COMMAND	Commanded Torque Converter Clutch
TCC CONTROL	Torque Converter Clutch Control

<u>PID</u>	<u>Extended Description</u>
TCC DELAY	Torque Converter Clutch Delay
TCC DRVR H	Torque Converter Clutch Solenoid Driver High
TCC DRVR L	Torque Converter Clutch Solenoid Driver Low
TCC DTY CYCL	Torque Converter Clutch Duty Cycle
TCC DUTY CYC	Torque Converter Clutch Duty Cycle
TCC DTCY OSG	Torque Converter Clutch Duty Cycle Open / Short To Ground
TCC DTCY STP	Torque Converter Clutch Duty Cycle Short To Volts
TCC ENABLE	Torque Converter Clutch Enable
TCC ENGAGED	Torque Converter Clutch Engaged
TCC FULL LOCK	Torque Converter Clutch - Fully Locked-Up
TCC LOCKUP	Torque Converter Clutch Lockup
TCC DTCY OSG	Torque Converter Clutch Duty Cycle Open / Short To Ground
TCC MODE	Torque Converter Clutch Mode
TCC PWM	Torque Converter Clutch PWM Duty Cycle
TCC RAMP	Torque Converter Clutch Ramp
TCC REL PRES	Torque Converter Clutch Release Pressure
TCC REL SW	Torque Converter Clutch Release Switch
TCC SLIP	Torque Converter Clutch Slip Speed
TCC SLIP DES	Desired Slip Across Torque Converter
TCC SOL	Torque Converter Clutch Solenoid
TCC SOLENOID	Torque Converter Solenoid
TCC SPD RAT	Speed Ratio Across Torque Converter
TCC STR TMP	Torque Converter Clutch Stator Temperature
TCC1	Torque Converter Clutch 1
TCC2	Torque Converter Clutch 2
TCCSLIPDES	Desired Slip Across Torque Converter
TCIL	Transmission Control Indicator Lamp
TCM CAL ID	Transmission Control Module Calibration Identification
TCM DTC	Electronic Automatic Transaxle Diagnostic Trouble Code Is Present
TCM IGN 1	Transmission Control Module Ignition 1
TCM REQ MIL ON	Electronic Auto Transaxle Requesting Malfunction Indicator Lamp ON
TCM SOFTW ID	TCM Software Identification
TCS	Transmission Control Switch
TCS COMMAND	Traction Control System Command
TCS DEL TOR	Traction Control Delivered Torque
TCS EBTCM	Traction Control System Electronic Body Traction Control Module
TCS EN RELAY	Traction Control System Engage Relay
TCS MODE	Traction Control System Mode
TCS LT FLASH	Traction Control System Light Flash
TCS PWM INP	Traction Control System PWM Input
TCS SENSED	Traction Control System Sensed
TCS SPK RTRD	Tcs Spark Retard
TCS STATE	Traction Control System State
TCS WARN LT	Traction Control System Warning Light
TDC OFFSET	Tdc Offset
TELLTALE CKT	Telltale Circuit
TFP SWITCH A	Transmission Fluid Pressure Switch A
TFP SWITCH B	Transmission Fluid Pressure Switch B
TFP SWITCH C	Transmission Fluid Pressure Switch C
TFT	Transmission Fluid Temperature
THEFT ALARM	Theft Alarm
THR POS B	Throttle Position B
THR POS C	Throttle Position C
THROT AT IDLE	Throttle at Idle

<u>PID</u>	<u>Extended Description</u>
THROT BODY	Throttle Body
THROT CMD	Commanded Throttle Actuator Control
THROT KICKER	Throttle Kicker
THROT OPEN (%)	Relative Throttle Position
THROTTLE POS DES	Percent Desired Throttle Position
THROTTLE(%)	Throttle %
THRT/BODY (° F)/(° C)	Throttle Body Temperature
THRT/BODY(V)	Throttle Body Temperature Sensor
THS 3-2	THS 3-2
THS 3-4	THS 3-2
TOR SPK RET	Torque Management Spark Retard
TORQ DLVRED	Torque Output
TORQ REDCT LNK	Torque Reduction Link
TORQUE CNV +SLIP	Positive Slip Across Torque Converter
TORQUE DELIVERED	Delivered Torque Engine To Transmission Input
TORQUE DES BRAKE	Desired Torque Brake To PCM
TORQUE REQ	Torque Requested
TOT (C or F)	Transmission Oil Temperature
TOT (V)	Thermister Voltage
TOT KNOCK RET	Transmission Oil Temperature Knock Retard
TOT SLIP	Total Slippage
TOTAL MISF	Total Misfire
TOTAL SLIP	Total Slippage
TOT-TR OIL (° F)/(° C)	Transmission Oil Temperature
TOW/HAUL MODE	Tow Haul Mode
TP ANGLE	Throttle Position Angle
TP CLS POS	Closed Throttle Position
TP CLSD POS	Closed Throttle Position
TP DELTA	Throttle Position Delta
TP LRN CUR	Throttle Position Learn This Ignition Cycle
TP LRND LST	Throttle Position Learn Last Ignition Cycle
TP MAX ANG	Maximum Throttle Angle
TP MIN ANG	Minimum Throttle Angle
TP MODE	Throttle Position Mode
TP RANGE	Throttle Position Range
TPCT	Throttle Position Closed Throttle
TPS	Throttle Position Sensor
TPS (V)	Throttle Position Sensor Voltage
TPS 1	Throttle Position Sensor 1
TPS 2	Throttle Position Sensor 2
TPS A/D	Throttle Position Sensor A/D
TPS AT SHIFT	Throttle Angle at Shift
TPS CORR	Throttle Position Correction
TPS DES	Throttle Position Desired Angle
TPS LEARNED	Throttle Position Sensor Learned Correction Factor
TPS MIN (V)	Minimum Throttle Position Sensor Voltage
TPS NORM	Throttle Position Sensor Normalized
TPS SENSOR(V)	Throttle Position Sensor Voltage V
TR	Transmission Range Prndl Position
TR FRC MT	Throttle Position Force Motor Pressure
TR SWITCH A	Transmission Switch A
TR SWITCH B	Transmission Switch B
TR SWITCH C	Transmission Switch C
TR SWITCH P	Transmission Switch P

<u>PID</u>	<u>Extended Description</u>
TRAC CNTRL	Traction Control
TRANF CS RAT	Transfer Case Ratio
TRANS CASE LOCK	Transfer Case Lock
TRANS FAN RELAY	Transmission Fan Relay
TRANS ISS	Transmission Input Speed Sensor
TRANS OSS	Transmission Output Speed Sensor
TRANS PRESS	Transmission Pressure
TRANS PWR RELAY	Transmission Power Relay
TRANS RELAY TEST	Transmission Relay Test
TRANS RELAY TST	Transmission Relay Test
TRANS TEMP (°F)/(°C)	Transmission Temperature
TRANS TEMP(V)	Transmission Temperature Sensor
TRANS TMP HOT	Transmission Temperature Hot
TRBN SPD	Turbine Speed
TRIPS SNC CLR	Warmups Since Erased
TRIP SNC MIL	Trip Counter Since MIL Fault
TRN FRC MTR	Transmission Force Motor Pressure
TRN INP SPD	Transmission Input Speed
TRN OUT SPD	Transmission Output Speed
TRNS DIA CODE	Transmission Diagnostic Code Set
TRNS HOT MDE	Transmission Hot Mode
TRNS OIL LF	Transmission Oil Life
TRNS OIL LIFE	Transmission Oil Life
TRNS OVRTMP LMP	Transmission Overtemp Lamp
TRNS TEMP ST	Transmission Temperature State - Cold
TROUB CODE	DTC That Set Freeze Frame
TROUBLE CODE	DTC That Set Freeze Frame
TRQ MNGT FLT	Torque Management Fault Counter
TRQ MNGT FS	Torque Management Failsafe Timer
TSS	Turbine Shaft Transmission Speed
TTL KNOCK	Total Knock Retard
TTL SLIP	Total Slippage
TURBINE SPD	Turbine Speed
TURBINE(RPM)	Turbine RPM
TURBO BOOST	Turbo Boost Pressure
TWC PROTEC	Three Way Catalyst Protection
UD CLUTCH	Underdrive Clutch
UD CLUTCH ST	Underdrive Clutch State
UD CL VOL IND	Underdrive Clutch Volume Index
UD PRESS SW	Underdrive Pressure Switch
UD SOL	Underdrive Solenoid
UPSFT DES	Upshift Desired
UPSFT REQ	Upshift Requested
UPSHIFT	Upshift
VAC BREAK SOL	Vacuum Break Solenoid
VACBOOST ("HG)/(KPA)	Vacuum/boost Pressure
VACUUM ("HG)/(KPA)	Manifold Absolute Pressure
VACUUM CAL	Calculated Vacuum
VALET MDE ACT	Valet Mode Active
VALET MDE REQ	Valet Mode Requested
VATS STATUS	Vehicle Anti-theft System Status
VEH PWR(V)	Vehicle Power
VEH SPEED	Vehicle Speed Sensor
VEH VELOCITY	Vehicle Speed Sensor

<u>PID</u>	<u>Extended Description</u>
VEHSPEED	Vehicle Speed
VFS FDBCK	VFS Feedback Input
VH SPEED	Vehicle Speed Sensor
VNT #3 SOL	Vent #3 Solenoid
VOTE	Vote Counting System
VPP44 FL SHUTOFF	VP 44 Fuel Shutoff
VPWR	Vehicle Power Battery Voltage
VREF	Vehicle Reference Voltage
VSS	Vehicle Speed Sensor
VSS DELTA	Vehicle Speed Sensor Delta
VTD FL DISAB	VTD Fuel Disable
VTD FL ENA PCM	PCM/TCM in VTD Fail Enable
VTD PASSWORD	Vehicle Theft Deterrent Password
WAC-A/C OFF	Wide-open A/C Cutoff
WAIT TO STRT LMP	Wait To Start Lamp
WASTEGATE (%)	Wastegate Solenoid Duty Cycle
WASTEGATE SOL	Waste Gate Solenoid
WASTEGATE(%)	Wastegate %
WATER INJECT	Water Injection
WATER/FUEL (V)	Water-in-fuel Sensor Signal
WOT	Wide-open Throttle
WOT A/C OFF	A/C Off For Wide Open Throttle
WOT SWITCH	Wide-open Throttle Switch
WSTGATE BYPASS	Wastegate Bypass
WSGATE SOL	Wastegate Solenoid
WSGATE SOL 2	Wastegate Solenoid # 2
WU CYCLE COMP	Warm Up Cycle Counter
WU HO2S 1-2	Heated Oxygen Warm Up Bank 1 Sensor 2
WU WO EMIS FLT	Warm Up Cycles Without Emission Faults
WU WO N-EMIS FLT	Warm Up Cycles Without Non-emission Faults



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