

1992 Dodge Spirit

G - TESTS W/CODES - 2.5L TURBO 1992 ENGINE PERFORMANCE Self-Diagnostic Tests - 2.5L Turbo

FAULT CODES**FAULT CODES**

Code	Display On DRB-II ⁽¹⁾	Fault Condition
11	NO REFERENCE SIGNAL DURING CRANKING	No distributor reference signal picked up during cranking.
13	SLOW CHANGE IN MAP SIGNAL	MAP output change is slower and/or smaller than expected.
13	NO CHANGE IN MAP FROM START TO RUN	No difference recognized between MAP reading and barometric (atmospheric) press. reading at start-up.
14	MAP VOLTAGE TOO LOW	MAP sensor input less than minimum acceptable voltage.
14	MAP VOLTAGE TOO HIGH	MAP sensor input more than maximum acceptable voltage.
15	NO VEHICLE SPEED SIGNAL	No distance sensor signal detected with road load conditions.
17	ENGINE COLD TOO LONG	Coolant temperature stays less than normal operating temperature during vehicle operation.
21	O2 SIGNAL STAYS AT CENTER	No rich or lean signal is detected from O2 sensor input.
21	O2 SIGNAL SHORTED TO VOLTAGE	O2 sensor input voltage maintained at more than normal operating range.
22	COOLANT SENSOR VOLTAGE TOO LOW	Coolant temperature sensor input less than minimum acceptable voltage.
22	COOLANT SENSOR VOLTAGE TOO HIGH	Coolant temperature sensor input more than maximum acceptable voltage.
23	CHARGE TEMP VOLT LOW	Charge temperature sensor input less than minimum acceptable voltage.
23	CHARGE TEMP VOLT HI	Charge temperature sensor input more than maximum acceptable voltage.
24	TPS VOLTAGE LOW	TPS sensor input less than minimum acceptable voltage.
25	TPS VOLTAGE HIGH	TPS sensor input more than maximum acceptable voltage.
25	AIS MOTOR CIRCUITS	Open or shorted condition detected in one or more Auto Idle Speed (AIS) control circuits.
26	INJECTOR NO. 1 PEAK CURRENT NOT REACHED	High resistance condition detected in injector No. 1 injector bank circuit.

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26	INJECTOR NO. 2 PEAK CURRENT NOT REACHED	High resistance condition detected in injector No. 2 injector bank circuit.
26	INJECTOR NO. 3 PEAK CURRENT NOT REACHED	High resistance condition detected in injector No. 3 injector bank circuit.
27	INJECTOR CONTROL CIRCUIT	Injector output driver does not respond properly to SBEC control signal.
27	INJ NO. 1 CONTROL CIRCUIT	Injector No. 1 injector bankoutput driver stage does not respond correctly to SBEC control signal.
27	INJ NO. 2 CONTROL CIRCUIT	Injector No. 2 injector bankoutput driver stage does not respond correctly to SBEC control signal.
27	INJ NO. 3 CONTROL CIRCUIT	Injector No. 3 injector bankoutput driver stage does not respond correctly to SBEC control signal.
31	PURGE SOLENOID CKT	Open or shorted condition is detected in purge solenoid circuit.
32	EGR SOLENOID CIRCUIT	Open or shorted condition is detected in EGR transducer solenoid circuit.
32	EGR SYSTEM FAILURE	SBEC did not detect required air/fuel change during diagnostic test.
33	A/C CLUTCH RELAY CKT	Open or shorted condition detected in A/C clutch relay circuit.
34	S/C SOLENOIDS CKT	Open or shorted condition detected in Speed Control (S/C) vacuum or vent solenoid circuits.
35	RADIATOR FAN RELAY CKT	Open or shorted condition detected in radiator fan relay circuit.
36	WASTEGATE SOLENOID	Open or shorted condition detected in turbocharger wastegate control solenoid circuit.
37	PTU SOLENOID CIRCUIT, TORQUE CONVERTER UNLOCK SOLENOID CKT	An open or shorted conditiondetected in torque converter Part Throttle Unlock solenoid circuit.
41 (2)	ALTERNATOR FIELD CKT	An open or shorted conditiondetected in alternator field circuit.
42	ASD RELAY CIRCUIT	An open or shorted condition detected in ASD relay circuit
42	NO ASD RELAY VOLTAGE SENSED AT SBEC	No ASD relay voltage sensed when ASD relay is energized.
43	IGNITION COIL NO. 1 PRIMARY CKT	Peak primary circuit current not achieved with maximum dwell time.
43	IGNITION COIL NO. 2 PRIMARY	Peak primary circuit current not achieved

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	CKT	with maximum dwell time.
43	IGNITION COIL NO. 3 PRIMARY CKT	Peak primary circuit current not achieved with maximum dwell time.
44 (2)	BATTERY TEMP VOLTAGE	An open or shorted condition exists in coolant temperature sensor circuit or in SBEC battery temperature voltage circuit.
45	TURBO BOOST LIMIT EXCEEDED	MAP reading more than overboost limit detected during engine operation.
46 (2)	CHARGING VOLTAGE TOO HIGH	Battery voltage sense input more than target charging voltage during engine operation.
47 (2)	CHARGING VOLTAGE TOO LOW	Battery voltage sense input less than target charging voltage during engine operation and no significant change in voltage detected during active test of alternator output.
51	O2 SIGNAL STAYS BELOW CENTER (LEAN)	O2 sensor input indicates lean air/fuel ratio during engine operation.
52	O2 SIGNAL STAYS ABOVE CENTER (RICH)	O2 sensor input indicates rich air/fuel ratio during engine operation.
53	INTERNAL CONTROLLER FAILURE	SBEC detects internal failure.
53	INTERNAL SBEC FAILURE/CONTROLLER FAILURE SPI COMMUNICATIONS	No internal communication between coprocessors.
54	NO SYNC PICK-UP SIGNAL	No high data rate detected during engine rotation.
55	(3)	Completion of fault code display by CHECK ENGINE light.
61	BARO READ SOLENOID	An open or shorted condition detected in barometric read solenoid circuit.
63	SBEC FAILURE EEPROM WRITE DENIED	Unsuccessful attempt to write to an EEPROM location by SBEC.
77	SPEED CONTROL POWER RELAY CKT	Open or shorted condition detected in speed control power relay circuit.

(1) Actual message displayed on DRB-II may vary between vehicles.

(2) If code is displayed, charging system malfunction exists. See appropriate ALTERNATORS & REGULATORS article in the ELECTRICAL Section.

(3) No display on DRB-II.