

| Code | Test Condition* | Probable Cause                                                                     |
|------|-----------------|------------------------------------------------------------------------------------|
| 158  | O, R, C         | Mass Air Flow Sensor above maximum voltage                                         |
| 159  | O, R            | Mass Air Flow Sensor out of self-test range                                        |
| 167  | R               | Insufficient Throttle Position Sensor change during Dynamic Response Check         |
| 171  | C               | Heated oxygen sensor unable to switch, right side                                  |
| 172  | R, C            | Heated oxygen sensor indicates lean condition, right side                          |
| 173  | R, C            | Heated oxygen sensor indicates rich condition, right side                          |
| 174  | C               | Heated oxygen sensor switching slow, right side                                    |
| 175  | C               | Heated oxygen sensor unable to switch, left side                                   |
| 176  | C               | Heated oxygen sensor indicates lean condition, left side                           |
| 177  | C               | Heated oxygen sensor indicates rich condition, left side                           |
| 178  | C               | Heated oxygen sensor switching slow, left side                                     |
| 179  | C               | Adaptive Fuel lean limit reached at part throttle, system rich, right side         |
| 181  | C               | Adaptive Fuel rich limit reached at part throttle, right side                      |
| 184  | C               | Mass Air Flow higher than expected                                                 |
| 185  | C               | Mass Air Flow lower than expected                                                  |
| 186  | C               | Injector Pulse-width higher than expected                                          |
| 187  | C               | Injector Pulse-width lower than expected                                           |
| 188  | C               | Adaptive Fuel lean limit reached, left side                                        |
| 189  | C               | Adaptive Fuel rich limit reached, left side                                        |
| 191  | C               | Adaptive Fuel lean limit reached at idle, left side                                |
| 192  | C               | Adaptive Fuel rich limit reached at idle, left side                                |
| 193  | O               | Flexible Fuel (FF) sensor circuit failure                                          |
| 211  | C               | Profile Ignition Pick-up circuit fault                                             |
| 212  | C               | Ignition module circuit failure/SPOUT circuit grounded                             |
| 213  | R               | SPOUT circuit open                                                                 |
| 214  | C               | Cylinder identification (CID) circuit failure                                      |
| 215  | C               | PCM detected coil 1 primary circuit failure                                        |
| 216  | C               | PCM detected coil 2 primary circuit failure                                        |
| 217  | C               | PCM detected coil 3 primary circuit failure                                        |
| 218  | C               | Loss of Ignition diagnostic monitor (IDM) signal - left side                       |
| 219  | C               | Spark timing defaulted to -10 degrees SPOUT circuit open                           |
| 221  | C               | Spark timing error                                                                 |
| 222  | C               | Loss of Ignition diagnostic monitor (IDM) signal - right side                      |
| 223  | C               | Loss of dual plug inhibit (DPI) control                                            |
| 224  | C               | PCM detected coil 1,2,3 or 4 primary circuit failure                               |
| 225  | C               | Knock sensor not detected during dynamic response test KOER                        |
| 226  | O               | Ignition Diagnostic Module (IDM) signal not received                               |
| 232  | C               | PCM detected coil 1,2,3 or 4 primary circuit failure                               |
| 235  | C               | PCM detected coil 4 primary circuit failure                                        |
| 241  | C               | IDM to PCM - IDM pulse width transmission error                                    |
| 244  | R               | CID circuit fault present when cylinder balance test requested                     |
| 311  | R               | AIR system inoperative during KOER (Bank number 1 with dual heated oxygen sensors) |
| 312  | R               | AIR misdirected during KOER                                                        |
| 313  | R               | AIR not bypassed during KOER                                                       |
| 314  | R               | AIR system inoperative during KOER (Bank number 2 with dual heated oxygen sensors) |
| 326  | C, R            | EGR (PFE/DPFE) circuit voltage lower than expected                                 |
| 327  | O, C, R         | EGR (EGR/IEVP/PFE/DPFE) circuit below minimum voltage                              |
| 328  | O, C, R         | EGR valve position sensor voltage below closed limit                               |
| 332  | C, R            | Insufficient EGR valve opening detected                                            |
| 334  | O, C, R         | EGR valve position sensor voltage above closed limit                               |
| 335  | O               | EGR Sensor voltage out-of-range                                                    |
| 336  | R               | EGR (PFE/DPFE) circuit higher than expected                                        |
| 337  | O, C, R         | EGR (EGR/IEVP/PFE/DPFE) circuit above maximum voltage                              |
| 338  | R               | ECT lower than expected                                                            |
| 339  | R               | ECT higher than expected                                                           |

O = Key On, Engine Off; C = Continuous Memory; R = Engine Running

# Ford Mustang Error Codes

**AN Whitehead**



## **Ford Mustang Error Codes:**

The book delves into Ford Mustang Error Codes. Ford Mustang Error Codes is a crucial topic that needs to be grasped by everyone, ranging from students and scholars to the general public. This book will furnish comprehensive and in-depth insights into Ford Mustang Error Codes, encompassing both the fundamentals and more intricate discussions.

1. This book is structured into several chapters, namely:
  - Chapter 1: Introduction to Ford Mustang Error Codes
  - Chapter 2: Essential Elements of Ford Mustang Error Codes
  - Chapter 3: Ford Mustang Error Codes in Everyday Life
  - Chapter 4: Ford Mustang Error Codes in Specific Contexts
  - Chapter 5: Conclusion
2. In chapter 1, the author will provide an overview of Ford Mustang Error Codes. The first chapter will explore what Ford Mustang Error Codes is, why Ford Mustang Error Codes is vital, and how to effectively learn about Ford Mustang Error Codes.
3. In chapter 2, the author will delve into the foundational concepts of Ford Mustang Error Codes. This chapter will elucidate the essential principles that must be understood to grasp Ford Mustang Error Codes in its entirety.
4. In chapter 3, the author will examine the practical applications of Ford Mustang Error Codes in daily life. This chapter will showcase real-world examples of how Ford Mustang Error Codes can be effectively utilized in everyday scenarios.
5. In chapter 4, the author will scrutinize the relevance of Ford Mustang Error Codes in specific contexts. The fourth chapter will explore how Ford Mustang Error Codes is applied in specialized fields, such as education, business, and technology.
6. In chapter 5, this book will draw a conclusion about Ford Mustang Error Codes. The final chapter will summarize the key points that have been discussed throughout the book.

The book is crafted in an easy-to-understand language and is complemented by engaging illustrations. It is highly recommended for anyone seeking to gain a comprehensive understanding of Ford Mustang Error Codes.

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