



2003 MY OBD System Operation

Summary for 7.3L Diesel Engine

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Introduction – OBD-I and OBD-II**OBD-II Systems**

California OBD-II applies to all gasoline engine vehicles up to 14,000 lbs. Gross Vehicle Weight Rating (GVWR) starting in the 1996 MY and all diesel engine vehicles up to 14,000 lbs. GVWR starting in the 1997 MY.

"Green States" are states in the Northeast that chose to adopt California emission regulations, starting in the 1998 MY. At this time, Massachusetts, New York, Vermont and Maine are Green States. Massachusetts and Maine receive California – certified vehicles for passenger cars and light trucks up to 14,000 lbs. GVWR. New York and Vermont receive California – certified vehicles for passenger cars and light trucks up to 6,000 lbs. GVWR.

The National LEV program (NLEV) requires compliance with California OBD-II, including 0.020" evaporative system monitoring requirements. The NLEV program applies to passenger cars and light trucks up to 6,000 lbs. GVWR nation-wide from 2001 MY through 2003 MY

Federal OBD applies to all gasoline engine vehicles up to 8,500 lbs. GVWR starting in the 1996 MY and all diesel engine vehicles up to 8,500 lbs. GVWR starting in the 1997 MY.

OBD-II system implementation and operation is described in the remainder of this document.

OBD-I Systems

If a vehicle is not required to comply with OBD-II requirements, it utilizes an OBD-I system. OBD-I systems are used on all over 8,500 lbs. GVWR Federal truck calibrations. Federal > 8,500 lbs. OBD-I vehicles use the same PCM, J1850 serial data communication link, J1962 Data Link Connector, and PCM software as the corresponding OBD-II vehicle.

The following list indicates what monitors and functions have been altered for OBD-I calibrations:

Monitor / Feature	Calibration
Misfire Monitor	Calibrated in for service, all DTCs are non-MIL. Catalyst damage misfire criteria calibrated out, emission threshold criteria set to 4%, enabled between 150 °F and 220 °F, 254 sec start-up delay.
Comprehensive Component Monitor	All circuit checks same as OBD-II. Some rationality and functional tests are calibrated out. MIL control for Federal truck applications is unique, not consistent with OBD-II MIL illumination.
Glow Plug Monitor	Glow Plug diagnostics do not set the MIL on Federal truck applications over 8,500lbs.
Communication Protocol and DLC	Same as OBD-II, all generic and enhanced scan tool modes work the same as OBD-II but reflect the OBD-I calibration that contains fewer supported monitors. "OBD Supported" PID indicates OBD-I.
MIL Control	Illuminates the MIL for P0117 and P0118 (ECT), P0197 and P0198 (EOT), P0237 and P0238 (MAP), P2285 and P2286 (ICP), P1148 and P1149 (Boost hose), P0122 and P0123 (Pedal position)