

1211	DME Control Unit	This code is stored when the DME self test fails. Delete any stored codes. Start and run the car for 30 seconds. Turn off the ignition for 30 seconds. Rerun the diagnosis. If the same fault recurs, the DME control unit must be replaced.
1212	Lambda (O2) Sensor 2	This code is stored when the engine temperature is >70C and the Oxygen Sensor value is out of range or not present. Check the Oxygen Sensor wiring and the operation of the sensor. The value should fluctuate between 0.02 and 0.85V. Slow fluctuation indicates a polluted Oxygen sensor and negative values indicate a damaged sensor. Note: Cars without Catalytic Convertors will incorrectly store this code.
1213	Lambda Control 2	This code is stored when the DME detects excessive deviations in the air-fuel mixture (too rich or too lean) for longer than 10 seconds. Possible causes: Fuel tank ran empty, Incorrect Fuel Pressure, Injector valve defective or coked, Engine Temperature Sensor defective, Secondary air leak, Fuel evaporation control system defective, Air Flow Meter defective and/or the combustion is being disturbed by mechanical failure (Spark plugs,, compression, intake/exhaust valves, ...etc.)
1215	Air Mass/Volume Sensor	This code is stored if there is a break or short-circuit at: Air Mass Flow Meter or its supply wires or the voltage supply to Air Mass Flow Meter insufficient. Cable damage is the most common cause of this trouble code.
1216	Throttle Potentiometer	This code is stored if a break or short-circuit occurs in the wiring to the Throttle Potentiometer or the potentiometer is defective. Damage at the throttle potentiometer connection is the most common cause of this fault.
1218	Output Stage, Group 1	This code is stored if there is a short to B+ or Ground at the Output Amplifier Stage (Bank 1). Generally this code occurs with other defects. Causes may be a faulty Idle Speed Actuator, Injector Valves, Ignition Coil on Plug, Oxygen Sensor Heating Relay, Fuel Evaporation, Control Valve, Malfunction Indicator Lamp (MIL) and/or EKP Relay. Delete the code after examining for other faults. If the code recurs, delete code, then disconnect the DME for a minimum of 5 minutes to initiate a reset. Rerun car. If code recurs and no other defects are found the DME is most likely damaged and must be replaced. If the code does not recur and the engine runs properly, ignore.
1219	Output Stage, Group 2	This code is stored if there is a short to B+ or Ground at the Output Amplifier Stage (Bank 2). Generally this code occurs with other defects. Causes may be a faulty Idle Speed Actuator, Injector Valves, Ignition Coil on Plug, Oxygen Sensor Heating Relay, Fuel Evaporation, Control Valve, Malfunction Indicator Lamp (MIL) and/or EKP Relay. Delete the code after examining for other faults. If the code recurs, delete code, then disconnect the DME for a minimum of 5 minutes to initiate a reset. Rerun car. If code recurs and no other defects are found the DME is most likely damaged and must be replaced. If the code does not recur and the engine runs properly, ignore.
1221	Lambda (O2) Sensor 1	This code is stored when the engine temperature is >70C and the Oxygen Sensor value is out of range or not present. Check the Oxygen Sensor wiring and the operation of the sensor. The value should fluctuate between 0.02 and 0.85V. Slow fluctuation indicates a polluted Oxygen sensor and negative values indicate a damaged sensor. Note: Cars without Catalytic Convertors will incorrectly store this code.

1222	Lambda Control 1	This code is stored when the DME detects excessive deviations in the air-fuel mixture (too rich or too lean) for longer than 10 seconds. Possible causes: Fuel tank ran empty, Incorrect Fuel Pressure, Injector valve defective or coked, Engine Temperature Sensor defective, Secondary air leak, Fuel evaporation control system defective, Air Flow Meter defective and/or the combustion is being disturbed by mechanical failure (Spark plugs,, compression, intake/exhaust valves, ...etc.)
1223	Coolant Temp. Sensor	This code is stored when a short to plus or a break in the wiring at the Coolant Temperature Sensor or its supply wires may exist. Check the wiring and the value of the sensor. 8.26-10.56 KOhms at -10C, 2.2-2.7 KOhms at 20C, 290-364 Ohms at 80C
1224	Intake Air Temp. Sensor	This code is stored when a short to plus or a break in the wiring at the Intake Air Temperature Sensor or its supply wires exists. Check the value of the sensor. 2.2-2.7 KOhms at 20C, 760-910 Ohms at 50C
1225	Knock Sensor 1	This code is set when Knock Sensor #1 has sent multiple signals or a break or short has occurred in the sensor or it's wiring. Check the Knock Sensor and its wiring for defects. Check with customer about the grade of fuel being used (RON>91). Increase octane if necessary. (Caution customer about carbon build up.)
1226	Knock Sensor 2	This code is set when Knock Sensor #2 has sent multiple signals or a break or short has occurred in the sensor or it's wiring. Check the Knock Sensor and its wiring for defects. Check with customer about the grade of fuel being used (RON>91). Increase octane if necessary. (Caution customer about carbon build up.)
1227	Knock Sensor 3	This code is set when Knock Sensor #3 has sent multiple signals or a break or short has occurred in the sensor or it's wiring. Check the Knock Sensor and its wiring for defects. Check with customer about the grade of fuel being used (RON>91). Increase octane if necessary. (Caution customer about carbon build up.)
1228	Knock Sensor 4	This code is set when Knock Sensor #4 has sent multiple signals or a break or short has occurred in the sensor or it's wiring. Check the Knock Sensor and its wiring for defects. Check with customer about the grade of fuel being used (RON>91). Increase octane if necessary. (Caution customer about carbon build up.)
1231	Battery Voltage/DME Main Relay	Either the battery was disconnected or the voltage of the battery is too low or too high. Check the battery and charging system.
1232	Throttle Idle Switch	
1233	Throttle WOT Switch	
1234	Vehicle Speed Sensor (Speedometer A Signal)	This code is stored when no plausible speed signal is detected while driving. The requirements are an engine speed >2500 rpm and under load for more than 10 seconds. Check the speedometer function and the wire to the DME . Also check for codes in the Combi Unit (Instrument Cluster).
1237	A/C Compressor cut off	This code is stored if there is a short to B+ or Ground. In the case of a short to ground, the A/C compressor is not switched off at a speed below 5 mph (8 km/h) when accelerating under full load. The A/C compressor does not operate when shorted to B+. Check the A/C compressor cut-out relay and its wiring.
1241	Air Mass Sensor	

1242	A/C Compressor	Check A/C compressor signal wire to the DME control unit for a short-circuit to power, ground or for disconnection. Check refrigerant level and condition of A/C pulley drive belt.
1243	Crankshaft Pulse Sensor	This code is stored when signal from the Crankshaft Pulse Generator is implausible (absent or out of range). Check the Crankshaft Pulse Generator and the wiring.
1244	Camshaft Sensor	This code is stored when the Camshaft Pulse Generator signal is interrupted or defective. Also check the spark plugs and the ignition coil(s) output. Check the pulse signal with an oscilloscope (50Hz, 25ms sweep). Measure with a break-out box. If a coil is found to be defective the DME control unit may also be damaged. Failure of the injector side of the output stage is the most common symptom.
1245	Intervention EGS	This code is stored when a short to ground occurs on the wire from the EGS to the DME control unit, for more than 2.5 seconds. The on-board computer should display the message TRANSMISSION EMERGENCY PROGRAM. Ignition timing will be retarded only once and then the DME will substitute the original value until this code is cleared. Check the wire and connection to the EGS.
1247	Ignition Secondary Monitor	
1251	Fuel Injector 1 (or group 1)	Check the injector valve for coking and proper spray pattern. Check the wiring from the DME and the output stage of the DME. Code 1283 may also be stored when the defect is intermittent.
1252	Fuel Injector 2 (or group 2)	Check the injector valve for coking and proper spray pattern. Check the wiring from the DME and the output stage of the DME. Code 1283 may also be stored when the defect is intermittent.
1253	Fuel Injector 3	Check the injector valve for coking and proper spray pattern. Check the wiring from the DME and the output stage of the DME. Code 1283 may also be stored when the defect is intermittent.
1254	Fuel Injector 4	Check the injector valve for coking and proper spray pattern. Check the wiring from the DME and the output stage of the DME. Code 1283 may also be stored when the defect is intermittent.
1255	Fuel Injector 5	Check the injector valve for coking and proper spray pattern. Check the wiring from the DME and the output stage of the DME. Code 1283 may also be stored when the defect is intermittent.
1256	Fuel Injector 6	Check the injector valve for coking and proper spray pattern. Check the wiring from the DME and the output stage of the DME. Code 1283 may also be stored when the defect is intermittent.
1257	Fuel Injector 7	Check the injector valve for coking and proper spray pattern. Check the wiring from the DME and the output stage of the DME. Code 1283 may also be stored when the defect is intermittent.
1258	Fuel Injector 8	Check the injector valve for coking and proper spray pattern. Check the wiring from the DME and the output stage of the DME. Code 1283 may also be stored when the defect is intermittent.
1261	Fuel Pump Relay Control	There is a break or short circuit in the wiring to the Fuel Pump Relay, pin 3, of the DME or the output stage in the DME is damaged (M1.3 only).
1262	Idle Speed Actuator	There is a break or short circuit in the wiring to the idle actuator or the wire from the DME is defective or the output stage in the of the DME is damaged. This code will also be stored if the engine stalls at over 600 rpm.

1263	Purge Valve	This code is stored if there is a break or short-circuit at: Evaporative control valve, wire from the DME control unit or the output stage of the DME control unit is defective (M1.3 only).
1264	Lambda (O2) Sensor Heater	This code is stored if there is a break or short-circuit at: - Oxygen Sensor Heater, - Sensor heating relay, - Wire from the DME control unit. Check the Oxygen Sensor Heater Relay and Air Pump Relay and the supply wires.
1265	Fault Lamp (check engine)	This code is stored if a break or short-circuit occurs in the wiring to the Malfunction Indicator Lamp (MIL) or the lamp is burned out.
1266	VANOS Relay	Check the wires and the connections of the VANOS relay (Variable camshaft adjustment). The relay could also be defective.
1267	Air Pump Relay Control	
1271	Ignition Coil 1	A break or short in the Ignition Final Stage wiring has occurred. Check primary ignition signal pattern.
1272	Ignition Coil 2	A break or short in the Ignition Final Stage wiring has occurred. Check primary ignition signal pattern.
1273	Ignition Coil 3	A break or short in the Ignition Final Stage wiring has occurred. Check primary ignition signal pattern.
1274	Ignition Coil 4	A break or short in the Ignition Final Stage wiring has occurred. Check primary ignition signal pattern.
1275	Ignition Coil 5	A break or short in the Ignition Final Stage wiring has occurred. Check primary ignition signal pattern.
1276	Ignition Coil 6	A break or short in the Ignition Final Stage wiring has occurred. Check primary ignition signal pattern.
1277	Ignition Coil 7	A break or short in the Ignition Final Stage wiring has occurred. Check primary ignition signal pattern.
1278	Ignition Coil 8	A break or short in the Ignition Final Stage wiring has occurred. Check primary ignition signal pattern.
1281	Control Unit Memory Supply	This code is stored when a defect is detected in the RAM or in the ROM/EPROM. This is most often the result of low battery voltage. Delete the stored codes and disconnect the DME for at least 5 minutes in order to trigger a reset. Reconnect the DME and run the engine at idle for 3 minutes then drive the car at over 30 mph for more than 5 minutes. If the code recurs the DME must be replaced.
1282	Fault Code Memory	This code is set if there is illogical data stored in the trouble code memory. Delete the stored codes. Simulate a defect (i.e. start engine and then disconnect the Idle Actuator) If the code recurs, the DME control unit must be replaced!
1283	Fuel Injector Output Stage	This code is stored when a break or short-circuit occurs temporarily at: an injector valve, wiring from the DME to an injector or the injector stage of the DME is damaged.
1286	Knock Control test Pulse	The ECU internally generated pulse was not detected. It is used to verify electrical integrity (shorts or disconnection) of the knock control circuitry both internally and externally. Check wiring and Knock Sensors.
1444	No Failures	