General Service Bulletin (GSB):	Historical Powertrain Diagnostic Trouble Codes
GSB Overview:	This bulletin explains historical DTCs.
NOTE: This information is not intended to replace or supersede any warranty, parts and service policy, Work Shop Manual (WSM) procedures or technical training or wiring diagram information.	

Historical Powertrain Diagnostic Trouble Codes (DTC)

Overview and Summary

Historical DTC s

- Historical DTCs are codes that are no longer confirmed or pending, but have set at least once since the last time DTCs were cleared.

- The IDS tool does NOT allow retrieval of historical DTCs <u>unless there are NO active codes present.</u>

- Used along with freeze frame and snapshot data, historical DTCs are useful in diagnosing driveability or other concerns where DTC did not progress to MIL, and may have resulted in an instrument cluster warning message. They can also be useful for obtaining DTC that set the MIL earlier, but was cleared before diagnosis.

- Historical DTCs are also useful as a diagnostic tool for intermittent concerns that resulted in customer symptoms that are no longer present during diagnostics

- Historical DTCs do eventually "age out" and clear after 80 or more key cycles.

- IDS screen icon will be present if historical DTCs are available, no active codes present, and vehicle application supported with "historical DTC" feature.
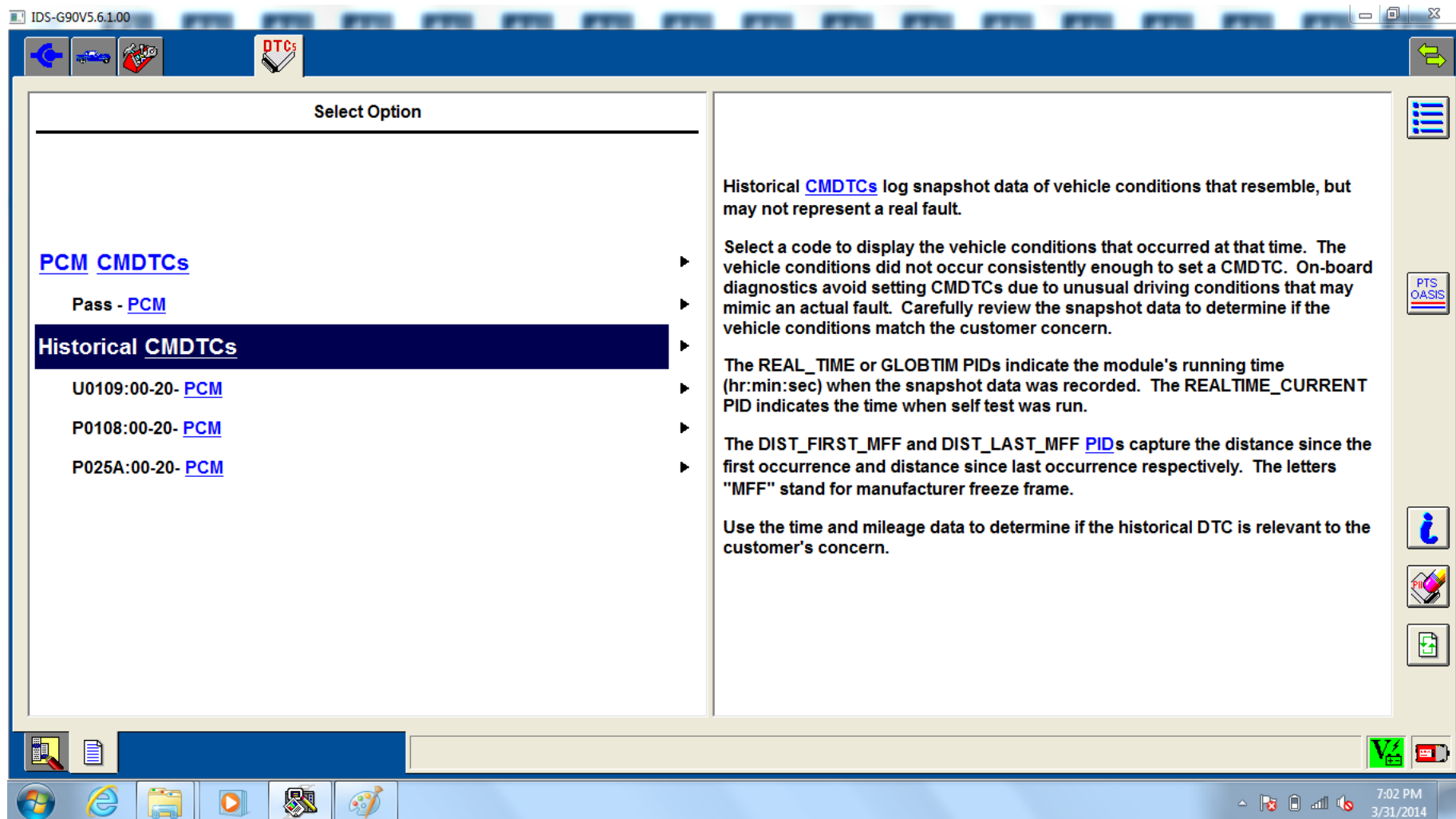
Historical Powertrain DTCs

How can historical DTCs be retrieved?
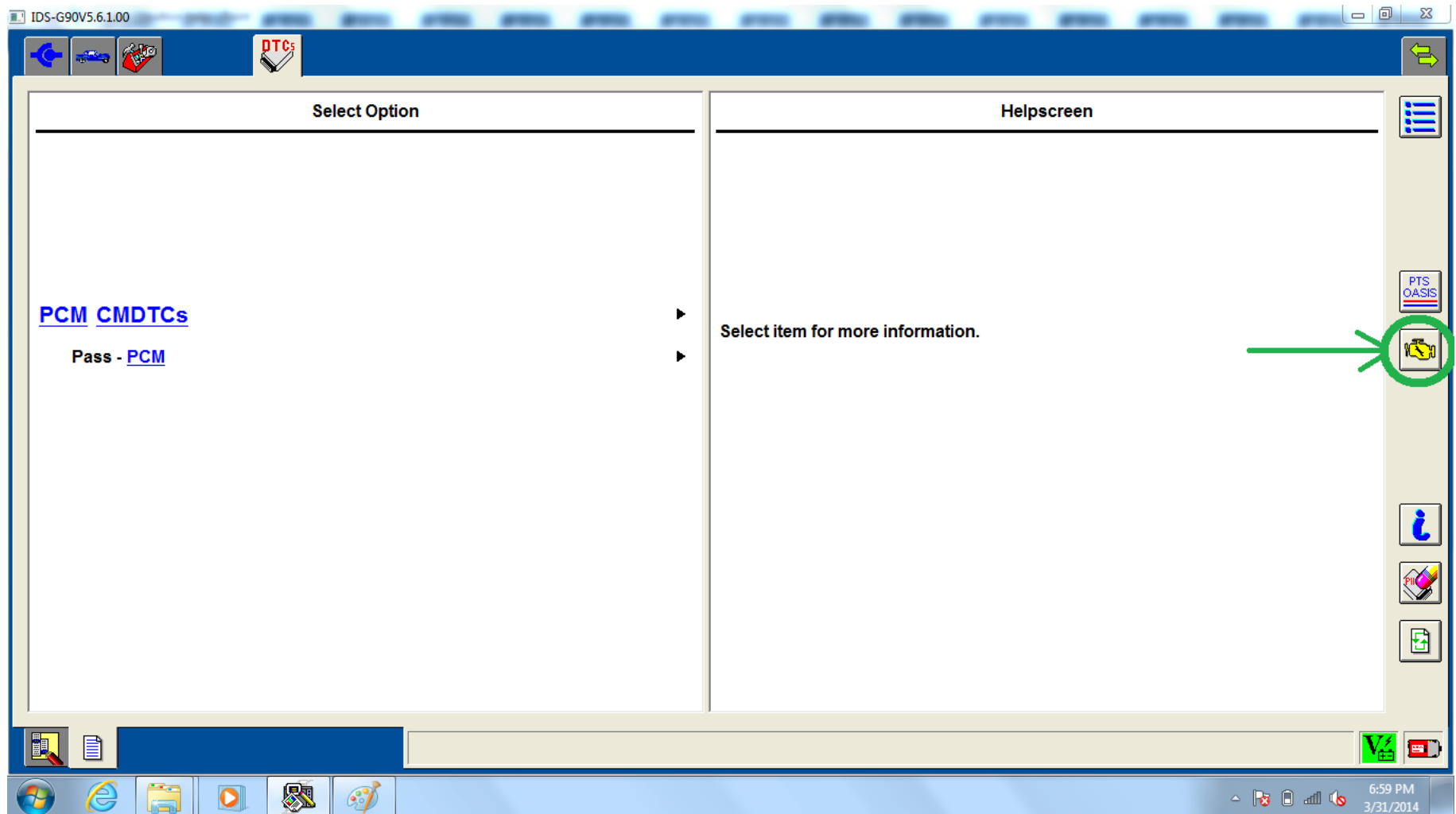
Historical Powertrain DTCs

Description of historical DTCs

Historical Powertrain DTCs

Time and Mileage PIDs

Historical Powertrain DTCs

Distance since _____ PIDS