P0300-MULTIPLE CYLINDER MISFIRE

For a complete wiring diagram, **refer to the Wiring Information**.

- **When Monitored:**

  Any time the engine is running and the adaptive numerator has been successfully updated.

- **Set Condition:**

  If the Powertrain Control Module (PCM) detects that the variation in crankshaft speed between each cylinder exceeds a calibrated value, based on engine rpm and load, a fault is set.

Possible Causes
FUEL DELIVERY SYSTEM
IGNITION COIL, WIRING, OR CONNECTORS
ECT SENSOR, WIRING, OR CONNECTORS
MAP SENSOR, WIRING, OR CONNECTORS
O2 SENSOR, WIRING, OR CONNECTORS
ENGINE MECHANICAL SYSTEM
POWERTRAIN CONTROL MODULE (PCM)

Always perform the Pre-Diagnostic Troubleshooting procedure before proceeding. (Refer to 28 - DTC-Based Diagnostics/MODULE, Powertrain Control (PCM) - Standard Procedure).

1. DTC IS ACTIVE

1. Diagnose and repair any other active component or circuit DTCs before continuing with this procedure.
2. Turn the ignition on.
3. With the scan tool, select View DTCs. Copy DTC and Freeze Frame information.
4. Start the engine and allow it to reach operating temperature.

WARNING: **When the engine is operating, do not stand in direct line with the fan. Do not put your hands near the pulleys, belts, or fan. Do not wear loose clothing. Failure to follow these instructions can result in personal injury or death.**

NOTE: **Attempt to operate the vehicle under conditions similar to which the DTC was set.**

NOTE: **It may be necessary to test drive the vehicle within the DTC monitoring conditions in order for this DTC to set.**

5. With a scan tool, select View DTCs.

Is the status Active for this DTC?