

# DIAGNOSTIC AND FAULT CODES

## FAULT CODE TABLE

P-CODE	MODULE	DESCRIPTION	CAUSE	ACTION
P0072	ECM	Ambient Air Temperature Sensor voltage too low.	Damaged circuit wires, damaged sensor, sensor shorted to ground.	Disconnect the sensor and check for a change in the fault code. If the fault code stays the same, look for a short circuit on the harness. If the fault code is different, replace the sensor. Check system circuits ECMB-2G for continuity to terminal 2 of the ATS sensor. Check system circuits ECMB-2E for continuity to terminal 1 of the ATS sensor. Check ATS pins 1 and 2 for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). Replace the sensor.
P0073	ECM	Ambient Air Temperature Sensor voltage too high.	Damaged circuit wires, damaged or disconnected sensor, sensor shorted to a supply.	Make sure sensor's connector is fully inserted. Disconnect the sensor and check for a change in the fault code. If the fault code stays the same, look for a short circuit on the harness. Check system circuits ECMA-2G for continuity to terminal 2 of the ATS sensor. Check system circuits ECMA-2E for continuity to terminal 1 of the ATS sensor. Check ATS pins 1 and 2 for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). Replace the sensor.
P0106	ECM	Manifold air pressure sensor voltage not plausible.	Damaged sensor, damaged circuit wires, damaged connector or damaged ECM pins, ECM voltage supply.	Make sure sensor connector is fully inserted. Measure voltage between harness connector pins 1 and 2 (expected value: 4.8 to 5.1 volts).

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0107	ECM	Manifold air pressure sensor voltage too low.	Voltage on system circuit MAPTS-4 reached a low value. Sensor may be disconnected. Circuit wires MAPTS-3 or MAPTS-4 may be disconnected. No 5 volts supply on MAPTS-3 circuit. Damaged sensor.	Make sure sensor's connector is fully inserted. Check for approximately 5 volts between MAPTS sensor pins 1 and 3. Check system circuit ECMA-2H for continuity to terminal 1 of the MAPTS sensor. Check system circuit ECMA-4B for continuity to terminal 3 of the MAPTS sensor. Check system circuit ECMA-4G for continuity to terminal 4 of the MAPTS sensor.
P0108	ECM	Manifold air pressure sensor voltage too high.	Voltage on system circuit MAPTS-4 reached a high value. Circuit wire MAPTS-4 shorted to 5 or 12 volts. Circuit wire MAPTS-1 is not connected. Damaged sensor.	Make sure sensor's connector is fully inserted. If it is correct then disconnect it and perform the following tests. Check for approximately 5 volts between MAPTS sensor pins 1 and 3. Check system circuit ECMA-2H for continuity to terminal 1 of the MAPTS sensor. Check system circuit ECMA-4B for continuity to terminal 3 of the MAPTS sensor. Check system circuit ECMA-4G for continuity to terminal 4 of the MAPTS sensor.
P0112	ECM	Manifold air temperature sensor voltage too low.	Voltage on system circuit MAPTS-2 reached a low value. System circuit MAPTS-2 shorted to ground. Damaged sensor.	Disconnect the sensor and check for a change in the fault code. If the fault code stays the same, look for a short circuit on the harness. If the fault code is different, replace the sensor. Check MAPTS sensor pins 1 and 2 for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). If the sensor resistivity is out of range replace the sensor. If the sensor resistivity is correct according to the specified temperature range then check circuit wire MAPTS-2 for a short to the ground.

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0113	ECM	Manifold air temperature sensor voltage too high.	Voltage on system circuit MAPTS-2 reached a high value. Sensor may be disconnected. Circuit wires MAPTS-1 or MAPTS-2 may be disconnected. Damaged sensor.	Make sure sensor's connector is fully inserted. If it is correct then disconnect it and perform the following tests. Check MAPTS sensor pins 1 and 2 for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). If the sensor resistivity is out of range replace the sensor. Check system circuits ECMA-3H for continuity to terminal 2 of the MAPTS sensor. Check system circuits ECMA-2H for continuity to terminal 1 of the MAPTS sensor.
P0116	ECM	Coolant temperature sensor functional problem.	Intermittent coolant temperature sensor reading or circuit wires shorted to ground.	Make sure sensor's connector is fully inserted. Check continuity between CTS and ECMA connectors. Check electrical schematic for pin positions.
P0117	ECM	Engine coolant temperature sensor voltage too low.	Voltage on system circuit CTS-2 reached a high value. Sensor may be disconnected. Circuit wires CTS-1 or CTS-2 may be disconnected. Circuit CTS-2 shorted to 5 or 12 volts. Damaged sensor.	Disconnect the sensor and check for a change in the fault code. If the fault code stays the same, look for a short circuit on the harness. If the fault code is different, replace the sensor. Check system circuit CTS-2 for resistivity to ground (Expected value = 1.2 Kohms when ECMA connector is still connected). Check system circuit ECMA-1A for continuity to terminal 1 of the CTS connector and ECMA-2J for continuity to terminal 2 of the CTS connector. Check CTS sensor pins for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). If the sensor resistivity is out of range replace the sensor.
P0118	ECM	Engine coolant temperature sensor voltage too high.	Disconnected sensor, or sensor resistance too High.	Make sure sensor's connector is fully inserted. Check system circuit ECMA-1A for continuity to terminal 1 of the CTS connector and ECMA-2J for continuity to terminal 2 of the CTS connector. Check CTS resistivity on the sensor pins for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). If the sensor resistivity is out of range replace the sensor.

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0122	ECM	Throttle Accelerator Sensor (TAS) voltage #1 too low.	This signal has a voltage range of 0.5V to 3V. Any voltage outside this range is considered a fault. Disconnected TAS connector. Faulty 5 volts supply on circuit TAS-A, TAS-D or MAPTS-3.	<p>More information is available in Knowledge Center</p> <p>Search by keyword: 900 ACE Throttle</p> <p>Check for: Description of the faults related to the Throttle Accelerator Sensor (TAS)</p> <p>Make sure sensor connector is fully inserted.</p> <p>Check system circuit TAS-D, TAS-E and TAS-F.</p> <p>Measure voltage between TAS-A and TAS-B on the main harness (expected value = 5 volts).</p> <p>Measure voltage between TAS-D and TAS-E on the main harness (expected value = 5 volts).</p> <p>Check for 0.5 to 3 volts on TAS connector pin F.</p> <p>Note: Also check the MAPTS since they have a shared 5 volt supply.</p>
P0123	ECM	Throttle Accelerator Sensor (TAS) voltage #1 too high.	This signal has a voltage range of 0.5V to 3V. Any voltage outside this range is considered a fault. Throttle Accelerator Sensor (TAS) is not at its minimum position when ECM is awakened.	<p>More information is available in Knowledge Center</p> <p>Search by keyword: 900 ACE Throttle</p> <p>Check for: Description of the faults related to the Throttle Accelerator Sensor (TAS)</p> <p>Make sure sensor connector is fully inserted.</p> <p>Check system circuit TAS-D, TAS-E and TAS-F.</p> <p>Measure voltage between TAS-A and TAS-B on the main harness (expected value = 5 volts).</p> <p>Measure voltage between TAS-D and TAS-E on the main harness (expected value = 5 volts).</p> <p>Check for 0.5 to 3 volts on TAS connector pin F.</p> <p>Note: Also check the MAPTS since they have a shared 5 volt supply.</p>
P0127	ECM	Torque reduction due to high manifold air temperature.	Temperature detected by the MAPTS sensor exceeded 55°C (131°F).	Fault detected when the engine is running and stopped.
P0171	ECM	Multiplicative mixture adaptation exceeds upper limit -> mixture too lean.	An open signal on the Engine coolant temperature (CTS) can trigger that fault	

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0172	ECM	Multiplicative mixture adaptation exceeds upper limit --> mixture too rich.	An open signal on the Engine coolant temperature (CTS) can trigger that fault	
P0201	ECM	Injector Cyl. #3 (MAG) open circuit.	Disconnected injector. Damaged wire or terminal.	Open ECM ACTIVATION page in B.U.D.S. Activate injector and check if injector is reacting as expected. Measure resistance from connector: IGN3-3 to ECMA-1M (expected value: < 2 ohms). Check for 12 volts on injector connector pin 2. Check if HIC connector is plugged in.
P0202	ECM	Injector Cyl. #2 (MID) open circuit.	Disconnected injector. Damaged wire or terminal.	Open ECM ACTIVATION page in B.U.D.S. Activate injector and check if injector is reacting as expected. Measure resistance from connector: IGN2-3 to ECMA-2M (expected value: < 2 ohms). Check for 12 volts on injector connector pin 2. Check if HIC connector is plugged in.
P0203	ECM	Injector Cyl. #1 (PTO) open circuit.	Disconnected injector. Damaged wire or terminal.	Open ECM ACTIVATION page in B.U.D.S. Activate injector and check if injector is reacting as expected. Measure resistance from connector: IGN1-3 to ECMA-4M (expected value: < 2 ohms). Check for 12 volts on injector connector pin 2. Check if HIC connector is plugged in.
P0217	ECM	Torque reduction due to high engine coolant temperature.	Warm riding condition, lack of cooling.	
P0222	ECM	Throttle Accelerator Sensor (TAS) voltage #2 too low.	This signal has a voltage range of 0.25V to 1.5V. Any voltage outside this range is considered a fault. Disconnected TAS connector. Faulty 5 volts supply on circuit TAS-A, TAS-D or MAPTS-3.	More information is available in Knowledge Center Search by keyword: 900 ACE Throttle Check for: Description of the faults related to the Throttle Accelerator Sensor (TAS) Make sure sensor connector is fully inserted. Check system circuit TAS-A, TAS-B and TAS-C. Measure voltage between TAS-A and TAS-B on the main harness (expected value = 5 volts). Measure voltage between TAS-D and TAS-E on the main harness (expected value = 5 volts). Check for 0.25 to 1.5 volts on TAS connector pin C. Note: Also check the MAPTS since they have a shared 5 volt supply.

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0223	ECM	Throttle Accelerator Sensor (TAS) voltage #2 too high.	This signal has a voltage range of 0.25V to 1.5V. Any voltage outside this range is considered a fault. Throttle Accelerator Sensor (TAS) is not at its minimum position when ECM is awakened.	<p>More information is available in Knowledge Center</p> <p>Search by keyword: 900 ACE Throttle</p> <p>Check for: Description of the faults related to the Throttle Accelerator Sensor (TAS)</p> <p>Make sure sensor connector is fully inserted.</p> <p>Check system circuit TAS-A, TAS-B and TAS-C.</p> <p>Measure voltage between TAS-A and TAS-B on the main harness (expected value = 5 volts).</p> <p>Measure voltage between TAS-D and TAS-E on the main harness (expected value = 5 volts).</p> <p>Check for 0.25 to 1.5 volts on TAS connector pin C.</p> <p>Note: Also check the MAPTS since they have a shared 5 volt supply.</p>
P0231	ECM	Fuel pump open circuit or shorted to ground.	There is no load on circuit wire PE-A or it is shorted to ground. Blown fuse. Fuel pump connector is not connected. Fuel pump motor is shorted.	<p>Check fuse F2.</p> <p>Make sure the fuel pump connector is fully inserted.</p> <p>With vehicle power ON check voltage on PE-C connector (Expected value = battery voltage).</p> <p>Check system circuit ECMB-1M for continuity to PE-A connector.</p>
P0232	ECM	Fuel pump shorted to battery.	Circuit wire PE-A is shorted to 12 volts. Fuel pump motor is stuck or shorted.	<p>Disconnect the fuel pump and check if the fault disappears. If it does then replace the fuel pump.</p> <p>Check if system circuits PE-A and PE-C are shorted together.</p>
P0261	ECM	Injector Cyl. #3 (MAG) shorted to ground.	Circuit wire INJ3-2 is shorted to ground.	<p>Disconnect injector 3.</p> <p>With vehicle power ON and engine not running, check the voltage on pin 2 of the INJ3 connector (Expected value = around 3.3 volts).</p> <p>If the voltage is close to 0 volt remove the power from vehicle and check for resistivity to ground on pin2 of the INJ3 connector (Expected value = open circuit).</p> <p>If the reading is close to 0 ohm check for a short to the ground on this circuit.</p>

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0262	ECM	Injector Cyl. #3 (MAG) shorted to battery.	Circuit wire INJ3-2 is shorted to battery. Injector coil is shorted.	<p>Disconnect injector 3.</p> <p>Measure resistance between injector pin 1 and 2 (Expected value = 14 to15 ohms).</p> <p>With vehicle power ON and engine not running, check the voltage on pin 2 of the INJ3 connector (Expected value = around 3.3 volts).</p> <p>If the voltage is close to 12 volts check for a short to 12 volts on this circuit.</p>
P0264	ECM	Injector Cyl. #2 (MID) shorted to ground.	Circuit wire INJ2-2 is shorted to ground.	<p>Disconnect injector 2.</p> <p>With vehicle power ON and engine not running, check the voltage on pin 2 of the INJ2 connector (Expected value = around 3.3 volts).</p> <p>If the voltage is close to 0 volt remove the power from vehicle and check for resistivity to ground on pin2 of the INJ2 connector (Expected value = open circuit).</p> <p>If the reading is close to 0 ohm check for a short to the ground on this circuit.</p>
P0265	ECM	Injector Cyl. #2 (MID) shorted to battery.	Circuit wire INJ2-2 is shorted to battery. Injector coil is shorted.	<p>Disconnect injector 2.</p> <p>Measure resistance between injector pin 1 and 2 (Expected value = 14 to15 ohms).</p> <p>With vehicle power ON and engine not running, check the voltage on pin 2 of the INJ2 connector (Expected value = around 3.3 volts).</p> <p>If the voltage is close to 12 volts check for a short to 12 volts on this circuit.</p>
P0267	ECM	Injector Cyl. #1 (PTO) shorted to ground.	Circuit wire INJ1-2 is shorted to ground.	<p>Disconnect injector 1.</p> <p>With vehicle power ON and engine not running, check the voltage on pin 2 of the INJ1 connector (Expected value = around 3.3 volts).</p> <p>If the voltage is close to 0 volt remove the power from vehicle and check for resistivity to ground on pin2 of the INJ1 connector (Expected value = open circuit).</p> <p>If the reading is close to 0 ohm check for a short to the ground on this circuit.</p>
P0268	ECM	Injector Cyl. #1 (PTO) shorted to battery.	Circuit wire INJ1-2 is shorted to battery. Injector coil is shorted.	<p>Disconnect injector 1.</p> <p>Measure resistance between injector pin 1 and 2 (Expected value = 14 to15 ohms).</p> <p>With vehicle power ON and engine not running, check the voltage on pin 2 of the INJ1 connector (Expected value = around 3.3 volts).</p> <p>If the voltage is close to 12 volts check for a short to 12 volts on this circuit.</p>

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0335	ECM	Crankshaft signal fault.	Intermittent signal from crankshaft position sensor. Damaged circuit wires, damaged sensor. Sensor may not be properly secured.	Make sure sensor connector is fully inserted. Measure resistance from connector: ECMA-1H to CPS-1 (Expected value: < 2 ohms). Measure resistance from connector: ECMA-2K to CPS-2 (Expected value: < 2 ohms).
P0340	ECM	CamShaft signal fault.	Damaged CAPS, damaged circuit wires, damaged connector or damaged ECM output pins.	Make sure sensor connector is fully inserted. Measure voltage between harness connector CAPS-3 and ground (expected value: 11 to 13 volts). Measure resistance
P0357	ECM	Ignition coil on PTO cylinder open circuit.	Ignition coil or HIC connector not connected. Blown fuse. Broken wire or terminal.	Check if HIC connector connected. Check ignition fuse. Check circuit wire IGN1-2.
P0358	ECM	Ignition coil on PTO cylinder shorted to battery.	Circuit wire IGN1-2 is shorted to battery. Ignition coil is damaged.	Disconnect ignition coil PTO side. With vehicle power ON and engine not running check voltage on pin 3 of IGN1 connector. (Expected value = 0 volt). If voltage is close to 12 volts, check for a short on this circuit. Replace the ignition coil.
P0359	ECM	Ignition coil on MID cylinder shorted to battery.	Circuit wire IGN2-2 is shorted to battery. Ignition coil is damaged.	Disconnect ignition coil MID. With vehicle power ON and engine not running check voltage on pin 3 of IGN2 connector. (Expected value = 0 volt). If voltage is close to 12 volts, check for a short on this circuit. Replace the ignition coil.
P0360	ECM	Ignition coil on MAG cylinder shorted to battery.	Circuit wire IGN3-2 is shorted to battery. Ignition coil is damaged.	Disconnect ignition coil MAG side. With vehicle power ON and engine not running check voltage on pin 3 of IGN3 connector. (Expected value = 0 volt). If voltage is close to 12 volts, check for a short on this circuit. Replace the ignition coil.

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0361	ECM	Ignition coil on MID cylinder open circuit.	Ignition coil or HIC connector not connected. Blown fuse. Broken wire or terminal.	Check if HIC connector connected. Check ignition fuse. Check circuit wire IGN2-2.
P0362	ECM	Ignition coil on MAG cylinder open circuit.	Ignition coil or HIC connector not connected. Blown fuse. Broken wire or terminal.	Check if HIC connector connected. Check ignition fuse. Check circuit wire IGN3-2.
P0480	ECM	Fan relay open circuit.	Circuit wire FT-2 is open circuit. Blown fuse. Fan harness is not connected. Relay on fan harness is not connected or is damaged.	Check fuse F4. Check if FT connector is properly connected. Check if relay on the fan harness is properly connected. Check relay resistivity (Expected value = $105 \pm 2$ ohms). Check system circuit FT-2 for continuity to ECMB-4J.
P0500	ECM	Dummy for bgkmst		
P0520	ECM	Engine oil pressure switch functional problem.	Intermittent contact to ground on circuit wire OPS-A. Intermittent contact on oil pressure switch.	Make sure oil pressure switch connector is fully inserted. Check for leaking of pressure switch. With engine stopped check switch resistivity to ground (Expected value < 2 ohms). With engine running check resistivity to ground (Expected value > 2 ohms). Check system circuit ECMA-3E for continuity to terminal of the OPS sensor.
P0523	ECM	Engine oil pressure switch sticking	Damageg oil pressure switch. Damaged circuit wires, damaged or disconnected sensor, damaged ECM output pins.	Measure resistance between harness connector OPS and ground When engine stopped. (Expected value < 2 ohms). Measure resistance between harness connector OPS and ground When engine running. (Expected value = open). Measure resistance from harness connector
P0524	ECM	Low oil pressure.	No oil pressure while engine is running above 2500 rpm.	Check oil level. Check system circuit ECMA-3E for continuity to terminal of the OPS sensor.

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0560	ECM	Error on system voltage.	Battery voltage dropped under 11 volts.	Check battery voltage for 11 to 13 volts with engine stopped. Check battery voltage for 13.5 to 14.5 volts with engine speed above 2500 RPM. Check connections on regulator. Check charging system.
P0562	ECM	Battery voltage too low.	Battery voltage dropped under 11 volts.	Check battery voltage for 11 to 13 volts with engine stopped. Check battery voltage for 13.5 to 14.5 volts with engine speed above 2500 RPM. Check connections on regulator. Check charging system.
P0563	ECM	Battery voltage too high.	Battery voltage exceeded 15.6 volts.	Check battery voltage for 11 to 13 volts with engine stopped. Check battery voltage for 13.5 to 14.5 volts with engine speed above 2500 RPM. Check connections on regulator. Check charging system.
P060D	ECM	Throttle Accelerator Sensor (TAS) signals not synchronized.	The ratio between signal #1 and signal #2 is 2:1. For example if signal #1 is 0.5 volt then signal #2 must be 0.25 volt. This fault will occur if these two signals don't follow this rule.	More information is available in Knowledge Center Search by keyword: 900 ACE Throttle Check for: Description of the faults related to the Throttle Accelerator Sensor (TAS) Check voltages on connector TAS-F and TAS-C. Voltage on pin TAS-F must be 2 times greater than voltage on pin TAS-C. Check for 5 volts on pin TAS-A and TAS-D
P060E	ECM	Electronic throttle control (ETC) control fault	Circuit wire ETC-5 shorted to ground.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)
P0610	ECM	Variant Coding error.	Faulty variant coding, faulty programming, wrong ECM after replacement	

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P062C	ECM	Loss of vehicle speed information from cluster.	ECM lost communication with the cluster. Cluster may be disconnected. Loss of power on the cluster. Loss of communication with the cluster via the CAN bus. CAN bus lines shorted together. CAN bus line shorted to ground.	Make sure the gauge connector is fully inserted. If there is no power on the cluster while the vehicle power is ON then check voltage on circuit CV-8 (Expected value = Battery voltage). Also check circuit CV-11 for continuity to the ground (Expected value < 2 ohms). Check continuity for communication wires WHITE/BEIGE and WHITE/BLACK (refer to wiring diagram).
P0685	ECM	Accessory relay (R3) open circuit.	ECM control line ECMB-2J is open. Relay is missing or relay coil is open. Power to the relay is missing.	Check relay coil resistivity (Expected value = 130 ohms). Check system circuit FB-5D.
P0686	ECM	Accessory relay (R3) shorted to ground.	ECM control line ECMB-2J is shorted to ground.	With vehicle power OFF check system circuit FB-5D for resistivity to ground (Expected value = open circuit). With vehicle power ON, engine not running and relay removed check system circuit FB-5D voltage (Expected value = 3.3 volts).
P0687	ECM	Accessory relay (R3) shorted to battery.	ECM control line ECMB-2J is shorted to battery. Relay coil is shorted.	Check relay coil resistivity (Expected value = 130 ohms). Check system circuit FB-5D for a short to 12 volts. With vehicle power OFF check system circuit FB-5D for resistivity to ground (Expected value = open circuit). With vehicle power ON, engine not running and relay removed check system circuit FB-5D voltage (Expected value = 3.3 volts).
P0691	ECM	Fan relay shorted to ground.	ECM control line ECMB-4J is shorted to ground.	Disconnect fan harness and perform the following tests. With vehicle power OFF check system circuit FT-2 for resistivity to ground (Expected value = open circuit). With vehicle power ON, engine not running check system circuit PF2-1B voltage (Expected value = 3.3 volts).

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0692	ECM	Fan relay shorted to battery.	ECM control line ECMB-4J is shorted to battery. Relay coil is short.	Disconnect fan harness and perform the following tests. Check relay coil resistivity (Expected value = 103 ohms). With vehicle power ON check system circuit FT-2 for a short to 12 volts (Expected value = 3.3 volts). With vehicle power OFF check system circuit FT-2 for resistivity to ground (Expected value = open circuit). With vehicle power ON, engine not running check system circuit FT-2 voltage (Expected value = 3.3 volts).
P0736	ECM	Reverse failed upon request	The reverse button on the handle was activated but the actuator failed to activate the reverse position switch (IR).	Check E-REVERSE fuse (F3) Check fonctionnality of reverse switch Check if the reverse cable is connected. Check reverse actuator motor. Check the relays on the reverse cable. Check for drive belt adjustment as per specification. Check for continuity from ECM to electromechanical relays.
P0750	ECM	Max error of Electomechanical Reverse Actuator Forward	Blown fuse, damaged or disconnected relay, damaged or disconnected circuit wires, damaged ECM output pins.	
P0753	ECM	Min error of Electomechanical Reverse Actuator Forward	Blown fuse, damaged or disconnected relay, damaged or disconnected circuit wires, damaged ECM output pins.	
P0754	ECM	Sig error of Electomechanical Reverse Actuator Forward	Blown fuse, damaged or disconnected relay, damaged or disconnected circuit wires, damaged ECM output pins.	

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P0755	ECM	Max error of Electomechanical Reverse Actuator Reverse	Blown fuse, damaged or disconnected relay, damaged or disconnected circuit wires, damaged ECM output pins.	
P0758	ECM	Min error of Electomechanical Reverse Actuator Reverse	Blown fuse, damaged or disconnected relay, damaged or disconnected circuit wires, damaged ECM output pins.	
P0759	ECM	Sig error of Electomechanical Reverse Actuator Reverse	Blown fuse, damaged or disconnected relay, damaged or disconnected circuit wires, damaged ECM output pins.	
P1120	ECM	both position sensors of Electronic throttle control (ETC) haven't passed test		More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)
P160E	ECM	Electronic throttle control (ETC) control fault	Circuit wire ETC-5 shorted to ground.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)
P1610	ECM	Electronic throttle control (ETC) power stage fault	Circuit wire ETC-5 or ETC-3 shorted to ground. Circuit wires ETC-3 and ETC-5 shorted together. Current drawn by ETC motor is too high.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P1611	ECM	Electronic throttle control (ETC) power stage fault		More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)
P1612	ECM	Electronic throttle control (ETC) power stage fault		More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)
P1613	ECM	Electronic throttle control (ETC) power stage fault	Circuit wire ETC-3 or ETC-5 open circuit.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)
P1614	ECM	Electronic throttle control (ETC) return spring check not passed	Throttle mechanism is blocked.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)
P1615	ECM	Electronic throttle control (ETC) position deviation fault	Throttle mechanism is blocked. Circuit wire ETC-3 or ETC-5 open circuit or shorted to ground. Circuit wires ETC-3 and ETC-5 shorted together. Current drawn by ETC motor is too high.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)
P1616	ECM	Electronic throttle control (ETC) check of limp-home-position failed		
P1619	ECM	Abortion of Electronic throttle control (ETC) adaptation due to environmental conditions	TPS learning failed because of ambient temperature limit too low.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC) Air temperature must be higher than 5 degC for correct TPS setting
P1620	ECM	Abortion of Electronic throttle control (ETC) adaptation due to environmental conditions	TPS learning failed	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P1621	ECM	Electronic throttle control (ETC) adaptation of lower mechanical stop failed		
P1622	ECM	Electronic throttle control (ETC) repeated adaptation failed	Circuit wire ETC-5 shorted to battery.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)
P1672	ECM	Relay shorted to battery.	ECM to relay control line is shorted to battery. Relay coil is shorted.	
P1673	ECM	Relay shorted to ground.	ECM control line is shorted to ground.	
P1674	ECM	Relay open circuit.	ECM to relay control line is open. Relay is missing or relay coil is open. Power to the relay is missing.	
P16C0	ECM	Monitoring: ECU ADC plausibility check	Monitoring plausibility check failed.	Check for ECM fault.
P16C1	ECM	Monitoring: ECU ADC test failed	Monitoring plausibility check failed.	Check for ECM fault.
P16C3	ECM	function monitoring: monitoring of accelerator pedal position		
P16C4	ECM	Monitoring: Engine speed check fault	Monitoring plausibility check failed.	Check for ECM fault.
P16C5	ECM	Monitoring: Safety fuel cut-off activated check level 1	Monitoring plausibility check failed.	Check for ECM fault.
P16C6	ECM	Monitoring: Safety fuel cut-off activated check level 2	Monitoring plausibility check failed.	Check for ECM fault.
P16C7	ECM	function monitoring: check of actual throttle valve position		

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P16C8	ECM	function monitoring: check comparison throttle valve position		
P16C9	ECM	Monitoring: E-stop switch error	Monitoring plausibility check failed E-stop switch.	Check for E-stop switch fault.
P1936	ECM	Override button has been activated by driver	Error with Throttle position senor. Error with MAPTS. Plenum leak detection.	
P212C	ECM	Electronic Throttle Control (ETC) signal #2 too low	Disconnected ETC. Low voltage or short to ground on circuit wire ETC-6 or ETC-4. Disconnected or damaged wire or terminal. Damaged ETC.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC) Check if connector is fully inserted. Check system circuit ETC-4 and ETC-6.
P212D	ECM	Electronic Throttle Control (ETC) signal #2 too high	Disconnected or damaged wire or terminal. Circuit wire ETC-2 open circuit. Damaged ETC.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC) Check system circuit ETC-2
P2279	ECM	Leak from plenum	Leak in air intake system. MAPTS problem.	Check for faulty Air Pressure Sensor. Check for faulty TPS. Check for cracked plenum.
P2299	ECM	Throttle and break paddle are used at the same time	Driver used Brake and Throttle in same time Disconnected brake switch Broken brake switch	Check for faulty Brake switch

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

P2620	ECM	Position of the throttle not plausible	The throttle opening is not correct. Circuit wire ETC-2 open circuit or ETC-1 shorted to ground. Low voltage or short to ground on circuit wire ETC-6 or ETC-4.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC)
P2621	ECM	Electronic Throttle Control (ETC) position signal #1 too low	Low voltage or short to ground on circuit wire ETC-1 or ETC-6. Circuit wire ETC-1 open circuit or shorted to ground. Damaged sensor.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC) Make sure the ETC connector is fully inserted. Check system circuit ECMA-4K for continuity to the ETC connector. Check system circuit ECMA-2A for continuity to the ETC connector.
P2622	ECM	Throttle Position Sensors signal #1 too high	Voltage on circuit wire ECMA-3F too high. Circuit wire ETC-2 open circuit. Circuit wire ETC shorted to 12 volts. Circuit wire ETC is open.	More information is available in Knowledge Center Search by keyword: ETC Check for: Description of the faults related to the Electronic Throttle Control (ETC) Make sure the ETC connector is fully inserted. Check system circuit ECMA-4K for continuity to ETC connector. Check system circuit ECMA-2A for continuity to ETC connector. Check system circuit ECMA-3F for continuity to ETC connector.

## Subsection XX (DIAGNOSTIC AND FAULT CODES)

U0155	ECM	Lost communication on CAN BUS.	ECM lost communication with the cluster. Cluster may be disconnected. Loss of power on the cluster. Loss of communication with the cluster via the CAN bus. CAN bus lines shorted together. CAN bus line shorted to ground.	Make sure the gauge connector is fully inserted. If there is no power on the cluster while the vehicle power is ON then check voltage on circuit CV-8 (Expected value = Battery voltage). Also check circuit CV-11 for continuity to the ground (Expected value < 2 ohms). Check continuity for communication wires WHITE/BEIGE and WHITE/BLACK (refer to wiring diagram).
U0302	ECM	error in variant coding during manual transmission		
U300A	ECM	State of the DESS key switch not plausible		