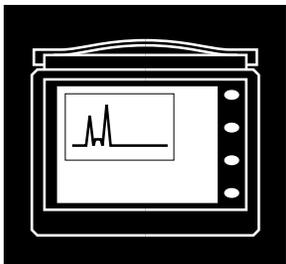


DTC Summaries

Jaguar XK-TYPE

Use the bookmarks at left to access the required DTC Summary.





Powertrain DTC Summaries – OBD II

Jaguar XK-TYPE V8 N/A and V8 SC 2003 Model Year

Refer to pages 2 – 9 for important information regarding the use of “Powertrain DTC Summaries”.

REFERENCE: It is recommended that the applicable “Electrical Guide” be referenced when using the information contained in this document.

NOTE: Refer to Body DTC Summaries for codes P0335 (A/CCM), P0562 and P0563 (Driver and Passenger HRCM).

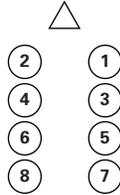
KEY TO COLUMN HEADINGS

DTC	Diagnostic Trouble Code.
SYS	The powertrain system with which the DTC is associated – EMS (ALL SYSTEMS), V8 EMS, V8 SC EMS, TRANS, DSC. DTC retrieval tools: OBD II – indicates that the DTC is an OBD II code and can be accessed via a generic scan tool or WDS. JAG – indicates that the DTC is not an OBD II code and is accessed only via WDS.
FAULT DESCRIPTION	Fault description.
MONITORING CONDITIONS	“DIAGNOSTIC MONITOR DRIVE CYCLE” for the particular DTC. Operate the vehicle as described to check for a reoccurrence of the DTC. Refer to pages 4 – 8. Use WDS Datalogger or Scan Tool to monitor specified engine parameter(s).
CHECK ENGINE MIL (CK ENG)	1 1 TRIP – indicates that the CHECK ENGINE MIL is activated by a fault occurring during ONE “TRIP”. 2 2 TRIPS – indicates that the CHECK ENGINE MIL is activated by a fault occurring during TWO CONSECUTIVE “TRIPS”. Refer to page 3 for definition of OBD “TRIP”. N NO – indicates that the CHECK ENGINE MIL is not activated.
OTHER	Driver Warnings: N = None R = RED MIL (warning lamp) plus Message Center message A = AMBER MIL (warning lamp) plus Message Center message C = Charge indicator
DEFAULT ACTION	Control Module default action: Logged – DTC stored in ECM memory buffer; Flagged – DTC stored in ECM memory / CHECK ENGINE MIL activated.
CM PIN	ECM (system – Engine Management System) / TCM (system – Transmission) connector pin number(s)
POSSIBLE CAUSES	Possible causes are listed in the order of diagnostic checking. HIGH VOLTAGE – High voltage can be either sensor supply voltage (5 volts) or B+ voltage.

CYLINDER NUMBERING

Engine cylinder numbering is as follows:

FRONT OF ENGINE



OBD SYSTEM READINESS – ENGINE MANAGEMENT

If DTC P1000 is flagged after DTCs have been cleared, all engine management OBD diagnostic monitor drive cycles HAVE NOT BEEN COMPLETED.

If DTC P1111 is flagged after DTCs have been cleared, all engine management OBD diagnostic monitor drive cycles HAVE BEEN COMPLETED.

OBD SYSTEM READINESS – TRANSMISSION

Use WDS Datalogger “TOTAL NUMBER OF DTC SET” to determine if transmission OBD monitoring has been completed.

OBD “TRIPS”

The OBD system defines 1 TRIP as an ignition cycle (ignition key OFF; wait 30 seconds; ignition key ON) plus a minimum engine coolant temperature increase of 22 °C (40 °F), after which the engine coolant temperature has to reach a minimum of 71°C (160 °F).

OBD DIAGNOSTIC MONITORS

The Engine Management and Transmission Control systems are continuously checked during vehicle operation by the Engine Control Module (ECM) and Transmission Control Module (TCM) on-board diagnostic (OBD) facilities. Powertrain OBD incorporates seven diagnostic monitors. Each monitor has an associated group of DTCs. The diagnostic monitors will complete the diagnostic test(s) if a specified service "drive cycle" is carried out.

The seven diagnostic monitors are as follows:

- Heated Oxygen Sensors Monitor
- Adaptive Fuel Monitor
- Misfire Monitor
- Catalyst Efficiency Monitor
- Evaporative System Monitor
- Exhaust Gas Recirculation Monitor
- Comprehensive Component Monitor (Engine Management / Transmission)

DIAGNOSTIC MONITORS DRIVE CYCLES

Technicians can ensure that an OBD Monitor drive cycle is completed and that all or specific components have been checked by completing a specified drive cycle. Use the following service drive cycles to confirm that the components and subsystems covered by the Diagnostic Monitors are operating correctly.

HEATED OXYGEN SENSORS MONITOR DRIVE CYCLE

Upstream (Universal) oxygen sensors:

- 1 Engine OFF; cooling fans inoperative > 20 seconds.
- 2 Start engine and bring to normal operating temperature > 82 °C (180 °F).
- 3 Drive the vehicle between 3000 – 4000 rpm in 3rd gear at a steady speed. Lift foot completely off accelerator and coast to a stop within 30 seconds. Do not touch accelerator pedal for 4 seconds after coming to a stop.
- 4 Repeat step 3.
- 5 Idle engine for 11 minutes.

Downstream oxygen sensors:

- 1 Start engine and bring to normal operating temperature > 82 °C (180 °F).
- 2 Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 10 minutes.
- 3 Drive the vehicle above 3000 rpm in 3rd gear at a steady speed. Lift foot completely off accelerator and coast for 30 seconds.

Oxygen sensor heaters:

- 1 Start engine and bring to normal operating temperature > 82 °C (180 °F).
- 2 Idle engine for 3 minutes.

ADAPTIVE FUEL MONITOR DRIVE CYCLE

- 1 Start engine and bring to normal operating temperature > 82 °C (180 °F).
- 2 Idle for a minimum of 10 minutes.

MISFIRE MONITOR DRIVE CYCLE

- 1 Record flagged DTC (s) and accompanying WDS DTC Monitor freeze frame(s) data.
- 2 Fuel level > 25%.
- 3 Start the engine at a coolant temperature lower than the recorded freeze frame value (from Step 1).
- 4 Drive the vehicle to the recorded freeze frame conditions for 4 minutes. If CHECK ENGINE MIL flashes, lower the engine speed until the flashing stops.

Note regarding misfire monitor DTCs:

If, on the first trip, the misfire is severe enough to cause excess exhaust emission, the individual cylinder DTC plus DTC P1316 will be logged. The CHECK ENGINE MIL will not be activated. If the fault reoccurs on the second trip, the individual cylinder DTC plus DTC P1316 will be flagged, and the CHECK ENGINE MIL will be activated.

If, on the first trip, the misfire is severe enough to cause catalyst damage (more severe than excess exhaust emission), the CHECK ENGINE MIL will flash while the fault is present and the individual cylinder DTC plus DTC P1313 (bank 1), DTC P1314 (bank 2) will be logged. When the fault is no longer present the MIL will be deactivated. If the fault reoccurs on the second trip, the CHECK ENGINE MIL will flash while the fault is present and the individual cylinder DTC plus DTC P1313 (bank 1), DTC P1314 (bank 2) will be flagged. When the fault is no longer present the CHECK ENGINE MIL will be activated.

CATALYST EFFICIENCY MONITOR DRIVE CYCLE

- 1 Start engine and bring to normal operating temperature > 82 °C (180 °F).
- 2 Drive the vehicle in a steady state condition between 1300 – 3000 rpm without stops or starts for a minimum of 5 minutes.

EVAPORATIVE SYSTEM MONITOR DRIVE CYCLE

- 1 Ensure that fuel filler cap is correctly fitted and fully closed (minimum three clicks, clockwise).
- 2 Fuel level > 30% and < 85%.
- 3 Using WDS, perform ECM DTC Clear (even if no DTCs are flagged).
- 4 Drive vehicle for a minimum of 2 minutes, and until engine is at normal operating temperature.
- 5 Using WDS, ensure that the EVAP Canister Purge Valve is operating by observing “PURGE VAPOR MANAGEMENT VALVE – DUTY CYCLE”. If the valve is not active, ECM adaptations have not been learned. Conduct a “green ECM” Drive Cycle as described in Technical Service Bulletin.
- 6 Drive vehicle to the road where the EVAP System Drive Cycle will be conducted. Stop vehicle and switch OFF the ignition. Leave ignition OFF for 30 seconds, then restart the engine.
- 7 Accelerate briskly to 80 km/h (50 mph) ensuring that the engine speed reaches a minimum of 3500 rpm for a minimum of 5 seconds.
- 8 (0.040 inch EVAP Test) View WDS “PURGE VAPOR MANAGEMENT VALVE – DUTY CYCLE”, “CANISTER CLOSE VALVE – VAPOR RECOVERY SYSTEM”, and FUEL TANK PRESSURE – VAPOR RECOVERY SYSTEM”. Avoiding high engine loads, drive the vehicle steadily between 65 km/h (40 mph) and 100 km/h (60 mph). Avoid driving conditions that will produce excessive fuel movement. WDS should give an indication that the test is active (it may take up to 30 minutes before the test will initialize). When the test has initialized (EVAP Canister Close Valve CLOSED), it will take approximately 90 seconds for the test to complete.
- 9 (0.020 inch EVAP Test) Continue driving vehicle as explained in Step 8 for an additional 10 minutes.
- 10 Gently coast the vehicle to a stop. Allow the engine to idle for 2 minutes and view WDS “PURGE VAPOR MANAGEMENT VALVE – DUTY CYCLE”, “CANISTER CLOSE VALVE – VAPOR RECOVERY SYSTEM”, and FUEL TANK PRESSURE – VAPOR RECOVERY SYSTEM”. WDS should give an indication that the test is active. When the test has initialized (EVAP Canister Close Valve CLOSED), it will take approximately 90 seconds for the test to complete.
- 11 If the 0.020 inch EVAP Test is not activated, the purge system vapor concentration may be too great. To reduce the vapor concentration proceed as follows:
- 12 Drive the vehicle for an additional 30 minutes avoiding driving conditions that will produce excessive fuel movement. Repeat Step 10. If the 0.020 inch EVAP Test is still not activated, repeat the Drive Cycle from Step 6.
- 13 Using WDS, check for and clear flagged DTCs.

EXHAUST GAS RECIRCULATION MONITOR DRIVE CYCLE

- 1 Start engine and bring to normal operating temperature > 82 °C (180 °F).
- 2 Drive the vehicle in 3rd gear at 2500 rpm. Maintain a steady speed for 1 minute, then lift foot completely off accelerator and coast for a minimum of 10 seconds.

COMPREHENSIVE COMPONENT MONITOR ENGINE MANAGEMENT DRIVE CYCLE

To avoid unnecessary complexity, a single comprehensive engine management drive cycle has not been developed for XK-TYPE. Refer to the individual DTC for specific drive cycle / monitoring conditions.

COMPREHENSIVE COMPONENT MONITOR TRANSMISSION DRIVE CYCLE

To avoid unnecessary complexity, a single comprehensive transmission drive cycle has not been developed for XK-TYPE. Refer to the individual DTC for specific drive cycle / monitoring conditions.

POWERTRAIN CONTROL ACRONYMS:

A/C	Air conditioning	IAT Sensor	Intake Air Temperature Sensor
APP Sensor	Accelerator Pedal Position Sensor	IC	Instrument Cluster
ASC	Adaptive Speed Control	IP Sensor	Injection Pressure Sensor
B+	Battery Voltage	KS 1	Knock Sensor – Bank 1
Bank 1	RH Engine cylinder bank (cylinders 1, 3, 5, 7) (A Bank)	KS 2	Knock Sensor – Bank 2
Bank 2	LH Engine cylinder bank (cylinders 2, 4, 6, 8) (B Bank)	MAF Sensor	Mass Air Flow Sensor
BARO Sensor	Barometric Pressure Sensor	MAP Sensor	Manifold Absolute Pressure Sensor
CAN	Controller Area Network	N/A	Normally Aspirated
CKP Sensor	Crankshaft Position Sensor	SC	Supercharged
CMP Sensor 1	Camshaft Position Sensor – Bank 1	TCC	Torque converter clutch
CMP Sensor 2	Camshaft Position Sensor – Bank 2	TCM	Transmission Control Module
DLC	Data Link Connector	TFT Sensor	Transmission Fluid Temperature Sensor
DSC	Dynamic Stability Control	TP Sensor	Throttle Position Sensor
ECM	Engine Control Module	V8	V8 Engine
ECT Sensor	Engine Coolant Temperature Sensor	WT Valve 1	Variable Valve Timing Valve – Bank 1
EFT Sensor	Engine Fuel Temperature Sensor	WT Valve 2	Variable Valve Timing Valve – Bank 2
EGR	Exhaust Gas Recirculation		
EOT Sensor	Engine Oil Temperature Sensor		
EVAP Canister Close Valve	Evaporative Emission Canister Close Valve		
EVAP Canister Purge Valve	Evaporative Emission Canister Purge Valve		
FTP Sensor	Fuel Tank Pressure Sensor		
HO2 Sensor 1 / 1	Heated Oxygen Sensor – Bank 1 / Upstream		
HO2 Sensor 1 / 2	Heated Oxygen Sensor – Bank 1 / Downstream		
HO2 Sensor 2 / 1	Heated Oxygen Sensor – Bank 2 / Upstream		
HO2 Sensor 2 / 2	Heated Oxygen Sensor – Bank 2 / Downstream		

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0010	EMS OBD II	VVT circuit malfunction – bank 1	Idle engine 30 seconds Accelerate from stop through complete engine rpm range Coast to a stop Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 5 minutes; coast to a stop Accelerate smoothly through complete accelerator pedal travel; coast to a stop Idle engine 30 seconds	2	N	ECM Default: – Bank 1 VVT hold current set at a constant value of 520 mA	EM80 -109	VVT solenoid valve disconnected VVT solenoid valve to ECM PWM drive circuit: open circuit, short circuit, high resistance VVT solenoid failure
P0020	EMS OBD II	VVT circuit malfunction – bank 2	Idle engine 30 seconds Accelerate from stop through complete engine rpm range; coast to a stop Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 5 minutes; coast to a stop Accelerate smoothly through complete accelerator pedal travel; coast to a stop Idle engine 30 seconds	2	N	ECM Default: – Bank 2 VVT hold current set at a constant value of 520 mA	EM80 -110	VVT solenoid valve disconnected VVT solenoid valve to ECM PWM drive circuit: open circuit, short circuit, high resistance VVT solenoid failure
P0031	EMS OBD II	HO2 Sensor heater control circuit low current – bank 1, upstream (1/1)	Heated oxygen sensors monitor drive cycle – page 5 (Oxygen sensor heaters)	2	N	ECM Default: – Bank 1 closed loop fuel metering and adaptive fuel metering inhibited – Canister purge inhibited – Bank 1 upstream HO2S heater control circuit switched off	EM80 -001 -002 -029 -030	HO2 Sensor 1/1 heater power supply circuit: open circuit HO2 Sensor 1/1 heater control circuit: open circuit, high resistance HO2 Sensor 1/1 heater ground circuit(s) fault (EM80-029, EM80-030) HO2 Sensor 1/1 heater failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0032	EMS OBD II	HO2 Sensor heater control circuit high current – bank 1, upstream (1/1)	Heated oxygen sensors monitor drive cycle – page 5 (Oxygen sensor heaters)	2	N	ECM Default: – Bank 1 closed loop fuel metering and adaptive fuel metering inhibited – Canister purge inhibited – Bank 1 upstream HO2S heater control circuit switched off	EM80 -001 -002 -029 -030	HO2 Sensor 1/1 heater control circuit: short circuit to ground HO2 Sensor 1/1 heater ground circuit(s) fault (EM80-029, EM80-030) HO2 Sensor 1/1 heater failure
P0037	EMS OBD II	HO2 Sensor heater control circuit low resistance – bank 1, downstream (1/2)	Heated oxygen sensors monitor drive cycle – page 5 (Oxygen sensor heaters)	2	N	None	EM80 -092	HO2 Sensor 1/2 heater control circuit: short circuit to ground HO2 Sensor 1/2 heater failure
P0038	EMS OBD II	HO2 Sensor heater control circuit high resistance – bank 1, downstream (1/2)	Heated oxygen sensors monitor drive cycle – page 5 (Oxygen sensor heaters)	2	N	None	EM80 -092	HO2 Sensor 1/2 heater control circuit: open circuit; high resistance HO2 Sensor 1/2 heater failure
P0051	EMS OBD II	HO2 Sensor heater control circuit low current – bank 2, upstream (2/1)	Heated oxygen sensors monitor drive cycle – page 5 (Oxygen sensor heaters)	2	N	ECM Default: – Bank 2 closed loop fuel metering and adaptive fuel metering inhibited – Canister purge inhibited – Bank 2 upstream HO2S heater control circuit switched off	EM80 -055 -056 -081 -082	HO2 Sensor 2/1 heater power supply circuit: open circuit HO2 Sensor 2/1 heater control circuit: open circuit, high resistance HO2 Sensor 2/1 heater ground circuit(s) fault (EM80-081, EM80-082) HO2 Sensor 2/1 heater failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0052	EMS OBD II	HO2 Sensor heater control circuit high current – bank 2, upstream (2/1)	Heated oxygen sensors monitor drive cycle – page 5 (Oxygen sensor heaters)	2	N	ECM Default: – Bank 2 closed loop fuel metering and adaptive fuel metering inhibited – Canister purge inhibited – Bank 2 upstream HO2S heater control circuit switched off	EM80 -055 -056 -081 -082	HO2 Sensor 2/1 heater control circuit: short circuit to ground HO2 Sensor 2/1 heater ground circuit(s) fault (EM80-081, EM80-082) HO2 Sensor 2/1 heater failure
P0057	EMS OBD II	HO2 Sensor heater control circuit low resistance – bank 2, downstream (2/2)	Heated oxygen sensors monitor drive cycle – page 5 (Oxygen sensor heaters)	2	N	None	EM80 -093	HO2 Sensor 2/2 heater control circuit: short circuit to ground HO2 Sensor 2/2 heater failure
P0058	EMS OBD II	HO2 Sensor heater control circuit high resistance – bank 2, downstream (2/2)	Heated oxygen sensors monitor drive cycle – page 5 (Oxygen sensor heaters)	2	N	None	EM80 -093	HO2 Sensor 2/2 heater control circuit: open circuit; high resistance HO2 Sensor 2/2 heater failure
P0096	V8 SC EMS OBD II	IAT Sensor 2 circuit range / performance	Engine coolant temperature < 40 °C (104 °F) Ambient temperature < 40 °C (104 °F) Engine coolant temperature and ambient temperature within 10 °C (20 °F) of each other Start engine and drive above 1500 rpm at a steady speed for a minimum of 2 minutes	2	A	ECM Default: – Default value of 70 °C (158 °F) used	EM80 -072	IAT Sensor 2 disconnected IAT Sensor 2 to ECM sensing circuit: open circuit IAT Sensor 2 failure
P0097	V8 SC EMS OBD II	IAT Sensor 2 circuit high voltage (low air temperature)	Ignition ON 10 seconds	2	A	ECM Default: – Default value of 70 °C (158 °F) used	EM80 -072	IAT Sensor 2 disconnected IAT Sensor 2 to ECM wiring: open circuit or high resistance IAT Sensor 2 to ECM sensing circuit: short circuit to B+ voltage IAT Sensor 2 failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0098	V8 SC EMS OBD II	IAT Sensor 2 circuit low voltage (high air temperature)	Ignition ON 10 seconds	2	A	ECM Default: – Default value of 70 °C (158 °F) used	EM80 -072	IAT Sensor 2 to ECM wiring: short circuit to ground IAT Sensor 2 failure
P0101	EMS OBD II	MAF Sensor circuit range / performance	Fuel level > 25% Start engine and bring to normal operating temperature > 82 °C (180 °F) Drive the vehicle steadily in 4th or 5th gear on a level road between 1200 – 1800 rpm; hold the engine speed constant for 40 seconds while maintaining a steady throttle	2	A	ECM Default: – Default air mass used – Adaptive fuel metering inhibited – Catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -044	Blocked air cleaner Air intake leak Engine breather leak Throttle control malfunction MAF Sensor to ECM sensing circuit: high resistance, intermittent short circuit to ground MAF Sensor supply circuit: high resistance MAF Sensor failure Throttle adaption fault (check throttle position voltage at Ignition ON)
P0102	EMS OBD II	MAF Sensor circuit low voltage	Ignition ON 10 seconds	2	A	ECM Default: – Default air mass used – Adaptive fuel metering inhibited – Catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -044	Blocked air cleaner Air intake leak between MAF Sensor and throttle MAF Sensor to ECM sensing circuit: high resistance, open circuit, intermittent short circuit to ground MAF Sensor supply circuit: open circuit, short circuit to ground MAF Sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0103	EMS OBD II	MAF Sensor circuit high voltage	Ignition ON 10 seconds	2	A	ECM Default: – Default air mass used – Adaptive fuel metering inhibited – Catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -044 -045 -046	MAF Sensor to ECM sensing circuit: short circuit to B+ voltage MAF Sensor to ECM sensor ground circuit: open circuit MAF Sensor failure
P0105	EMS OBD II	MAP Sensor circuit malfunction	Fuel level > 25% Start engine and bring to normal operating temperature > 82 °C (180 °F) Drive the vehicle steadily in 4th or 5th gear on a level road between 1200 – 1800 rpm; hold the engine speed constant for 40 seconds while maintaining a steady throttle	2	N	ECM Default: – Default value of 1.013 BAR (29.92 in hg) used	EM80 -127	Intake manifold air leak (loose or missing component) MAP Sensor to ECM circuit(s) fault MAP Sensor failure Throttle adaption fault (check throttle position voltage at Ignition ON)
P0106	EMS OBD II	BARO Sensor circuit range / performance	Engine temperature cool (cooling fans not running) Remove ignition key for 20 seconds (cooling fans not running) Ignition key in, position II for 5 seconds (do not start) Repeat cycle twice more	2	N	ECM Default: – Default value of 1 BAR (29.53 in hg) used	—	BARO Sensor failure (internal ECM fault)
P0107	EMS OBD II	BARO Sensor circuit low voltage	Ignition ON 10 seconds	2	N	ECM Default: – Default value of 1 BAR (29.53 in hg) used	—	BARO Sensor failure (internal ECM fault)

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0108	EMS OBD II	BARO Sensor circuit high voltage	Ignition ON 10 seconds	2	N	ECM Default: – Default value of 1 BAR (29.53 in hg) used	—	BARO Sensor failure (internal ECM fault)
P0111	EMS OBD II	IAT Sensor circuit range / performance	Engine OFF; coolant temperature < 35 °C (95 °F) Start engine and hold 3000 rpm in P or N for 30 seconds	2	N	ECM Default: – Default value substituted 50 °C (122 °F)	EM80-071	Blocked air cleaner Air intake leak Engine breather leak IAT Sensor to ECM wiring: open circuit or high resistance IAT Sensor to ECM sensing circuit: short circuit to high voltage IAT Sensor failure
P0112	EMS OBD II	IAT Sensor circuit high voltage (low air temperature)	Ignition ON 10 seconds	2	N	ECM Default: – Default value substituted 50 °C (122 °F)	EM80-071	IAT Sensor disconnected IAT Sensor to ECM wiring: open circuit or high resistance IAT Sensor to ECM sensing circuit: short circuit to B+ voltage IAT Sensor failure
P0113	EMS OBD II	IAT Sensor circuit low voltage (high air temperature)	Ignition ON 10 seconds	2	N	ECM Default: – Default value substituted 50 °C (122 °F)	EM80-071	IAT Sensor to ECM wiring: short circuit to ground IAT Sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0116	EMS OBD II	ECT Sensor circuit range / performance	Engine coolant temperature and ambient temperature within 10 °C (20 °F) of each other Start engine and drive the vehicle steadily in 4th or 5th gear above 1700 rpm until the engine coolant temperature reaches 80 °C (176 °F) CAUTION: Overheating is possible if the ECT sensor is faulty and cooling fans do not operate	2	A	ECM Default: – EOT value substituted (no greater than 95 °C (203 °F)) – Closed loop fuel metering inhibited – Adaptive fuel metering inhibited – Catalyst warm-up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -070	ECT Sensor disconnected Low coolant level Contaminated coolant Engine thermostat failure ECT Sensor to ECM sensing circuit: open circuit, high resistance when hot, intermittent high resistance ECT Sensor failure
P0117	EMS OBD II	ECT Sensor circuit high voltage (low coolant temperature)	Ignition ON 10 seconds	2	A	ECM Default: – EOT value substituted (no greater than 95 °C (203 °F)) – Closed loop fuel metering inhibited – Adaptive fuel metering inhibited – Catalyst warm-up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -070	ECT Sensor disconnected ECT Sensor to ECM sensing circuit: high resistance, open circuit, short circuit to B+ voltage ECT Sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0118	EMS OBD II	ECT Sensor circuit low voltage (high coolant temperature)	Ignition ON 10 seconds	2	A	ECM Default: <ul style="list-style-type: none"> - EOT value substituted (no greater than 95 °C (203 °F)) - Closed loop fuel metering inhibited - Adaptive fuel metering inhibited - Catalyst warm-up ignition retard inhibited - Canister purge inhibited - Maximum engine speed reduced 	EM80 -070	Engine overheat condition ECT Sensor to ECM wiring: short circuit to ground ECT Sensor failure
P0121	EMS OBD II	TP Sensor range / performance (TP1 compared to TP2)	Battery voltage > 10 volts Ignition ON Slowly press accelerator pedal to the floor over a 5 second period Slowly return the pedal to rest Repeat 3 times	2	R	ECM Default: <ul style="list-style-type: none"> - Throttle motor and throttle motor relay disabled - Throttle valve opening set to default value - Idle speed controlled by fuel injection intervention - Idle speed adaption inhibited 	EM80 -075 -076	TP Sensor to ECM wiring: open circuit, high resistance TP Sensor to ECM sensing circuits (TP1 or TP2): short circuit to B+ voltage TP Sensor failure
P0122	EMS OBD II	TP Sensor circuit 1 low voltage	Battery voltage > 10 volts Ignition ON Slowly press accelerator pedal to the floor over a 5 second period Slowly return the pedal to rest Repeat 3 times	2	R	ECM Default: <ul style="list-style-type: none"> - Throttle motor and throttle motor relay disabled - Throttle valve opening set to default value - Idle speed controlled by fuel injection intervention - Idle speed adaption inhibited 	EM80 -075	TP Sensor to ECM sensing circuit (TP1): open circuit, short circuit to ground, high resistance TP Sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0123	EMS OBD II	TP Sensor circuit 1 high voltage	Battery voltage > 10 volts Ignition ON Slowly press accelerator pedal to the floor over a 5 second period Slowly return the pedal to rest Repeat 3 times	2	R	ECM Default: – Throttle motor and throttle motor relay disabled – Throttle valve opening set to default value – Idle speed controlled by fuel injection intervention – Idle speed adaption inhibited	EM80 -075	TP Sensor to ECM sensing circuit (TP1): short circuit to high voltage TP Sensor failure
P0125	EMS OBD II	ECT Sensor response (for closed loop fuel control) (Coolant thermostat monitor)	Engine coolant temperature and ambient temperature within 10 °C (20 °F) of each other Start engine and drive the vehicle steadily in 4th or 5th gear above 1700 rpm until the engine coolant temperature reaches 80 °C (176 °F) CAUTION: Overheating is possible if the ECT sensor is faulty and cooling fans do not operate	2	A	ECM Default: – EOT value substituted (no greater than 95 °C (203 °F)) – Closed loop fuel metering inhibited – Adaptive fuel metering inhibited – Catalyst warm-up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -070	ECT Sensor disconnected Low coolant level Contaminated coolant Engine coolant thermostat failure ECT Sensor to ECM sensing circuit: high resistance, open circuit or short circuit to high voltage Engine cooling fan stuck on high speed Above normal air flow through engine compartment due to accident damage and/or missing panels
P0128	EMS OBD II	Coolant thermostat range / performance	Engine OFF; coolant temperature < 35 °C (95 °F) Start engine and drive until normal engine operating temperature > 85 °C (180 °F)	2	N	None	—	Contaminated coolant Engine coolant thermostat failure ECT Sensor failure (ECT Sensor DTC(s) also flagged)
P0131	EMS OBD II	HO2 Sensor sense circuit low current – bank 1, upstream (1/1) (Universal oxygen sensor: lean condition at ECM – high current at sensor)	Heated oxygen sensors monitor drive cycle – page 5 (Upstream oxygen sensors)	2	N	None	EM80 -083 -084	HO2 Sensor 1/1 disconnected HO2 Sensor 1/1 to ECM variable current circuit fault (HO2 Sensor pin 3) ECM to HO2 Sensor 1/1 constant current circuit fault (HO2 Sensor pin 4) HO2 Sensor 1/1 failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0132	EMS OBD II	HO2 Sensor sense circuit high current – bank 1, upstream (1/1) (Universal oxygen sensor: rich condition at ECM – low current at sensor)	Heated oxygen sensors monitor drive cycle – page 5 (Upstream oxygen sensors)	2	N	None	EM80 -083 -084	HO2 Sensor 1/1 disconnected HO2 Sensor 1/1 to ECM variable current circuit fault (HO2 Sensor pin 3) ECM to HO2 Sensor 1/1 constant current circuit fault (HO2 Sensor pin 4) HO2 Sensor 1/1 failure
P0133	EMS OBD II	HO2 Sensor sense circuit slow response – bank 1, upstream (1/1)	Heated oxygen sensors monitor drive cycle – page 5 (Upstream oxygen sensors)	2	N	ECM Default: – Bank 1 closed loop fuel metering inhibited – Canister purge inhibited	EM80 -083 -084	Engine misfire HO2 Sensor 1/1 disconnected HO2 Sensor 1/1 mechanical damage HO2 Sensor 1/1 to ECM wiring fault HO2 Sensor 1/1 short circuit to ground HO2 Sensor 1/1 to ECM wiring shield open circuit HO2 Sensor 1/1 heater circuit fault Exhaust leak Low exhaust temperature Injector flow partially blocked Catalyst efficiency decrease HO2 Sensor 1/1 failure
P0137	EMS OBD II	HO2 Sensor sense circuit low voltage – bank 1, downstream (1/2)	Heated oxygen sensors monitor drive cycle – page 5 (Downstream oxygen sensors)	2	N	None	EM80 -128	HO2 Sensor 1/2 disconnected HO2 Sensor 1/2 to ECM wiring open circuit HO2 Sensor 1/2 short circuit to ground HO2 Sensor 1/2 failure
P0138	EMS OBD II	HO2 Sensor sense circuit high voltage – bank 1, downstream (1/2)	Heated oxygen sensors monitor drive cycle – page 5 (Downstream oxygen sensors)	2	N	None	EM80 -128	HO2 Sensor 1/2 sensing circuit: short circuit to high voltage HO2 Sensor 1/2 ground (BRD – braided shield) open circuit HO2 Sensor 1/2 failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0140	EMS OBD II	HO2 Sensor sense circuit no activity – bank 1, downstream (1/2)	Heated oxygen sensors monitor drive cycle – page 5 (Downstream oxygen sensors)	2	N	None	EM80 -128	HO2 Sensor 1/2 disconnected HO2 Sensor 1/2 mechanical damage HO2 Sensor 1/2 to ECM wiring open circuit HO2 Sensor 1/2 sensing circuit: short circuit to high voltage HO2 Sensor 1/2 short circuit to ground HO2 Sensor 1/2 ground (BRD – braided shield) open circuit Exhaust leak Low exhaust temperature HO2 Sensor 1/2 failure
P0151	EMS OBD II	HO2 Sensor sense circuit low current – bank 2, upstream (2/1) (Universal oxygen sensor: lean condition at ECM – high current at sensor)	Heated oxygen sensors monitor drive cycle – page 5 (Upstream oxygen sensors)	2	N	None	EM80 -107 -108	HO2 Sensor 2/1 disconnected HO2 Sensor 2/1 to ECM variable current circuit fault (HO2 Sensor pin 3) ECM to HO2 Sensor 2/1 constant current circuit fault (HO2 Sensor pin 4) HO2 Sensor 2/1 failure
P0152	EMS OBD II	HO2 Sensor sense circuit high current – bank 2, upstream (2/1) (Universal oxygen sensor: rich condition at ECM – low current at sensor)	Heated oxygen sensors monitor drive cycle – page 5 (Upstream oxygen sensors)	2	N	None	EM80 -107 -108	HO2 Sensor 2/1 disconnected HO2 Sensor 2/1 to ECM variable current circuit fault (HO2 Sensor pin 3) ECM to HO2 Sensor 2/1 constant current circuit fault (HO2 Sensor pin 4) HO2 Sensor 2/1 failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0153	EMS OBD II	HO2 Sensor sense circuit slow response – bank 2, upstream (2/1)	Heated oxygen sensors monitor drive cycle – page 5 (Upstream oxygen sensors)	2	N	ECM Default: – Bank 1 closed loop fuel metering inhibited – Canister purge inhibited	EM80 -107 -108	Engine misfire HO2 Sensor 2/1 disconnected HO2 Sensor 2/1 mechanical damage HO2 Sensor 2/1 to ECM wiring fault HO2 Sensor 2/1 short circuit to ground HO2 Sensor 2/1 to ECM wiring shield open circuit HO2 Sensor 2/1 heater circuit fault Exhaust leak Low exhaust temperature Injector flow partially blocked Catalyst efficiency decrease HO2 Sensor 2/1 failure
P0157	EMS OBD II	HO2 Sensor sense circuit low voltage – bank 2, downstream (2/2)	Heated oxygen sensors monitor drive cycle – page 5 (Downstream oxygen sensors)	2	N	None	EM80 -129	HO2 Sensor 2/2 disconnected HO2 Sensor 2/2 to ECM wiring open circuit HO2 Sensor 2/2 short circuit to ground HO2 Sensor 2/2 failure
P0158	EMS OBD II	HO2 Sensor sense circuit high voltage – bank 2, downstream (2/2)	Heated oxygen sensors monitor drive cycle – page 5 (Downstream oxygen sensors)	2	N	None	EM80 -129	HO2 Sensor 2/2 sensing circuit: short circuit to high voltage HO2 Sensor 2/2 ground (BRD – braided shield) open circuit HO2 Sensor 2/2 failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0160	EMS OBD II	HO2 Sensor sense circuit no activity – bank 2, downstream (2/2)	Heated oxygen sensors monitor drive cycle – page 5 (Downstream oxygen sensors)	2	N	None	EM80 -129	HO2 Sensor 2/2 disconnected HO2 Sensor 2/2 mechanical damage HO2 Sensor 2/2 to ECM wiring open circuit HO2 Sensor 2/2 sensing circuit short circuit to high voltage HO2 Sensor 2/2 short circuit to ground HO2 Sensor 2/2 ground (BRD – braided shield) open circuit Exhaust leak Low exhaust temperature HO2 Sensor 2/2 failure
P0171	EMS OBD II	Bank 1 combustion too lean	Start engine and bring to normal operating temperature > 82 °C (180 °F) Idle for 10 minutes	2	N	ECM Default: – Bank 1 catalyst warm-up ignition retard inhibited – Bank 1 closed loop fuel metering inhibited – Canister purge inhibited – Maximum engine speed reduced	—	Engine misfire Air intake leak between MAF Sensor and cylinder head Fuel filter / system restriction Fuel injector restriction IP Sensor fault (low fuel pressure) Low fuel pump output HO2 Sensor(s) (1/1, 1/2) harness wiring condition fault EFT Sensor fault (low fuel temperature) MAF Sensor fault (low intake air flow) Exhaust leak (before catalyst) ECM receiving incorrect signal from one or more of the following components: ECT Sensor, MAF Sensor, IAT Sensor, IP Sensor, EFT Sensor, TP Sensor

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0172	EMS OBD II	Bank 1 combustion too rich	Start engine and bring to normal operating temperature > 82 °C (180 °F) Idle for 10 minutes	2	N	ECM Default: – Bank 1 catalyst warm-up ignition retard inhibited – Bank 1 closed loop fuel metering inhibited – Canister purge inhibited – Maximum engine speed reduced	—	Restricted air filter Leaking fuel injector(s) IP Sensor fault (high fuel pressure) EFT Sensor fault (high fuel temperature) MAF Sensor fault (high intake air flow) HO2 Sensor(s) (1/1, 1/2) harness wiring condition fault ECM receiving incorrect signal from one or more of the following components: ECT Sensor, MAF Sensor, IAT Sensor, IP Sensor, EFT Sensor, TP Sensor
P0174	EMS OBD II	Bank 2 combustion too lean	Start engine and bring to normal operating temperature > 82 °C (180 °F) Idle for 10 minutes	2	N	ECM Default: – Bank 2 catalyst warm-up ignition retard inhibited – Bank 2 closed loop fuel metering inhibited – Canister purge inhibited – Maximum engine speed reduced	—	Engine misfire Air intake leak between MAF Sensor and cylinder head Fuel filter / system restriction Fuel injector restriction IP Sensor fault (low fuel pressure) Low fuel pump output HO2 Sensor(s) (2/1, 2/2) harness wiring condition fault EFT Sensor fault (low fuel temperature) MAF Sensor fault (low intake air flow) Exhaust leak (before catalyst) ECM receiving incorrect signal from one or more of the following components: ECT Sensor, MAF Sensor, IAT Sensor, IP Sensor, EFT Sensor, TP Sensor

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0175	EMS OBD II	Bank 2 combustion too rich	Start engine and bring to normal operating temperature > 82 °C (180 °F) Idle for 10 minutes	2	N	ECM Default: – Bank 2 catalyst warm-up ignition retard inhibited – Bank 2 closed loop fuel metering inhibited – Canister purge inhibited – Maximum engine speed reduced	—	Restricted air filter Leaking fuel injector(s) IP Sensor fault (high fuel pressure) EFT Sensor fault (high fuel temperature) MAF Sensor fault (high intake air flow) HO2 Sensor(s) (2/1, 2/2) harness wiring condition fault ECM receiving incorrect signal from one or more of the following components: ECT Sensor, MAF Sensor, IAT Sensor, IP Sensor, EFT Sensor, TP Sensor
P0181	EMS OBD II	EFT Sensor range / performance	Engine OFF; coolant temperature < 35 °C (95 °F) Start engine and drive until normal engine operating temperature > 82 °C (180 °F) Drive for an additional 25 minutes	2	N	ECM Default: – Default value of 25 °C (77 °F) used	EM80 -050	EFT Sensor disconnected EFT Sensor to ECM sensing circuit: high resistance, open circuit, short circuit to ground short circuit to high voltage EFT Sensor to splice sensor ground circuit: high resistance, open circuit EFT Sensor failure
P0182	EMS OBD II	EFT Sensor circuit low voltage (high temperature)	Ignition ON 10 seconds	2	N	ECM Default: – Default value of 25 °C (77 °F) used	EM80 -050	EFT Sensor to ECM sensing circuit: short circuit to ground EFT Sensor to splice sensor ground circuit: short circuit EFT Sensor failure
P0183	EMS OBD II	EFT Sensor circuit high voltage (low temperature)	Ignition ON 10 seconds	2	N	ECM Default: – Default value of 25 °C (77 °F) used	EM80 -050	EFT Sensor disconnected EFT Sensor to ECM sensing circuit: high resistance, open circuit, short circuit to high voltage EFT Sensor to splice sensor ground circuit: high resistance, open circuit EFT Sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0191	EMS OBD II	IP Sensor circuit range / performance	Fuel level > 25% Idle engine 30 seconds Accelerate from stop through complete engine rpm range; coast to a stop Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 5 minutes; coast to a stop Accelerate smoothly through complete accelerator pedal travel; coast to a stop Idle engine 30 seconds	2	N	ECM Default: – Default value of 3.80 BAR (55.11 psi) used – Fuel pump feedback control inhibited	EM80 -073	Fuel filter / system restriction Fuel system leak Incorrect fuel pump output IP Sensor to ECM sensing circuit: high resistance, open circuit, short circuit to ground, short circuit to high voltage IP Sensor to splice sensor supply circuit: high resistance, open circuit IP Sensor to splice sensor ground circuit: high resistance, open circuit, short circuit to ground, short circuit to high voltage IP Sensor failure
P0192	EMS OBD II	IP Sensor sensor circuit low voltage (low pressure)	Ignition ON 10 seconds	2	N	ECM Default: – Default value of 3.80 BAR (55.11 psi) used – Fuel pump feedback control inhibited	EM80 -073	IP Sensor disconnected IP Sensor to ECM sensing circuit: open circuit or short circuit to ground IP Sensor to splice sensor supply circuit: high resistance open circuit IP Sensor failure
P0193	EMS OBD II	IP Sensor sensor circuit high voltage (high pressure)	Ignition ON 10 seconds	2	N	ECM Default: – Default value of 3.80 BAR (55.11 psi) used – Fuel pump feedback control inhibited	EM80 -073	IP Sensor to ECM wiring (supply, sense): short circuit to each other IP Sensor to ECM sense circuit: short circuit to high voltage IP Sensor to splice sensor ground circuit: open circuit IP Sensor failure
P0196	EMS OBD II	EOT Sensor range / performance	Engine OFF; coolant temperature < 35 °C (95 °F) Start engine and drive until normal engine operating temperature > 82 °C (180 °F)	2	N	ECM Default: – ECT substituted	EM80 -078	EOT Sensor to ECM sensing circuit: high resistance when hot, intermittent high resistance EOT Sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0197	EMS OBD II	EOT Sensor low voltage (high temperature)	Ignition ON 10 seconds	2	N	ECM Default: – ECT substituted	EM80 -078	EOT Sensor to ECM sensing circuit: short circuit to ground EOT Sensor failure
P0198	EMS OBD II	EOT Sensor high voltage (low temperature)	Ignition ON 10 seconds	2	N	ECM Default: – ECT substituted	EM80 -078	EOT Sensor disconnected EOT Sensor to ECM sensing circuit: high resistance, open circuit, short circuit to B+ voltage EOT Sensor failure
P0201	EMS OBD II	Fuel injector 1 circuit malfunction	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 1 closed loop fuel metering inhibited – Bank 1 adaptive fuel metering inhibited – Bank 1 catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -120	Injector disconnected Injector harness wiring: open circuit, short circuit Injector failure
P0202	EMS OBD II	Fuel injector 2 circuit malfunction	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 2 closed loop fuel metering inhibited – Bank 2 adaptive fuel metering inhibited – Bank 2 catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -115	Injector disconnected Injector harness wiring: open circuit, short circuit Injector failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0203	EMS OBD II	Fuel injector 3 circuit malfunction	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 1 closed loop fuel metering inhibited – Bank 1 adaptive fuel metering inhibited – Bank 1 catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -114	Injector disconnected Injector harness wiring: open circuit, short circuit Injector failure
P0204	EMS OBD II	Fuel injector 4 circuit malfunction	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 2 closed loop fuel metering inhibited – Bank 2 adaptive fuel metering inhibited – Bank 2 catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -119	Injector disconnected Injector harness wiring: open circuit, short circuit Injector failure
P0205	EMS OBD II	Fuel injector 5 circuit malfunction	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 1 closed loop fuel metering inhibited – Bank 1 adaptive fuel metering inhibited – Bank 1 catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -113	Injector disconnected Injector harness wiring: open circuit, short circuit Injector failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0206	EMS OBD II	Fuel injector 6 circuit malfunction	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 2 closed loop fuel metering inhibited – Bank 2 adaptive fuel metering inhibited – Bank 2 catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -118	Injector disconnected Injector harness wiring: open circuit, short circuit Injector failure
P0207	EMS OBD II	Fuel injector 7 circuit malfunction	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 1 closed loop fuel metering inhibited – Bank 1 adaptive fuel metering inhibited – Bank 1 catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -117	Injector disconnected Injector harness wiring: open circuit, short circuit Injector failure
P0208	EMS OBD II	Fuel injector 8 circuit malfunction	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 2 closed loop fuel metering inhibited – Bank 2 adaptive fuel metering inhibited – Bank 2 catalyst warm up ignition retard inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -112	Injector disconnected Injector harness wiring: open circuit, short circuit Injector failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0301	EMS OBD II	Misfire detected – cylinder 1 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0302	EMS OBD II	Misfire detected – cylinder 2 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0303	EMS OBD II	Misfire detected – cylinder 3 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0304	EMS OBD II	Misfire detected – cylinder 4 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0305	EMS OBD II	Misfire detected – cylinder 5 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0306	EMS OBD II	Misfire detected – cylinder 6 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0307	EMS OBD II	Misfire detected – cylinder 7 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0308	EMS OBD II	Misfire detected – cylinder 8 *Refer to Misfire Note, page 6	Misfire monitor drive cycle – page 6	1 or 2*	N	None	—	Refer to P0300 Possible Causes
P0327	EMS OBD II	Bank 1 KS sense circuit out of range – low voltage	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Maximum ignition retard – Maximum engine speed reduced	EM80 -098	Poor sensor contact with the cylinder block KS to ECM sense circuit short circuit to ground KS failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0328	EMS OBD II	Bank 1 KS sense circuit out of range – high voltage	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Maximum ignition retard – Maximum engine speed reduced	EM80 -098	Poor sensor contact with the cylinder block KS to ECM sense circuit: high resistance, open circuit, short circuit to high voltage KS failure
P0332	EMS OBD II	Bank 2 KS sense circuit out of range – low voltage	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Maximum ignition retard – Maximum engine speed reduced	EM80 -099	Poor sensor contact with the cylinder block KS to ECM sense circuit short circuit to ground KS failure
P0333	EMS OBD II	Bank 2 KS sense circuit out of range – high voltage	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Maximum ignition retard – Maximum engine speed reduced	EM80 -099	Poor sensor contact with the cylinder block KS to ECM sense circuit: high resistance, open circuit, short circuit to high voltage KS failure
P0335	EMS OBD II	CKP Sensor circuit malfunction	Start engine; increase engine speed to 1500 rpm and hold for 30 seconds Repeat 2 additional times Note: If CKP Sensor fault exists, engine will start after approximately 5 seconds of cranking as the ECM will default to CMP Sensor 1 signal for synchronization.	2	A	ECM Default: – Maximum engine speed reduced – CMP Sensor 1 signal used for synchronization	EM80 -036 -037	CKP Sensor disconnected CKP Sensor gap incorrect / foreign matter on sensor face CKP Sensor sensing circuit: open circuit, short circuit to ground, short circuit to high voltage CKP Sensor failure
P0336	EMS OBD II	CKP Sensor circuit range / performance	Start engine; momentarily race the engine; stop engine Repeat 2 additional times Start engine; drive vehicle; select 2nd gear Accelerate smoothly through complete accelerator pedal travel; coast to a stop	2	A	ECM Default: – Maximum engine speed reduced	EM80 -036 -037	CKP Sensor reluctor: foreign matter / damaged teeth CKP Sensor sensing circuit: intermittent open circuit, short circuit to ground, short circuit to high voltage CKP Sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0340	EMS OBD II	CMP Sensor 1 circuit malfunction – bank 1	Start engine; momentarily race the engine; stop engine Repeat 2 additional times Idle engine 1 minute	2	N	None	EM80 -094 -095	CMP Sensor disconnected CMP Sensor gap incorrect / foreign matter on sensor face CMP Sensor sensing circuit: open circuit, short circuit to ground, short circuit to high voltage CMP Sensor 1 failure
P0341	EMS OBD II	CMP Sensor 1 circuit range / performance – bank 1	Start engine; momentarily race the engine; stop engine Repeat 2 additional times Idle engine 1 minute	2	N	None	EM80 -094 -095	CMP Sensor disconnected CMP Sensor gap incorrect / foreign matter on sensor face CMP Sensor sensing circuit: open circuit, short circuit to ground, short circuit to high voltage CMP Sensor 1 failure
P0345*	EMS OBD II	CMP Sensor 2 circuit malfunction – bank 2 * P0345 Early production vehicles; P1340 later production vehicles	Start engine; momentarily race the engine; stop engine Repeat 2 additional times Idle engine 1 minute	2	N	None	EM80 -068 -069	CMP Sensor disconnected CMP Sensor gap incorrect / foreign matter on sensor face CMP Sensor sensing circuit: open circuit, short circuit to ground, short circuit to high voltage CMP Sensor 2 failure
P0346*	EMS OBD II	CMP Sensor 2 circuit range / performance – bank 2 * P0346 Early production vehicles; P1341 later production vehicles	Start engine; momentarily race the engine; stop engine Repeat 2 additional times Idle engine 1 minute	2	N	None	EM80 -068 -069	CMP Sensor disconnected CMP Sensor gap incorrect / foreign matter on sensor face CMP Sensor sensing circuit: open circuit, short circuit to ground, short circuit to high voltage CMP Sensor 2 failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0351	EMS OBD II	Ignition module primary circuit malfunction – cylinder 1	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 1 closed loop fuel metering inhibited – Bank 1 sub feedback control inhibited – Bank 1 adaptive fuel metering inhibited – Maximum engine speed reduced – Fuel injection cut off (cylinder 1)	EM80 -087	ECM to ignition module / coil drive circuit: open circuit, short circuit to ground, high resistance Ignition module / coil ground circuit: open circuit, high resistance Ignition module / coil B+ voltage supply circuit: open circuit (including relay, if fitted) Ignition module / coil failure
P0352	EMS OBD II	Ignition module primary circuit malfunction – cylinder 2	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 2 closed loop fuel metering inhibited – Bank 2 sub feedback control inhibited – Bank 2 adaptive fuel metering inhibited – Maximum engine speed reduced – Fuel injection cut off (cylinder 2)	EM80 -061	ECM to ignition module / coil drive circuit: open circuit, short circuit to ground, high resistance Ignition module / coil ground circuit: open circuit, high resistance Ignition module / coil B+ voltage supply circuit: open circuit (including relay, if fitted) Ignition module / coil failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0353	EMS OBD II	Ignition module primary circuit malfunction – cylinder 3	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 1 closed loop fuel metering inhibited – Bank 1 sub feedback control inhibited – Bank 1 adaptive fuel metering inhibited – Maximum engine speed reduced – Fuel injection cut off (cylinder 3)	EM80 -088	ECM to ignition module / coil drive circuit: open circuit, short circuit to ground, high resistance Ignition module / coil ground circuit: open circuit, high resistance Ignition module / coil B+ voltage supply circuit: open circuit (including relay, if fitted) Ignition module / coil failure
P0354	EMS OBD II	Ignition module primary circuit malfunction – cylinder 4	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 2 closed loop fuel metering inhibited – Bank 2 sub feedback control inhibited – Bank 2 adaptive fuel metering inhibited – Maximum engine speed reduced – Fuel injection cut off (cylinder 4)	EM80 -062	ECM to ignition module / coil drive circuit: open circuit, short circuit to ground, high resistance Ignition module / coil ground circuit: open circuit, high resistance Ignition module / coil B+ voltage supply circuit: open circuit (including relay, if fitted) Ignition module / coil failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0355	EMS OBD II	Ignition module primary circuit malfunction – cylinder 5	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 1 closed loop fuel metering inhibited – Bank 1 sub feedback control inhibited – Bank 1 adaptive fuel metering inhibited – Maximum engine speed reduced – Fuel injection cut off (cylinder 5)	EM80 -089	ECM to ignition module / coil drive circuit: open circuit, short circuit to ground, high resistance Ignition module / coil ground circuit: open circuit, high resistance Ignition module / coil B+ voltage supply circuit: open circuit (including relay, if fitted) Ignition module / coil failure
P0356	EMS OBD II	Ignition module primary circuit malfunction – cylinder 6	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 2 closed loop fuel metering inhibited – Bank 2 sub feedback control inhibited – Bank 2 adaptive fuel metering inhibited – Maximum engine speed reduced – Fuel injection cut off (cylinder 6)	EM80 -063	ECM to ignition module / coil drive circuit: open circuit, short circuit to ground, high resistance Ignition module / coil ground circuit: open circuit, high resistance Ignition module / coil B+ voltage supply circuit: open circuit (including relay, if fitted) Ignition module / coil failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0357	EMS OBD II	Ignition module primary circuit malfunction – cylinder 7	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: ECM Default: – Bank 1 closed loop fuel metering inhibited – Bank 1 sub feedback control inhibited – Bank 1 adaptive fuel metering inhibited – Maximum engine speed reduced – Fuel injection cut off (cylinder 7)	EM80-090	ECM to ignition module / coil drive circuit: open circuit, short circuit to ground, high resistance Ignition module / coil ground circuit: open circuit, high resistance Ignition module / coil B+ voltage supply circuit: open circuit (including relay, if fitted) Ignition module / coil failure
P0358	EMS OBD II	Ignition module primary circuit malfunction – cylinder 8	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Bank 2 closed loop fuel metering inhibited – Bank 2 sub feedback control inhibited – Bank 2 adaptive fuel metering inhibited – Maximum engine speed reduced – Fuel injection cut off (cylinder 8)	EM80-064	ECM to ignition module / coil drive circuit: open circuit, short circuit to ground, high resistance Ignition module / coil ground circuit: open circuit, high resistance Ignition module / coil B+ voltage supply circuit: open circuit (including relay, if fitted) Ignition module / coil failure
P0400	EMS OBD II	EGR flow malfunction	EGR Monitor drive cycle – page 8	2	N	None	—	EGR valve incorrectly fitted or loose EGR pipe blocked EGR valve stuck open / closed, blocked EGR valve failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0405	EMS OBD II	EGR valve drive circuits low voltage	Ignition ON 10 seconds	2	N	None	IP1 -057 -058 -059 -060	EGR valve power supply circuit open circuit EGR valve to ECM drive circuit pair (EGR valve pins 1/4, 6/3): open circuit, high resistance EGR valve failure (stepper motor open circuit)
P0406	EMS OBD II	EGR valve drive circuits high voltage	Ignition ON 10 seconds	2	N	None	IP1 -057 -058 -059 -600	EGR valve to ECM drive circuit pair (EGR valve pins 1/4, 6/3): short circuit to ground or high voltage EGR valve failure (stepper motor short circuit)
P0420	EMS OBD II	Catalytic converter system efficiency below threshold – bank 1	Catalyst efficiency monitor drive cycle – page 6	2	N	None	—	HO2 Sensor disconnected HO2 Sensor to ECM wiring fault HO2 Sensor heater to ECM wiring fault HO2 Sensor heater failure Upstream HO2 Sensor failure Downstream HO2 Sensor failure Catalyst failure
P0430	EMS OBD II	Catalytic converter system efficiency below threshold – bank 2	Catalyst efficiency monitor drive cycle – page 6	2	N	None	—	HO2 Sensor disconnected HO2 Sensor to ECM wiring fault HO2 Sensor heater to ECM wiring fault HO2 Sensor heater failure Upstream HO2 Sensor failure Downstream HO2 Sensor failure Catalyst failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0442	EMS OBD II	EVAP system leak detected – small (0.040 in.)	Evaporative system monitor drive cycle – page 7	2	N	ECM Default: – Canister purge inhibited – Adaptive fuel metering inhibited	—	Fuel cap not fitted correctly Fuel cap seal defective EVAP system leak (canister damage, pipework damage) EVAP Canister leaking EVAP canister close valve failure Fuel tank leak
P0443	EMS OBD II	EVAP canister purge valve failure	Evaporative system monitor drive cycle – page 7	2	N	ECM Default: – Canister purge inhibited – Adaptive fuel metering inhibited	—	EVAP Canister purge valve failure (leaking)
P0444	EMS OBD II	EVAP canister purge valve circuit open circuit	Evaporative system monitor drive cycle – page 7 Purge system monitor drive cycle – page 7	2	N	ECM Default: – Canister purge inhibited – Adaptive fuel metering inhibited	EM80 -066	EVAP Canister purge valve disconnected EVAP Canister purge valve to ECM drive circuit: open circuit, high resistance EVAP Canister purge valve failure
P0445	EMS OBD II	EVAP canister purge valve circuit short circuit	Evaporative system monitor drive cycle – page 7 Purge system monitor drive cycle – page 7	2	N	ECM Default: – Canister purge inhibited – Adaptive fuel metering inhibited	EM80 -066	EVAP Canister purge valve to ECM drive circuit: short circuit to ground EVAP Canister purge valve failure
P0446	EMS OBD II	EVAP canister close valve malfunction	Evaporative system monitor drive cycle – page 7	2	N	ECM Default: – Canister purge inhibited – Adaptive fuel metering inhibited	—	Fuel tank / EVAP canister atmospheric port: restricted, blocked EVAP canister close valve failure (stuck closed)

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0447	EMS OBD II	EVAP canister close valve circuit open circuit	Ignition ON 10 seconds	2	N	ECM Default: – Canister purge inhibited – Adaptive fuel metering inhibited	EM80 -067	EVAP canister close valve power supply circuit: open circuit, short circuit EVAP canister close valve to ECM drive circuit: open circuit, high resistance, short circuit to B+ voltage EVAP canister close valve failure
P0448	EMS OBD II	EVAP canister close valve circuit short circuit	Ignition ON 10 seconds	2	N	ECM Default: – Canister purge inhibited – Adaptive fuel metering inhibited	EM80 -067	EVAP canister close valve to ECM drive circuit: short to ground EVAP canister close valve failure
P0450	EMS OBD II	FTP Sensor failure	Evaporative system monitor drive cycle – page 7	2	N	None	—	FTP Sensor failure
P0452	EMS OBD II	FTP Sensor circuit low voltage (low pressure)	Ignition ON 10 seconds	2	N	None	EM80 -104	FTP Sensor disconnected FTP Sensor to ECM sense circuit: open circuit, short circuit to ground FTP Sensor to splice sensor supply circuit: open circuit, high resistance FTP Sensor failure
P0453	EMS OBD II	FTP Sensor circuit high voltage (high pressure)	Ignition ON 10 seconds	2	N	None	EM80 -104	FTP Sensor to splice sensor ground circuit: open circuit, high resistance FTP Sensor to ECM sense circuit: short circuit to high voltage FTP Sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0455	EMS OBD II	EVAP system leak detected – large	Evaporative system monitor drive cycle – page 7	2	N	ECM Default: – Canister purge inhibited – Adaptive fuel metering inhibited	—	Fuel cap off Fuel cap seal defective / missing EVAP system leak (canister damage, pipework damage) EVAP Canister purge valve to engine purge pipe: blocked, leaking, disconnected EVAP Canister purge valve failure (stuck closed) EVAP Canister close valve failure (stuck open) Fuel tank leak
P0456	EMS OBD II	EVAP system leak detected – very small (0.020 in.)	Evaporative system monitor drive cycle – page 7	2	N	ECM Default: – Canister purge inhibited – Adaptive fuel metering inhibited	—	Fuel cap not fitted correctly Fuel cap seal defective EVAP system leak (canister damage, pipework damage) EVAP Canister leaking EVAP Canister close valve failure Fuel tank leak
P0460	EMS OBD II	Fuel level sensor(s) circuit range / performance	Fuel tank empty Fill in stages: 1/4, 1/2, 3/4, full Check fuel gauge reading at each stage	2	N	None	—	Fuel level sensor to Instrument Cluster circuit(s): intermittent short circuit, open circuit, high resistance Fuel level sensor failure Instrument Cluster fault (incorrect fuel level data)
P0480	EMS JAG	Radiator cooling fan module drive circuit malfunction	Start engine Battery voltage > 12 volts Idle for 2 minutes	N	N	ECM Default: – With ignition ON, fan operates at maximum speed	EM80 -051	ECM to radiator cooling fan module drive circuit: short circuit, open circuit, high resistance Radiator cooling fan fault Radiator cooling fan module fault

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0506	EMS OBD II	Idle RPM lower than expected	Start engine and drive until normal engine operating temperature > 82 °C (180 °F) Stop vehicle and idle 30 seconds Drive vehicle for 2 minutes Stop vehicle and idle 30 seconds Repeat drive / idle two additional times	2	N	None	—	Air intake restriction Accessory drive overload (defective / seized component) Throttle valve stuck closed Throttle body failure
P0507	EMS OBD II	Idle RPM higher than expected	Start engine and drive until normal engine operating temperature > 82 °C (180 °F) Stop vehicle and idle 30 seconds Drive vehicle for 2 minutes Stop vehicle and idle 30 seconds Repeat drive / idle two additional times	2	N	None	—	Intake air leak between MAF sensor and throttle Intake air leak between throttle and engine Engine crankcase breather leak Throttle valve stuck open Throttle body failure
P0532	EMS JAG	Air conditioning pressure sensor circuit low voltage (high pressure)	Start engine Use WDS to monitor air conditioning pressure sensor signal voltage Set climate control to a low temperature; operate for 2 minutes Switch off climate control; wait 2 minutes	N	N	ECM Default: – Air conditioning compressor clutch inhibited	EM80 -121	Air conditioning pressure sensor disconnected Air conditioning pressure sensor to ECM sense circuit: open circuit, short circuit to ground Air conditioning pressure sensor to splice sensor supply circuit: open circuit, high resistance Air conditioning pressure sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0533	EMS JAG	Air conditioning pressure sensor circuit high voltage (low pressure)	Start engine Use WDS to monitor air conditioning pressure sensor signal voltage Set climate control to a low temperature; operate for 2 minutes Switch off climate control; wait 2 minutes	N	N	ECM Default: – Air conditioning compressor clutch inhibited	EM80 -121	Air conditioning pressure sensor to splice sensor ground circuit: open circuit, high resistance Air conditioning pressure sensor to ECM sense circuit: short circuit to high voltage Air conditioning pressure sensor failure
P0560	EMS OBD II	Battery power supply voltage malfunction	Engine temperature cool (cooling fans not running) Remove ignition key for 20 seconds (cooling fans not running) Ignition key in, position II for 5 seconds (do not start) Repeat cycle two additional times	2	N	None	EM80 -022	ECM battery power supply open circuit, high resistance
P0566	EMS JAG	Speed control CANCEL switch ON fault	Ignition ON 45 seconds	N	A	ECM Default: – Speed control inhibited	EM80 -047	Speed control switches internal steering wheel circuit: short circuit to ground Steering wheel cassette reel: short circuit to ground Cassette reel to ECM circuit: short circuit to ground CANCEL switch failure (stuck ON)
P0567	EMS JAG	Speed control RESUME switch ON fault	Ignition ON 45 seconds	N	A	ECM Default: – Speed control inhibited	EM80 -047	Speed control switches internal steering wheel circuit: short circuit to ground Steering wheel cassette reel: short circuit to ground Cassette reel to ECM circuit: short circuit to ground RESUME switch failure (stuck ON)

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0568	EMS JAG	Speed control input signal low / high resistance	Ignition ON 45 seconds	N	A	ECM Default: – Speed control inhibited	EM80 -047	Speed control switches internal steering wheel circuit: open circuit; high resistance Steering wheel cassette reel open circuit, high resistance Cassette reel to ECM circuit: open circuit, high resistance
P0569	EMS JAG	Speed control SET / - switch ON fault	Ignition ON for more than 5 minutes	N	A	ECM Default: – Speed control inhibited	EM80 -047	Speed control switches internal steering wheel circuit: short circuit to ground Steering wheel cassette reel: short circuit to ground Cassette reel to ECM circuit: short circuit to ground SET / - switch failure
P0570	EMS JAG	Speed control SET / + switch ON fault	Ignition ON for more than 5 minutes	N	A	ECM Default: – Speed control inhibited	EM80 -047	Speed control switches internal steering wheel circuit: short circuit to ground Steering wheel cassette reel: short circuit to ground Cassette reel to ECM circuit: short circuit to ground SET / + switch failure
P0603	EMS OBD II	ECM Keep alive memory error	Engine temperature cool (cooling fans not running) Remove ignition key for 20 seconds (cooling fans not running) Ignition key in, position II for 5 seconds (do not start) Repeat cycle two additional times	2	N	None	—	ECM Failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0605	TRANS OBD II	TCM Self test error	Ignition ON 10 seconds	2	A	TCM Default: – Mechanical limp home mode	—	TCM failure
P0606	TRANS OBD II	TCM “Watch dog” circuit malfunction	Ignition ON 10 seconds	N	A	TCM Default: – Mechanical limp home mode	—	TCM failure
P0610	TRANS JAG	TCM Configuration error	Ignition ON 10 seconds	N	A	TCM Default: Mechanical limp home mode	—	Reconfigure TCM and/or ECM using WDS
P0617	EMS OBD II	Starter relay drive circuit high voltage / starter relay request on (ignition switch position III START)	Ignition ON Battery voltage > 12 volts P or N selected Crank engine for more than 2 seconds	2	N	None	EM80 -041	Starter relay drive circuit: short circuit to high voltage Starter relay failure
P0641	TRANS OBD II	Sensor supply voltage circuit malfunction	Ignition ON 10 seconds	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0646	EMS OBD II	A/C Compressor clutch relay drive circuit low voltage (CAN A/C compressor clutch request OFF)	Start engine Climate control system OFF Idle for 10 seconds	2	N	None	EM80 -034	A/C Compressor clutch relay drive circuit: open circuit, high resistance A/C Compressor clutch relay failure
P0647	EMS OBD II	A/C Compressor clutch relay drive circuit high voltage (CAN A/C compressor clutch request ON)	Start engine Climate control system ON – full cooling Idle for 2 minutes	2	N	None	EM80 -034	A/C Compressor clutch relay drive circuit: short circuit to high voltage A/C Compressor clutch relay failure
P0651	TRANS OBD II	Pressure regulator and shift solenoid supply circuit malfunction	Ignition ON 10 seconds	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0666	TRANS JAG	Substrate temperature sensor circuit malfunction	Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 5 minutes Coast to a stop	N	N	None	—	TCM / Control valve failure
P0701	TRANS OBD II	TCM control errors	Drive vehicle from stop to 113 km/h (70 mph) Coast to a stop	2	A	TCM Default: – Mechanical limp home mode	—	DSC Fault (Check for DSC DTCs) TCM / Control valve failure
P0702	TRANS OBD II	TCM Battery power supply low voltage (short time)	Ignition ON 10 seconds	2	A	TCM Default: – Mechanical limp home mode	GB2 -14	Battery power supply fuse failure Battery power supply: intermittent open circuit
P0705	TRANS OBD II	Gear position switch circuit malfunction	Switch ignition ON Move the gear selector slowly from P to the 2 position, then back to P	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0706	TRANS JAG	Gear selector position plausibility fault	Switch ignition ON Move the gear selector slowly from P to the 2 position, then back to P	N	A	TCM Default: – Shift strategy fixed – Linear Switch Module “manual” function disabled – If selected, Sport Mode disabled	—	TCM / Linear Switch Module CAN fault Linear Switch Module failure TCM / Control valve failure
P0709	TRANS JAG	Gear selector Intermediate position fault	Switch ignition ON Move the gear selector slowly from P to the 2 position, then back to P	N	A	TCM Default: – Shift strategy fixed – Linear Switch Module “manual” function disabled – If selected, Sport Mode disabled	—	Linear Switch Module failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0710	TRANS JAG	Transmission fluid temperature sensor circuit malfunction	Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 5 minutes Coast to a stop	N	N	None	—	TCM / TCM Fluid temperature sensor failure
P0711	TRANS JAG	Engine oil temperature range fault	Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 5 minutes Coast to a stop	N	N	None	—	EMS Fault (Check for ECM DTCs) ECM CAN Fault TCM / Control valve failure
P0715	TRANS OBD II	Turbine speed sensor circuit failure	Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 5 minutes Coast to a stop	2	A	TCM Default: – Mechanical limp home mode	—	TCM / TCM Turbine speed sensor sensor failure
P0720	TRANS JAG	Output speed sensor circuit failure	Drive vehicle from stop to 113 km/h (70 mph) Coast to a stop	N	N	TCM Default: – Substitute DSC vehicle speed for transmission output speed	—	TCM / Control valve failure
P0721	TRANS OBD II	Output speed sensor signal gradient fault	Drive vehicle from stop to 113 km/h (70 mph) Coast to a stop	2	A	TCM Default: – Mechanical limp home mode – Substitute DSC vehicle speed for transmission output speed	—	Transmission mechanical failure TCM / Control valve failure
P0725	TRANS OBD II	Engine over-speed range fault	Using full acceleration, drive vehicle from stop to 113 km/h (70 mph) Coast to a stop	2	A	TCM Default: – Mechanical limp home mode	—	TCM / ECM CAN Fault

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0729	TRANS OBD II	Sixth gear ratio fault	Drive vehicle from stop to 113 km/h (70 mph) Ensure that Sixth gear is engaged by moving the gear selector to the 5 position and observing that the transmission down shifts Coast to a stop	2	A	TCM Default: – Mechanical limp home mode	—	ECM Torque signal fault Transmission mechanical failure
P0730	TRANS JAG	Gear ratio fault	Drive vehicle from stop to 113 km/h (70 mph) Ensure that Sixth gear is engaged by moving the gear selector to the 5 position and observing that the transmission down shifts Coast to a stop	N	N	None	—	ECM Torque signal fault Transmission mechanical failure
P0731	TRANS OBD II	First gear ratio fault	Start vehicle and select gear position 2 Accelerate hard until the engine speed reaches 4500 rpm, after the transmission has shifted to second gear Stop the vehicle Repeat two additional times	2	A	TCM Default: – Mechanical limp home mode	—	ECM Torque signal fault Transmission mechanical failure
P0732	TRANS OBD II	Second gear ratio fault	Start vehicle and select gear position 2 Accelerate the vehicle until second gear is engaged Drive the vehicle for 5 minutes in second gear Vary the vehicle speed and acceleration rate	2	A	TCM Default: – Mechanical limp home mode	—	ECM Torque signal fault Transmission mechanical failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0733	TRANS OBD II	Third gear ratio fault	Start vehicle and select gear position 3 Accelerate the vehicle until third gear is engaged Drive the vehicle for 5 minutes in third gear Vary the vehicle speed and acceleration rate	2	A	TCM Default: – Mechanical limp home mode	—	ECM Torque signal fault Transmission mechanical failure
P0734	TRANS OBD II	Fourth gear ratio fault	Start vehicle and select gear position 4 Accelerate the vehicle until fourth gear is engaged Drive the vehicle for 5 minutes in fourth gear Vary the vehicle speed and acceleration rate	2	A	TCM Default: – Mechanical limp home mode	—	ECM Torque signal fault Transmission mechanical failure
P0735	TRANS OBD II	Fifth gear ratio fault	Start vehicle and select gear position 5 Accelerate the vehicle until fifth gear is engaged Drive the vehicle for 5 minutes in fifth gear Vary the vehicle speed and acceleration rate	2	A	TCM Default: – Mechanical limp home mode	—	ECM Torque signal fault Transmission mechanical failure
P0736	TRANS OBD II	Reverse gear ratio fault	Start vehicle and select REVERSE gear Accelerate the vehicle at different rates for 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	ECM Torque signal fault Transmission mechanical failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0740	TRANS OBD II	Torque converter clutch pressure regulator solenoid circuit malfunction	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0741	TRANS JAG	Torque converter clutch pressure regulator solenoid stuck open	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	N	N	TCM Default: – Deactivate torque converter clutch pressure regulator; lock up clutch disabled	—	TCM / Control valve failure Transmission mechanical failure
P0743	TRANS OBD II	Torque converter clutch pressure regulator solenoid circuit plausibility error	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0750	TRANS OBD II	Pressure regulator solenoid 1 circuit malfunction	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0753	TRANS OBD II	Pressure regulator solenoid 1 circuit plausibility error	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0755	TRANS OBD II	Pressure regulator solenoid 2 circuit malfunction	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0758	TRANS OBD II	Pressure regulator solenoid 2 circuit plausibility error	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0760	TRANS OBD II	Pressure regulator solenoid 3 circuit malfunction	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0763	TRANS OBD II	Pressure regulator solenoid 3 circuit plausibility error	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque converter locks Ensure that the torque converter remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0765	TRANS OBD II	Pressure regulator solenoid 4 circuit malfunction	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque converter locks Ensure that the torque converter remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0768	TRANS OBD II	Pressure regulator solenoid 4 circuit plausibility error	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque converter locks Ensure that the torque converter remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0770	TRANS OBD II	Pressure regulator solenoid 5 circuit malfunction	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque converter locks Ensure that the torque converter remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0773	TRANS OBD II	Pressure regulator solenoid 5 circuit plausibility error	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0780	TRANS JAG	Gear load fault	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	N	N	None	—	ECM Torque signal fault Transmission mechanical failure
P0781	TRANS OBD II	1-2 / 2-1 Gear load fault	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Electronic limp home mode	—	ECM Torque signal fault Transmission mechanical failure
P0782	TRANS OBD II	2-3 / 3-2 Gear load fault	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Electronic limp home mode	—	ECM Torque signal fault Transmission mechanical failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0783	TRANS OBD II	3-4 / 4-3 Gear load fault	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Electronic limp home mode	—	ECM Torque signal fault Transmission mechanical failure
P0784	TRANS OBD II	4-5 / 5-4 Gear load fault	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Electronic limp home mode	—	ECM Torque signal fault Transmission mechanical failure
P0787	TRANS OBD I	Shift solenoid circuit malfunction	Ignition ON 10 seconds	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0788	TRANS OBD II	Shift solenoid circuit plausibility error	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Mechanical limp home mode	—	TCM / Control valve failure
P0825	TRANS JAG	Gear positions R, D plausibility error	Ignition ON S lowly move gear selector from Park to Drive, then back to Park	N	A	None	—	Linear Switch Module incorrectly adjusted Linear Switch Module failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P0829	TRANS OBD II	5-6 Gear load fault	Drive the vehicle at 113 km/h (70 mph), then reduce the throttle angle until the torque convertor locks Ensure that the torque convertor remains locked for at least 1 minute	2	A	TCM Default: – Electronic limp home mode	—	ECM Torque signal fault Transmission mechanical failure
P0860	TRANS (ECM*) JAG	Linear Switch Module CAN network malfunction * Linear Switch Module / CAN monitored by ECM	Ignition ON 10 seconds	N	A	ECM Default: – Speed control inhibited – Maximum throttle opening for N range inhibited – Throttle opening limited to 30% – Maximum engine speed reduced	EM80 -123 -124	CAN open circuit fault CAN short circuit fault Linear Switch Module failure
P1000	EMS JAG	System (OBD) check not complete since last memory clear	System Readiness Test	N	N	None	—	Refer to page 3
P1104	EMS OBD II	MAF Sensor ground malfunction	Ignition ON 10 seconds	2	A	ECM Default: – Calculated default air mass used – Adaptive fuel metering inhibited – Sub feedback control inhibited – Catalyst warm up ignition retard inhibited – EGR inhibited – Canister purge inhibited – Maximum engine speed reduced	EM80 -045 -046	MAF Sensor to ECM sensor ground circuit open circuit, short circuit to high voltage, high resistance MAF Sensor to ECM sensing circuit: open circuit MAF Sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1107	EMS OBD II	MAP Sensor sense circuit low voltage	Ignition ON 10 seconds	2	N	ECM Default: – Default value of 1.013 BAR (29.92 in hg) used	EM80 -127	MAP Sensor to ECM sense circuit: open circuit, short circuit to ground MAP Sensor sensor supply circuit (to splice): open circuit MAP Sensor failure
P1108	EMS OBD II	MAP Sensor sense circuit high voltage	Ignition ON 10 seconds	2	N	ECM Default: – Default value of 1.013 BAR (29.92 in hg) used	EM80 -127	MAP Sensor sensor ground circuit (to splice): open circuit MAP Sensor to ECM sense circuit: short circuit to high voltage MAP Sensor failure
P1111	EMS JAG	System (OBD) checks complete since last memory clear	System Readiness Test	N	N	None	—	Refer to page 3
P1122	EMS OBD II	APP Sensor sense circuit low voltage – APP1	Battery voltage > 10 volts Ignition ON Slowly press accelerator pedal to the floor over a 5 second period. Slowly return the pedal to rest Repeat 3 times	2	R	ECM Default: – APP angle default value used – Speed control inhibited – APP adaptations (wear, variance) inhibited	EM80 -102	APP Sensor to ECM sense circuit (APP1): open circuit, short circuit to ground, high resistance APP Sensor sensor supply circuit: open circuit, high resistance APP Sensor failure
P1123	EMS OBD II	APP Sensor sense circuit high voltage – APP1 Note: This DTC could be flagged by both sensor element sensing circuit having faults.	Battery voltage > 10 volts Ignition ON Slowly press accelerator pedal to the floor over a 5 second period Slowly return the pedal to rest Repeat 3 times	2	R	ECM Default: – APP angle default value used – Speed control inhibited – APP adaptations (wear, variance) inhibited	EM80 -102 -103	APP Sensor sensor to ECM sense circuit(s) (APP1 or APP2): short circuit to high voltage APP Sensor sensor ground circuit(s): open circuit APP Sensor failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1136	EMS JAG	ECM Cooling fan malfunction	Ignition ON Start engine	N	N	None	EM80 -038	ECM Cooling fan power supply circuit: open circuit, short circuit ECM Cooling fan drive circuit, open circuit, short circuit, high resistance ECM Cooling fan failure
P1215	EMS OBD II	APP Sensor sense circuit low voltage – APP2	Battery voltage > 10 volts Ignition ON Slowly press accelerator pedal to the floor over a 5 second period Slowly return the pedal to rest Repeat 3 times	2	R	ECM Default: – APP angle default value used – Speed control inhibited – APP adaptions (wear, variance) inhibited	EM80 -103	APP Sensor to ECM sense circuit (APP2): open circuit, short circuit to ground, high resistance APP Sensor sensor supply circuit (to splice): open circuit, high resistance APP Sensor failure
P1216	EMS OBD II	APP Sensor sense circuit high voltage – APP2 Note: This DTC could be flagged by both sensor element sensing circuit having faults.	Battery voltage > 10 volts Ignition ON Slowly press accelerator pedal to the floor over a 5 second period Slowly return the pedal to rest Repeat 3 times	2	R	ECM Default: – APP angle default value used – Speed control inhibited – APP adaptions (wear, variance) inhibited	EM80 -102 -103	APP Sensor sensor to ECM sense circuit(s) (APP2 or APP1): short circuit to high voltage APP Sensor sensor ground circuit(s) (to splice): open circuit APP Sensor failure
P1224	EMS OBD II	Throttle control position error	Battery voltage > 10 volts Ignition ON Slowly press accelerator pedal to the floor over a 5 second period Slowly return the pedal to rest Repeat 3 times	2	R	ECM Default: – Engine shut down – Speed control disabled	EM80 -080 -106 -052 -134	Throttle motor failure Throttle body failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1229	EMS OBD II	Throttle motor control circuit malfunction	Battery voltage > 10 volts Ignition ON Slowly press accelerator pedal to the floor over a 5 second period Slowly return the pedal to rest Repeat 3 times	2	R	ECM Default: – Throttle motor and throttle motor relay disabled – Throttle valve opening set to default value – Idle speed controlled by fuel injection intervention – Idle speed adaption inhibited – Speed control disabled	EM80 -080 -106 -052 -134 -004 -005 -054	Throttle motor disconnected Throttle motor to ECM drive circuits: short circuit or open circuit ECM ground circuit fault(s) (EM80-004, 005, 054) Throttle motor failure Throttle body failure
P1234	EMS OBD II	No fuel pump commands received by ECM	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	N	ECM Default: – Fuel pump feedback control inhibited	EM80 -027	ECM to Fuel Pump Module drive circuit: open circuit, short circuit, high resistance Fuel Pump Module failure
P1236	EMS OBD II	Fuel pump not activated when requested by ECM	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	N	ECM Default: – Fuel pump feedback control inhibited	EM80 -027	ECM to Fuel Pump Module drive circuit: open circuit, short circuit, high resistance Fuel Pump Module failure
P1240	EMS OBD II	Sensor power supply circuit malfunction	Ignition ON 10 seconds	2	R	None	EM80 -012 -013	ECM to sensors sensor supply voltage circuit(s): short circuit to ground, short circuit to high voltage, open circuit, high resistance
P1241	EMS OBD II	Sensor power supply circuit low voltage	Ignition ON 10 seconds	2	R	ECM Default: – Throttle motor and throttle motor relay disabled – Throttle valve opening set to default value – Idle speed controlled by fuel injection intervention – Idle speed adaption inhibited	EM80 -012 -013	ECM to sensors sensor supply voltage circuit(s): short circuit to ground

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1242	EMS OBD II	Sensor power supply circuit high voltage	Ignition ON 10 seconds	2	R	ECM Default: – Throttle motor and throttle motor relay disabled – Throttle valve opening set to default value – Idle speed controlled by fuel injection intervention – Idle speed adaption inhibited	EM80 -012 -013	ECM to sensors supply voltage circuit(s): open circuit, high resistance, short circuit to high voltage
P1243	EMS OBD II	Sensor ground circuits open circuit	Ignition ON 10 seconds	2	N	None	EM80 -019 -020	ECM to sensors sensor ground circuit(s): open circuit, high resistance
P1245	EMS OBD II	Engine crank signal low voltage	Remove starter relay Turn ignition switch to position III (START); hold for > 1 second	2	N	None	EM80 -006	Body Processor Module to ECM circuit:: open circuit Ignition switch to Body Processor Module circuit failure
P1246	EMS OBD II	Engine crank signal high voltage	Drive vehicle > 15 km/h (9 mph) between 1500 – 4000 rpm for 10 seconds; stop vehicle Repeat 5 times	2	N	None	EM80 -006	Body Processor Module to ECM circuit: short circuit to high voltage Ignition switch to Body Processor Module circuit failure
P1250	EMS OBD II	Throttle valve return spring malfunction	Idle engine Switch OFF ignition for 10 seconds Start engine and repeat	2	R	ECM Default: – Vehicle speed limited – Throttle opening limited to 30% – Speed control inhibited	—	Throttle return spring failure (throttle body failure)

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1251	EMS OBD II	Throttle motor relay OFF failure	Engine temperature cool (cooling fans not running) Remove ignition key for 20 seconds (cooling fans not running) Ignition key in, position II for 5 seconds (do not start) Repeat cycle two additional times	2	R	ECM Default: – Throttle motor and throttle motor relay disabled – Throttle valve opening set to default value – Idle speed controlled by fuel injection intervention – Idle speed adaption inhibited	EM80-052	Throttle motor relay coil power supply circuit: open circuit (fuse) Throttle motor relay failure Throttle motor relay coil to ECM circuit: open circuit ECM ground circuit fault (relay coil drive)
P1254	EMS OBD II	Throttle “limp home” spring malfunction	Idle engine Switch OFF ignition for 10 seconds Start engine and repeat	2	R	ECM Default: – Vehicle speed limited – Throttle opening limited to 30% – Speed control inhibited	—	Throttle limp home spring failure (throttle body failure)
P1260	EMS JAG	Security input malfunction	Start engine	N	N	None	EM80-006	Invalid ignition key code Key Transponder Module signal to Body Processor Module missing or corrupted Body Processor Module security signal to ECM missing or corrupted

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1313	EMS OBD II	Misfire rate catalyst damage – bank 1 NOTE: This DTC will flag only when accompanied by an individual cylinder misfire DTC: P0300 – P0308	Misfire monitor drive cycle – page 6	2	A	ECM Default: – Maximum engine speed reduced	—	ECM to ignition coil primary circuit fault (Cylinder misfire detected DTC also flagged) Fuel injector circuit fault(s) (Injector DTCs also flagged) Ignition coil failure Spark plug failure / fouled / incorrect gap Cylinder compression low Fuel delivery pressure (low / high) Fuel injector(s) restricted / leaking Fuel injector(s) continuously open Fuel contamination Worn camshaft / broken valve spring(s)
P1314	EMS OBD II	Misfire rate catalyst damage – bank 2 NOTE: This DTC will flag only when accompanied by an individual cylinder misfire DTC: P0300 – P0308	Misfire monitor drive cycle – page 6	2	A	ECM Default: – Maximum engine speed reduced	—	ECM to ignition coil primary circuit fault (Cylinder misfire detected DTC also flagged) Fuel injector circuit fault(s) (Injector DTCs also flagged) Ignition coil failure Spark plug failure / fouled / incorrect gap Cylinder compression low Fuel delivery pressure (low / high) Fuel injector(s) restricted / leaking Fuel injector(s) continuously open Fuel contamination Worn camshaft / broken valve spring(s)

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1316	EMS OBD II	Misfire excess emission NOTE: This DTC will flag only when accompanied by an individual cylinder misfire DTC: P0300 – P0308	Misfire monitor drive cycle – page 6	2	N	None	—	ECM to ignition coil primary circuit fault (Cylinder misfire detected DTC also flagged) Fuel injector circuit fault(s) (Injector DTCs also flagged) Ignition coil failure Spark plug failure / fouled / incorrect gap Cylinder compression low Fuel delivery pressure (low / high) Fuel injector(s) restricted / leaking Fuel injector(s) continuously open Fuel contamination Worn camshaft / broken valve spring(s)
P1338	EMS OBD II	Fuel pump drive circuit low / high voltage	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	N	ECM Default: – Fuel pump feedback control inhibited	EM80 -027	Fuel Pump Module to fuel pump drive circuit: open circuit, short circuit, high resistance Fuel Pump Module failure Fuel pump failure
P1340	EMS OBD II	CMP Sensor 2 circuit malfunction – bank 2	Start engine; momentarily race the engine; stop engine Repeat 2 additional times Idle engine 1 minute	2	N	None	EM80 -068 -069	CMP Sensor disconnected CMP Sensor gap incorrect / foreign matter on sensor face CMP Sensor sensing circuit: open circuit, short circuit to ground, short circuit to high voltage CMP Sensor 2 failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1341	EMS OBD II	CMP Sensor 2 circuit range / performance – bank 2	Start engine; momentarily race the engine; stop engine Repeat 2 additional times Idle engine 1 minute	2	N	None	EM80 -068 -069	CMP Sensor disconnected CMP Sensor gap incorrect / foreign matter on sensor face CMP Sensor sensing circuit: open circuit, short circuit to ground, short circuit to high voltage CMP Sensor 2 failure
P1344	EMS OBD II	APP Sensor sense circuits APP1 and APP2 range / performance	Battery voltage > 10 volts Ignition ON Slowly press accelerator pedal to the floor over a 5 second period Slowly return the pedal to rest Repeat 3 times	2	R	ECM Default: – APP angle default value used – Speed control inhibited – APP adaptations (wear, variance) inhibited	EM80 -102 -103	APP Sensor to ECM sense circuits: short circuit, open circuit, high resistance APP Sensor sensor supply circuits: short circuit, open circuit, high resistance APP Sensor sensor ground circuits: open circuit APP Sensor failure
P1367	EMS OBD II	Ignition modules, bank 1 fault	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Closed loop fuel metering inhibited – Adaptive fuel metering inhibited – Catalyst warm up ignition retard inhibited – EGR Inhibited – Canister purge inhibited – Maximum engine speed reduced – Fuel injection cut off (bank 1 cylinders)	EM80 -131	Ignition monitoring circuit between splice and ECM: open circuit, short circuit to ground, short circuit to B+ voltage Ignition module / coils bank 1 ground circuit fault

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1368	EMS OBD II	Ignition modules, bank 2 fault	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Closed loop fuel metering inhibited – Adaptive fuel metering inhibited – Catalyst warm up ignition retard inhibited – EGR Inhibited – Canister purge inhibited – Maximum engine speed reduced – Fuel injection cut off (bank 2 cylinders)	EM80 -132	Ignition monitoring circuit between splice and ECM: open circuit, short circuit to ground, short circuit to B+ voltage Ignition module / coils bank 2 ground circuit fault
P1384	EMS OBD II	VVT solenoid malfunction – bank 1	Idle engine 30 seconds Accelerate from stop through complete engine rpm range; coast to a stop Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 5 minutes; coast to a stop Accelerate smoothly through complete accelerator pedal travel; coast to a stop Idle engine 30 seconds	2	N	ECM Default: – Bank 1 VVT hold current set at a constant value of 450 mA	EM80 -109	VVT solenoid valve 1 to ECM PWM drive circuit fault VVT solenoid valve 1 ground circuit fault VVT solenoid 1 failure Oil contamination VVT 1 oil flow fault VVT / camshaft mechanical failure – bank 1

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1396	EMS OBD II	VVT solenoid malfunction – bank 2	Idle engine 30 seconds Accelerate from stop through complete engine rpm range; coast to a stop Drive the vehicle steadily between 48 – 97 km/h (30 – 60 mph) for 5 minutes; coast to a stop Accelerate smoothly through complete accelerator pedal travel; coast to a stop Idle engine 30 seconds	2	N	ECM Default: – Bank 2 VVT hold current set at a constant value of 450 mA	EM80 -110	VVT solenoid valve 2 to ECM PWM drive circuit fault VVT solenoid valve 2 ground circuit fault VVT solenoid 2 failure Oil contamination VVT 2 oil flow fault VVT / camshaft mechanical failure – bank 2
P1410	V8 SC EMS JAG	Air cleaner solenoid valve drive circuit malfunction	Start engine Idle for 2 minutes	N	N	None	EM80 -014	ECM to air cleaner solenoid circuit: open circuit, short circuit, high resistance Air cleaner solenoid failure
P1474	V8 SC EMS OBD II	Intercooler coolant pump malfunction	Start engine and bring to normal engine operating temperature > 80 °C (176 °F) Drive vehicle in Drive at 80 km/h (50 mph) – 105 km/h (65 mph) for > 10 minutes	2	N	ECM Default: – Default value of 70 °C (158 °F) used	—	Intercooler coolant pump failure
P1516	EMS OBD II	Gear change P / N driving malfunction	Drive vehicle > 24 km/h (15 mph) between 1500 – 4000 rpm for 30 seconds	2	A	ECM Default: – Speed control inhibited – Maximum engine speed reduced	EM80 -031	ECM P/N circuit: short circuit to ground, short circuit to high voltage; high resistance Gear selector cable setting incorrect Linear Switch Module incorrect setting Linear Switch Module / ECM CAN fault

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1517	EMS OBD II	Gear change P / N starting malfunction	Start engine in P Start engine in N Check that engine does not start in R, D, 5, 4, 3, 2	2	A	ECM Default: – Speed control inhibited – Maximum throttle opening for N range inhibited – Maximum engine speed reduced	EM80 -031	ECM P/N circuit: short circuit to ground, short circuit to high voltage; high resistance Gear selector cable setting incorrect Linear Switch Module incorrect setting Linear Switch Module / ECM CAN fault
P1571	EMS JAG	Brake ON / OFF switch; brake cancel switch malfunction (Brake ON / OFF switch – normally open; brake cancel switch – normally closed)	Start engine; idle in P, N Press brake pedal for > 10 seconds; release brake pedal Repeat 5 times – or – Drive > 80 km/h (50 mph) > 1 minute (do not press the brake pedal); momentarily press the brake pedal Repeat 10 times –or– Using WDS, monitor both circuits Pedal at rest = "0" (both circuits); pedal pressed = "1" (both circuits)	N	A	ECM Default: – Speed control inhibited – Maximum engine speed reduced	EM80 -008 -009	Brake ON / OFF switch to stop lamp relay circuit: open circuit Stop lamp relay to ECM circuit: open circuit, short circuit to ground, high resistance Brake ON / OFF ignition switched ground circuit: open circuit Brake ON / OFF switch failure Brake cancel switch to ECM circuit: open circuit, short circuit to ground, high resistance Brake cancel switch power supply circuit: open circuit Brake cancel switch failure
P1582	EMS JAG	"Flight recorder" data is stored if any one of five conditions occur:	1 Inertia switch activated 2 Throttle Limp Home mode 3 Engine starts and stumbles 4 Engine fail to start 5 Engine stall	N	N	None	EM80 -010	If none of the five conditions occur, check: Inertia switch to ECM circuit: short circuit to B+ voltage Inertia switch failure
P1603	TRANS OBD II	TCM Internal communications error	Ignition ON 10 seconds	1	A	None	—	TCM / Control valve failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1605	TRANS JAG	TCM RAM error	Ignition ON, then OFF Cycle ignition switch 6 times	N	N	TCM Default: – Mechanical limp home mode	GB2 -14	Battery power supply circuit: open circuit, short circuit to ground TCM / Control valve failure
P1606	EMS OBD II	EMS control relay malfunction	Engine temperature cool (cooling fans not running) Remove ignition key for 1 minute (cooling fans not running) Ignition key in, position II for 5 seconds (do not start)	1	N	None	EM80 -040	ECM control relay failure ECM control relay to ECM circuit fault ECM control relay coil power supply open circuit ECM ground circuit fault (relay coil drive)
P1609	EMS OBD II	ECM microprocessor to microprocessor communication failure	Ignition ON 10 seconds	2	R	ECM Default: – Throttle motor and throttle motor relay disabled – Throttle valve opening set to default value – Idle speed controlled by fuel injection intervention – Idle speed adaption inhibited	—	ECM Failure
P1611	EMS OBD II	ECM sub CPU failure	Drive vehicle If fitted, engage speed control Refer to Owner's Handbook and ensure that speed control engages normally	2	R	ECM Default: – Throttle motor and throttle motor relay disabled – Throttle valve opening set to default value – Idle speed controlled by fuel injection intervention – Idle speed adaption inhibited	—	ECM Failure

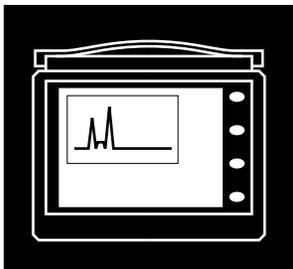
DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1631	EMS OBD II	Throttle motor relay coil drive circuit OFF failure	Engine temperature cool (cooling fans not running) Remove ignition key for 20 seconds (cooling fans not running) Ignition key in, position II for 5 seconds (do not start) Repeat cycle twice more	2	R	ECM Default: – Throttle motor and throttle motor relay disabled – Throttle valve opening set to default value – Idle speed controlled by fuel injection intervention – Idle speed adaption inhibited	EM80 -052	Throttle motor relay coil power supply circuit: open circuit (fuse) Throttle motor relay failure Throttle motor relay coil to ECM drive circuit: open circuit, short circuit to ground
P1632	EMS OBD II	Generator charge system failure / generator "LOAD" feedback circuit failure	Battery voltage > 12 volts Switch OFF all electrical consumers Start engine; idle for 16 minutes with all electrical consumers switched OFF If no reoccurrence of DTC(s): hold engine > 1500 rpm for one minute in N	2	C	None	EM80 -079	ECM to generator "LOAD" feedback circuit: short circuit, open circuit, high resistance Generator regulator failure Generator failure
P1633	EMS OBD II	ECM main CPU failure	Ignition ON 10 seconds	2	R	ECM Default: – Throttle motor and throttle motor relay disabled – Throttle valve opening set to default value – Idle speed controlled by fuel injection intervention – Idle speed adaption inhibited	—	ECM Failure
P1634	EMS OBD II	Throttle "watch dog" circuit malfunction	Idle engine Switch OFF ignition for 10 seconds Start engine and repeat	2	R	ECM Default: – Vehicle speed limited – Throttle opening limited to 30% – Speed control inhibited	—	ECM Failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1637	EMS OBD II	CAN ECM to DSCCM network malfunction	Ignition ON 10 seconds	2	A	ECM Default: – Speed control inhibited – Maximum throttle opening for N range inhibited – Throttle opening limited to 30% – Maximum engine speed reduced	EM80 -123 -124	CAN open circuit fault – DSCCM to ECM CAN short circuit fault DSCCM failure ECM failure
P1638	EMS OBD II	CAN ECM / IC network malfunction	Ignition ON 10 seconds	1	N	None (Engine will not start – PATS failure)	EM80 -123 -124	CAN open circuit fault – IC to ECM CAN short circuit fault IC failure ECM failure
P1642	EMS OBD II	CAN circuit malfunction	Ignition ON 10 seconds	1	A	ECM Default: – Speed control inhibited – Maximum throttle opening for N range inhibited – Throttle opening limited to 30% – Maximum engine speed reduced (Engine will not start – PATS failure)	EM80 -123 -124	CAN short circuit fault Control module failure – check for additional flagged DTC(s) to locate control module source
P1643	EMS OBD II	CAN ECM / TCM network malfunction	Ignition ON 10 seconds	2	A	ECM Default: – Speed control inhibited – Maximum throttle opening for N range inhibited – Throttle opening limited to 30% – Maximum engine speed reduced	EM80 -123 -124	CAN open circuit fault – TCM to ECM CAN short circuit fault TCM failure ECM failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1646	EMS OBD II	ECM HO2 Sensor control malfunction – bank 1 upstream (1/1)	Drive vehicle for 10 minutes	2	N	ECM Default: – HO2S 1/1 control circuit inhibited	—	HO2 Sensor 1/1 heater failure HO2 Sensor 1/1 sensing circuit: short circuit to ground, short circuit to high voltage, open circuit, high resistance ECM Failure
P1647	EMS OBD II	ECM HO2 Sensor control malfunction – bank 2 upstream (2/1)	Drive vehicle for 10 minutes	2	N	ECM Default: – HO2S 2/1 control circuit inhibited	—	HO2 Sensor 2/1 heater failure HO2 Sensor 2/1 sensing circuit: short circuit to ground, short circuit to high voltage, open circuit, high resistance ECM Failure
P1648	EMS OBD II	ECM internal Knock Sensor CPU self test failure	Start engine Battery voltage > 12 volts Idle for 2 minutes	2	A	ECM Default: – Maximum ignition retard – Maximum engine speed reduced	—	ECM Failure
P1656	EMS OBD II	TP Sensor amplifier circuit malfunction	Ignition ON 10 seconds	2	A	ECM Default: – Maximum engine speed reduced	EM80 -075	ECM Failure
P1657	EMS OBD II	Throttle motor relay coil drive circuit ON failure	Engine temperature cool (cooling fans not running) Remove ignition key for 20 seconds (cooling fans not running) Ignition key in, position II for 5 seconds (do not start) Repeat cycle two additional times	2	R	ECM Default: – Vehicle speed limited – Throttle opening limited to 30% – Speed control inhibited	EM80 -052 -134	Throttle motor relay failure Throttle motor relay coil to ECM drive circuit: short circuit to B+ voltage

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1658	EMS OBD II	Throttle motor relay ON failure	Engine temperature cool (cooling fans not running) Remove ignition key for 20 seconds (cooling fans not running) Ignition key in, position II for 5 seconds (do not start) Repeat cycle two additional times	2	R	ECM Default: – Vehicle speed limited – Throttle opening limited to 30% – Speed control inhibited	EM80 -052	Throttle motor relay failure Throttle motor relay coil to ECM drive circuit: short circuit to B+ voltage
P1696	EMS JAG	CAN ECM / ASCCM network malfunction	Ignition ON 30 seconds	N	N	ECM Default: – Speed control inhibited	EM80 -123 -124	CAN open circuit fault – ASCCM to ECM CAN short circuit fault ASCCM failure ECM failure
P1697	EMS JAG	Adaptive speed control HEADWAY switch(es) circuit malfunction	Ignition ON 45 seconds	N	A	ECM Default: – Speed control inhibited	EM80 -047	Speed control switches internal steering wheel circuit: short circuit to ground Steering wheel cassette reel: short circuit to ground Cassette reel to ECM circuit: short circuit to ground HEADWAY + / - switch(es) failure (stuck ON)
P1749	TRANS JAG	PARK / NEUTRAL circuit malfunction	Ignition ON Move gear selector to N; leave in N for 5 seconds, then return to P	N	N	None	GB2 -10	TCM TO ECM P / N circuit: open circuit, short circuit to ground, short circuit to B+ voltage TCM / Control valve failure
P1774	TRANS JAG	CAN TCM / Linear Switch Module network malfunction	Ignition ON 10 seconds	N	A	TCM Default: – Manual gear selection disabled – Sport mode disabled	GB2 -2 -6	CAN open circuit fault – TCM to Linear Switch Module CAN short circuit fault Linear Switch Module failure

DTC	SYS	FAULT DESCRIPTION	MONITORING CONDITIONS	CK ENG	OTHER	DEFAULT ACTION	CM PIN	POSSIBLE CAUSES
P1783	TRANS OBD II	Transmission over-temperature shut-down	Drive vehicle for 1 hour while continually performing hard acceleration starts / stops	N	A	TCM Default: – Mechanical limp home mode	—	Transmission fluid level low Transmission fluid cooler circuit: obstructed, leaking Transmission fluid cooler fins blocked by debris Transmission mechanical failure
P1794	TRANS OBD II	TCM ignition switched power supply circuit malfunction	Ignition ON 10 seconds	2	A	TCM Default: – Mechanical limp home mode	GB2 -9	Ignition switched power supply fuse failure Ignition switched power supply circuit: short circuit to ground, open circuit
P1796	TRANS OBD II	CAN network fault	Ignition ON 10 seconds	2	A	TCM Default: – Mechanical limp home mode	GB2 -2 -6	CAN open circuit or short circuit fault TCM / Control valve failure
P1797	TRANS OBD II	CAN TCM / ECM network malfunction	Ignition ON 10 seconds	2	A	TCM Default: – Mechanical limp home mode	GB2 -2 -6	CAN open circuit fault – TCM to ECM CAN short circuit fault ECM failure TCM / Control valve failure
P1798	TRANS JAG	CAN TCM / IC network malfunction	Ignition ON 10 seconds	N	N	None	GB2 -2 -6	CAN open circuit fault – TCM to IC CAN short circuit fault IC failure TCM / Control valve failure
P1799	TRANS JAG	CAN TCM / DSCCM network malfunction	Ignition ON 10 seconds	N	N	TCM Default: – Substitute transmission output speed for DSC vehicle speed	GB2 -2 -6	CAN open circuit fault – TCM to DSCCM CAN short circuit fault DSCCM failure TCM / Control valve failure



Body DTC Summaries

Jaguar XK-TYPE 2003 Model Year

Refer to pages 2 and 3 for important information regarding the use of "Body DTC Summaries".

REFERENCE: It is recommended that the applicable "Electrical Guide" be referenced when using the information contained in this document.

NOTE: P DTCs P0335 (A/CCM), P0562 and P0563 (Driver and Passenger HRCM) are included in this document.

KEY TO COLUMN HEADINGS

DTC	Diagnostic Trouble Code.
CM	The control module(s) the DTC is associated with. Refer to page 3.
SYSTEM	The vehicle system the DTC is associated with. Refer to the applicable Electrical Guide Figure for circuit details.
FAULT DESCRIPTION	Fault description. If available, customer symptom (complaint) information is provided in this column.
MIL	Y = MIL (warning indicator) is activated. N = MIL (warning indicator) is not activated. M = Message displayed.
CM PIN	Control module connector pin number(s)
POSSIBLE CAUSES	Suggested possible causes listed in order of probability.

CONTROL MODULE ACRONYMS

A/CCM	Air Conditioning Control Module
ADCM	Adaptive Damping Control Module
ASCCM	Adaptive Speed Control Control Module
BPM	Body Processor Module
CPCM	Cellular Phone Control Module
DDCM	Driver Door Control Module
DHRCM	Driver Head Restraint Control Module
DSCCM	Dynamic Stability Control Module
DSCM	Driver Seat Control Module
HLCM	Headlamp Leveling Control Module, LH or RH HID Headlamp Unit (control module located within headlamp unit)
IC	Instrument Cluster
KTM	Key Transponder Module
PACM	Parking Aid Control Module
PDCM	Passenger Door Control Module
PHRCM	Passenger Head Restraint Control Module
PSCM	Passenger Seat Control Module
RCM	Restraints Control Module
SLCM	Security and Locking Locking Control Module

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1202	IC	Instrumentation	Fuel level sensor signal circuit fault	N	FC26 -13	Fuel level sensor signal circuit: open circuit, high resistance Fuel level sensor failure
B1204	IC	Instrumentation	Fuel level sensor signal circuit fault	N	FC26 -13	Fuel level sensor signal circuit: short circuit to ground Fuel level sensor failure
B1231	DSCCM	Dynamic Stability Control (monitored by Adaptive Speed Control System)	Longitudinal acceleration threshold exceeded	Y M	—	Brake booster vacuum low Brake booster failure Brake pressure sensor failure Brake hydraulic unit failure Adaptive speed control control module failure
B1231	RCM	Advanced Restraints System	Crash data memory full Flash code 13	Y	—	Replace RCM
B1232	SLCM	Security	Inclination sensor self check failure	N	BT41 -8 -26	Inclination sensor to Security and Locking Control Module circuit(s): open circuit, short circuit, high resistance Inclination sensor failure
B1233	BPM	Security	Glass breakage sensor self check failure	N	FC14 -92	BPM to KTM circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance KTM to glass breakage sensor circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Glass breakage sensor B+ supply circuit fault Glass breakage sensor ground circuit fault Glass breakage sensor failure KTM failure
B1234	DDCM	Mirror Movement	Mirror switch invalid input(s) to DDCM	N	—	Driver door switch pack (mirror "joy stick") failure
B1235	DDCM	Mirror Movement	Driver door mirror position sensor sensor power supply circuit fault	N	DD10 -20	Driver door mirror position sensor sensor power supply circuit: open circuit, short circuit to ground Driver door mirror position sensor failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1235	PDCM	Mirror Movement	Passenger door mirror position sensor sensor power supply circuit fault	N	PD10 -20	Passenger door mirror position sensor sensor power supply circuit: open circuit, short circuit to ground Passenger door mirror position sensor failure
B1236	DDCM	Window Lifts	Driver window lift movement sensor feedback circuit fault	N	DD10 -11 -12	Driver window lift movement sensor feedback circuit(s): open circuit; short circuit to ground; short circuit to B+ voltage Driver window lift movement sensor ground fault Driver window lift movement sensor failure
B1236	PDCM	Window Lifts	Passenger window lift movement sensor feedback circuit fault	N	PD10 -11 -12	Passenger window lift movement sensor feedback circuit(s): open circuit; short circuit to ground; short circuit to B+ voltage Passenger window lift movement sensor ground fault Passenger window lift movement sensor failure
B1237	DDCM	Window Lifts	Driver window lift movement sensor feedback circuit out of range	N	DD10 -11 -12	Driver window lift movement sensor feedback circuit(s): short circuit to B+ voltage Driver window lift movement sensor ground fault Driver window lift movement sensor failure
B1237	PDCM	Window Lifts	Passenger window lift movement sensor feedback circuit out of range	N	PD10 -11 -12	Passenger window lift movement sensor feedback circuit(s): short circuit to B+ voltage Passenger window lift movement sensor ground fault Passenger window lift movement sensor failure
B1238	IC	Instrumentation	Major instrument cluster over-temperature	N	—	Major instrument cluster over-temperature (If temperature exceeds 70 °C (158 °F), the IC dims the backlighting until the temperature drops to a pre-determined level.)
B1250	A/CCM	Climate Control	In-car temperature sensor signal circuit fault Panel code 11	N	AC3 -11	In-car temperature sensing circuit: open circuit, high resistance, short circuit to B+ voltage In-car temperature sensor failure
B1253	A/CCM	Climate Control	In-car temperature sensor signal circuit fault Panel code 11	N	AC3 -11	In-car temperature sensing circuit: short circuit to ground In-car temperature sensor failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1254	A/CCM	Climate Control	Ambient temperature sensor signal circuit fault Panel code 12	N	AC3 -05	Ambient temperature sensing circuit: open circuit, high resistance, short circuit to B+ voltage Ambient temperature sensor failure
B1257	A/CCM	Climate Control	Ambient temperature sensor signal circuit fault Panel code 12	N	AC3 -05	Ambient temperature sensing circuit: short circuit to ground Ambient temperature sensor failure
B1258	A/CCM	Climate Control	Solar sensor signal circuit fault Panel code 21	N	AC2 -01	Solar sensing circuit: open circuit, high resistance, short circuit to B+ voltage Solar sensor failure
B1260	A/CCM	Climate Control	Solar sensor signal circuit fault Panel code 21	N	AC2 -01	Solar temperature sensing circuit: short circuit to ground Solar temperature sensor failure
B1262	A/CCM	Climate Control	Defrost servo drive circuit malfunction Panel code 44	N	AC1 -06 -19	Defrost servo drive circuit(s): open circuit, high resistance, short circuit Defrost vent servo failure
B1263	A/CCM	Climate Control	Center vent servo drive circuit malfunction Panel code 45	N	AC1 -07 -20	Center vent servo drive circuit(s): open circuit, high resistance, short circuit Center vent vent servo failure
B1264	A/CCM	Climate Control	Footwell servo drive circuit malfunction Panel code 46	N	AC1 -12 -25	Footwell servo drive circuit(s): open circuit, high resistance, short circuit Footwell servo failure
B1265	A/CCM	Climate Control	Cool air bypass servo drive circuit malfunction Panel code 43	N	AC1 -13 -26	Cool air bypass servo drive circuit(s): open circuit, high resistance, short circuit Cool air bypass servo failure
B1266	A/CCM	Climate Control	LH Fresh / recirculation servo drive circuit malfunction Panel code 41	N	AC1 -08 -21	LH Fresh / recirculation servo drive circuit(s): open circuit, high resistance, short circuit LH Fresh / recirculation servo failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1267	A/CCM	Climate Control	RH Fresh / recirculation servo drive circuit malfunction Panel code 42	N	AC1 -09 -22	RH Fresh / recirculation servo drive circuit(s): open circuit, high resistance, short circuit RH Fresh / recirculation servo failure
B1268	A/CCM	Climate Control	Defrost vent position sensor signal circuit fault Panel code 34	N	AC2 -10	Defrost vent position sensor signal circuit: open circuit, high resistance, short circuit to B+ voltage Defrost vent position sensor failure
B1271	A/CCM	Climate Control	Defrost vent position sensor signal circuit fault Panel code 34	N	AC2 -10	Defrost vent position sensor signal circuit: short circuit to ground Defrost vent position sensor failure
B1272	A/CCM	Climate Control	Center vent position sensor signal circuit fault Panel code 35	N	AC2 -02	Center vent position sensor signal circuit: open circuit, high resistance, short circuit to B+ voltage Center vent position sensor failure
B1275	A/CCM	Climate Control	Center vent position sensor signal circuit fault Panel code 35	N	AC2 -02	Center vent position sensor signal circuit: short circuit to ground Center vent position sensor failure
B1276	A/CCM	Climate Control	Footwell vent position sensor signal circuit fault Panel code 36	N	AC2 -13	Footwell vent position sensor signal circuit: open circuit, high resistance, short circuit to B+ voltage Footwell vent position sensor failure
B1279	A/CCM	Climate Control	Footwell vent position sensor signal circuit fault Panel code 36	N	AC2 -13	Footwell vent position sensor signal circuit: short circuit to ground Footwell vent position sensor failure
B1280	A/CCM	Climate Control	Cool air bypass position sensor signal circuit fault Panel code 33	N	AC2 -05	Cool air bypass position sensor signal circuit: open circuit, high resistance, short circuit to B+ voltage Cool air bypass position sensor failure
B1283	A/CCM	Climate Control	Cool air bypass position sensor signal circuit fault Panel code 33	N	AC2 -05	Cool air bypass position sensor signal circuit: short circuit to ground Cool air bypass position sensor failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1284	A/CCM	Climate Control	LH Fresh / recirculation position sensor signal circuit fault Panel code 31	N	AC2 -11	LH Fresh / recirculation position sensor signal circuit: open circuit, high resistance, short circuit to B+ voltage LH Fresh / recirculation position sensor failure
B1287	A/CCM	Climate Control	LH Fresh / recirculation position sensor signal circuit fault Panel code 31	N	AC2 -11	LH Fresh / recirculation position sensor signal circuit: short circuit to ground LH Fresh / recirculation position sensor failure
B1288	A/CCM	Climate Control	RH Fresh / recirculation position sensor signal circuit fault Panel code 32	N	AC2 -03	RH Fresh / recirculation position sensor signal circuit: open circuit, high resistance, short circuit to B+ voltage RH Fresh / recirculation position sensor failure
B1291	A/CCM	Climate Control	RH Fresh / recirculation position sensor signal circuit fault Panel code 32	N	AC2 -03	RH Fresh / recirculation position sensor signal circuit: short circuit to ground RH Fresh / recirculation position sensor failure
B1292	A/CCM	Climate Control	A/CCM B+ power supply (via air conditioning isolate relay) circuit fault	N	AC4 -02	Air conditioning isolate relay B+ power supply circuit: open circuit, high resistance, short circuit to ground Air conditioning isolate relay failure
B1294	A/CCM	Climate Control	A/CCM B+ power supply (via air conditioning isolate relay) circuit fault	N	AC4 -02	Air conditioning isolate relay B+ power supply circuit: short circuit to B+ voltage Air conditioning isolate relay failure
B1297	A/CCM	Climate Control	Sensor signal power supply circuit fault	N	AC4 -08	Sensor signal power supply circuit: open circuit, high resistance
B1298	A/CCM	Climate Control	Sensor signal power supply circuit fault	N	AC4 -08	Sensor signal power supply circuit: short circuit to B+ voltage
B1299	A/CCM	Climate Control	Sensor signal power supply circuit fault	N	AC4 -08	Sensor signal power supply circuit: short circuit to ground
B1299	PACM	Parking Aid	Sensor signal supply circuit fault	N	BT5 -6	Sensor power supply circuit: short circuit to ground

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1317	DSCCM	Dynamic Stability Control	Battery voltage out of range – high	Y M	LF37 -1 -16 -32 -47	Charging system high voltage fault DSCCM ground fault
B1317	IC	Instrumentation	Battery voltage out of range – high	N	FC25 -1 -15	Charging system high voltage fault IC ground fault
B1318	DSCCM	Dynamic Stability Control	Battery voltage out of range – low	Y M	LF37 -1 -16 -32 -47	Charging system low voltage fault DSCCM battery power supply circuit(s): high resistance
B1318	HLCM (LH or RH)	HID Headlamps	Battery voltage out of range – low	N	HI1 -7 HJ1 -7	Charging system low voltage fault Headlamp leveling (LH or RH) ignition power supply circuit: high resistance
B1342	ADCM	Suspension Adaptive Damping (CATS)	Control module failure CUSTOMER SYMPTOM: Dampers default to firm; fault message	M		ADCM failure
B1342	ASCCM	Adaptive Speed Control	Control module failure	Y M	—	ASCCM failure
B1342	CPCM	Telephone	Control module failure	N	—	CPCM failure
B1342	DHRCM	Driver Seat Head Restraint	Control module failure	N	—	DHRCM failure
B1342	DSCCM	Dynamic Stability Control	Control module failure	Y* M	—	DSCCM failure * CHECK ENGINE MIL

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1342	HLCM (LH or RH)	HID Headlamps	Control module failure	N	—	HLCM (LH or RH) failure
B1342	PACM	Parking Aid	PACM internal fault	N	—	PACM failure
B1342	PHRCM	Passenger Seat Head Restraint	Control module failure	N	—	PHRCM failure
B1342	RCM	Advanced Restraints System	RCM internal fault	N	—	RCM failure
B1352	BPM	Body Processor Module	Ignition "key-in" switch circuit fault CUSTOMER SYMPTOM: Key-in audible warning inoperative; steering column and driver seat entry / exit memory functions inoperative	N	FC14 -67	BPM to key-in switch circuit: open circuit, short circuit to ground Key-in switch failure
B1355	A/CCM	Climate Control	A/CCM B+ power supply circuit(s) fault	N	AC4 -01 -05	B+ Power supply circuit(s): open circuit, short circuit to ground
B1402	DDCM	Window Lifts	Driver door window lift switch window lift switch circuits fault	N	LHD DD10 -10 -18 RHD DD10 -7 -19	Driver door window lift switch circuit(s): open circuit; short circuit to ground; short circuit to B+ voltage; short circuit to each other Driver door window lift switch ground fault Driver door window lift switches failure
B1402	PDCM	Window Lifts	Passenger door window lift switch circuits fault	N	PD10 -10 -18	Passenger door window lift switch circuit(s): open circuit; short circuit to ground; short circuit to B+ voltage; short circuit to each other Passenger door window lift switch ground fault Passenger door window lift switches failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1438	BPM	Wash / Wipe	Wiper switch mode select fault	N	—	Wash / Wipe stalk switch failure
B1446	BPM	Wash / Wipe	Wiper park switch circuit fault	N	FC14 -60	Park switch to BPM circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Wiper motor ground fault Park switch failure
B1450	BPM	Wash / Wipe	Wash / wipe stalk wash switch circuit fault	N	FC14 -37	Wash switch to BPM circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Wash / Wipe stalk ground circuit fault Wash switch failure
B1453	BPM	Wash / Wipe	Wash / wipe stalk Intermittent Wipe switch circuit fault	N	FC14 -9	Wipe switch to BPM circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Wash / wipe stalk ground circuit fault Wipe switch failure Wipe delay switch failure
B1470	HLCM (LH or RH)	HID Headlamps (DIP Beam)	Lamp (dip beam) failure	N	HJ2 -1 -2 -4 HJ2 -1 -2 -4	HLCM to dip beam (HID lamp) circuit fault Dip beam (HID lamp) failure
B1507	BPM	Exterior Lighting: Front (Headlamps)	Headlamp main beam and headlamp flash circuits both active	N	FC14 -14 -30	Headlamp main beam and headlamp flash switch circuits to BPM: short circuit to ground, short circuit to each other Lighting stalk switch failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1599	DDCM	Central Locking, Window Lifts	Driver door lock key barrel switch circuits fault	N	DD11 -4 -12	Driver door lock key barrel switch circuit(s): open circuit; short circuit to ground; short circuit to B+ voltage; short circuit to each other Driver door lock key barrel switch power supply circuit: open circuit, short circuit to ground Driver door lock key barrel switch failure
B1701	DSCM	Driver Seat	Diver seat switch Seat Recline / Forward circuit fault	N	SD3 -16	Diver seat switch Seat Recline / Forward circuit: open circuit, short circuit, high resistance Diver seat switch power supply circuit: open circuit, short circuit Diver seat switch failure
B1701	PSCM	Passenger Seat	Passenger seat switch Seat Recline / Forward circuit fault	N	SP3 -16	Passenger seat switch Seat Recline / Forward circuit: open circuit, short circuit, high resistance Passenger seat switch power supply circuit: open circuit, short circuit Passenger seat switch failure
B1705	DSCM	Driver Seat	Diver seat switch Seat Recline / Rearward circuit fault	N	SD3 -15	Diver seat switch Seat Recline / Rearward circuit: open circuit, short circuit, high resistance Diver seat switch power supply circuit: open circuit, short circuit Diver seat switch failure
B1705	PSCM	Passenger Seat	Passenger seat switch Seat Recline / Rearward circuit fault	N	SP3 -15	Passenger seat switch Seat Recline / Rearward circuit: open circuit, short circuit, high resistance Passenger seat switch power supply circuit: open circuit, short circuit Passenger seat switch failure
B1709	DSCM	Driver Seat	Diver seat switch Seat Front Height / Raise circuit fault	N	SD3 -12	Diver seat switch Seat Front Height / Raise circuit: open circuit, short circuit, high resistance Diver seat switch power supply circuit: open circuit, short circuit Diver seat switch failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1709	PSCM	Passenger Seat	Passenger seat switch Seat Front Height / Raise circuit fault	N	SP3 -12	Passenger seat switch Seat Front Height / Raise circuit: open circuit, short circuit, high resistance Passenger seat switch power supply circuit: open circuit, short circuit Passenger seat switch failure
B1713	DSCM	Driver Seat	Diver seat switch Seat Front Height circuit fault	N	SD3 -11	Diver seat switch Seat Front Height / Raise circuit: open circuit, short circuit, high resistance Diver seat switch power supply circuit: open circuit, short circuit Diver seat switch failure
B1713	PSCM	Passenger Seat	Passenger seat switch Seat Front Height circuit fault	N	SP3 -11	Passenger seat switch Seat Front Height / Raise circuit: open circuit, short circuit, high resistance Passenger seat switch power supply circuit: open circuit, short circuit Passenger seat switch failure
B1717	DSCM	Driver Seat	Diver seat switch Seat Forward circuit fault	N	SD3 -9	Diver seat switch Seat Forward circuit: open circuit, short circuit, high resistance Diver seat switch power supply circuit: open circuit, short circuit Diver seat switch failure
B1717	PSCM	Passenger Seat	Passenger seat switch Seat Forward circuit fault	N	SP3 -9	Passenger seat switch Seat Forward circuit: open circuit, short circuit, high resistance Passenger seat switch power supply circuit: open circuit, short circuit Passenger seat switch failure
B1721	DSCM	Driver Seat	Diver seat switch Seat Rearward circuit fault	N	SD3 -10	Diver seat switch Seat Forward circuit: open circuit, short circuit, high resistance Diver seat switch power supply circuit: open circuit, short circuit Diver seat switch failure
B1721	PSCM	Passenger Seat	Passenger seat switch Seat Rearward circuit fault	N	SP3 -10	Passenger seat switch Seat Forward circuit: open circuit, short circuit, high resistance Passenger seat switch power supply circuit: open circuit, short circuit Passenger seat switch failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1725	DSCM	Driver Seat	Driver seat switch Seat Rear Height / Raise circuit fault	N	SD3-14	Diver seat switch Seat Rear Height / Raise circuit: open circuit, short circuit, high resistance Diver seat switch power supply circuit: open circuit, short circuit Diver seat switch failure
B1725	PSCM	Passenger Seat	Passenger seat switch Seat Rear Height / Raise circuit fault	N	SP3-14	Passenger seat switch Seat Rear Height / Raise circuit: open circuit, short circuit, high resistance Passenger seat switch power supply circuit: open circuit, short circuit Passenger seat switch failure
B1729	DSCM	Driver Seat	Driver seat switch Seat Rear Height / Lower circuit fault	N	SD3-13	Diver seat switch Seat Rear Height / Raise circuit: open circuit, short circuit, high resistance Diver seat switch power supply circuit: open circuit, short circuit Diver seat switch failure
B1729	PSCM	Passenger Seat	Passenger seat switch Seat Rear Height / Lower circuit fault	N	SP3-13	Passenger seat switch Seat Rear Height / Raise circuit: open circuit, short circuit, high resistance Passenger seat switch power supply circuit: open circuit, short circuit Passenger seat switch failure
B1853	A/CCM	Climate Control	Aspirator motor drive circuit fault	N	AC4-18	Aspirator motor drive circuit: open circuit, high resistance Aspirator motor failure
B1856	A/CCM	Climate Control	Aspirator motor drive circuit fault	N	AC4-18	Aspirator motor drive circuit: short circuit to ground Aspirator motor failure
B1857	A/CCM	Climate Control	A/CCM ignition switched ground input circuit fault	N	AC4-03	Ignition switched ground input circuit: open circuit, high resistance
B1858	A/CCM	Climate Control	Refrigerant pressure signal circuit fault Panel code 23	N	AC4-17	Major Instrument Cluster to A/CCM refrigerant pressure circuit: open circuit, high resistance, short circuit to B+ voltage Major Instrument Cluster CAN Refrigerant Pressure message fault

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1861	A/CCM	Climate Control	Refrigerant pressure signal circuit fault Panel code 23	N	AC4 -17	Major Instrument Cluster to A/CCM refrigerant pressure circuit: short circuit to ground Major Instrument Cluster CAN Refrigerant Pressure message fault
B1863	A/CCM	Climate Control	Sensor signal ground circuit fault	N	AC4 -19	Sensor signal ground circuit: open circuit, high resistance
B1869	RCM	Advanced Restraints System	Airbag MIL circuit fault	N	FC8 -15	Airbag MIL circuit: open circuit
B1870	RCM	Advanced Restraints System	Airbag MIL circuit fault	Y	FC8 -15	Airbag MIL circuit: short circuit to B+ voltage
B1875	BPM	Exterior Lighting (Turn Signals)	Turn signal switches circuits both active	N	FC14 -61 -88	LH and RH Turn signal switch circuits to BPM: short circuit to ground, short circuit to each other Lighting stalk switch failure
B1884	RCM	Advanced Restraints System	Passenger airbag deactivated indicator lamp circuit fault Flash code 18	Y	FC8 -19	Passenger airbag deactivated indicator lamp circuit: open circuit, short circuit to ground
B1890	RCM	Advanced Restraints System	Passenger airbag deactivated indicator lamp circuit fault Flash code 18	Y	FC8 -19	Passenger airbag deactivated indicator lamp circuit: short circuit to B+ voltage
B1891	RCM	Advanced Restraints System	Airbag audible warning circuit fault Flash code 53	N	FC8 -22	Airbag audible warning circuit: short circuit to B+ voltage
B1892	RCM	Advanced Restraints System	Airbag audible warning circuit fault Flash code 53	Y	FC8 -22	Airbag audible warning circuit: open circuit, short circuit to ground
B1893	CPCM	JaguarNet	JaguarNet GPS antenna circuit fault	N	RT12 -1	JaguarNet GPS antenna circuit: open circuit JaguarNet GPS antenna failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1897	BPM	Horns	Horn switch circuit fault	N	FC14 -4	Horn switch circuit to BPM: open circuit, short circuit to ground Steering wheel ground circuit fault Horn switch failure
B1921	RCM	Advanced Restraints System	RCM internal airbag diagnostic monitor ground circuit fault Flash code 14	Y	-	RCM mounting bracket contact: open circuit, high resistance
B1946	A/CCM	Climate Control	Evaporator temperature sensor signal circuit fault Panel code 13	N	AC3 -12	Evaporator temperature sensing circuit: open circuit, high resistance, short circuit to B+ voltage Evaporator temperature sensor failure
B1947	A/CCM	Climate Control	Evaporator temperature sensor signal circuit fault Panel code 13	N	AC3 -12	Evaporator temperature sensing circuit: short circuit to ground Evaporator temperature sensor failure
B1948	A/CCM	Climate Control	Engine coolant temperature signal circuit fault Panel code 14	N	AC2 -06	Major Instrument Cluster to A/CCM engine coolant temperature circuit: open circuit, high resistance, short circuit to B+ voltage Major Instrument Cluster CAN Engine Coolant Temperature message fault
B1949	A/CCM	Climate Control	Engine coolant temperature signal circuit fault Panel code 14	N	AC2 -06	Major Instrument Cluster to A/CCM engine coolant temperature circuit: short circuit to ground Major Instrument Cluster CAN Engine Coolant Temperature message fault
B1952	DSCM	Driver Seat	Driver seat Seat Rear Height motor drive circuit(s) high voltage fault	N	SD3 -5 -6	Driver seat Seat Rear Height motor drive circuit(s): open circuit, short circuit to B+ voltage Driver seat Seat Rear Height motor failure
B1953	DSCM	Driver Seat	Driver seat Seat Rear Height motor drive circuit(s) low voltage fault	N	SD3 -5 -6	Driver seat Seat Rear Height motor drive circuit(s): short circuit to ground Driver seat Seat Rear Height motor failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1956	DSCM	Driver Seat	Driver seat Seat Front Height motor drive circuit(s) high voltage fault	N	SD5 -3 -4	Driver seat Seat Front Height motor drive circuit(s): open circuit, short circuit to B+ voltage Driver seat Seat Front Height motor failure
B1957	DSCM	Driver Seat	Driver seat Seat Front Height motor drive circuit(s) low voltage fault	N	SD5 -3 -4	Driver seat Seat Front Height motor drive circuit(s): short circuit to ground Driver seat Seat Front Height motor failure
B1960	DSCM	Driver Seat	Driver seat Recline motor drive circuit(s) high voltage fault	N	SD3 -1 -2	Driver seat Recline motor drive circuit(s): open circuit, short circuit to B+ voltage Driver seat Recline motor failure
B1961	DSCM	Driver Seat	Driver seat Recline motor drive circuit(s) low voltage fault	N	SD3 -1 -2	Driver seat Recline motor drive circuit(s): short circuit to ground Driver seat Recline motor failure
B1964	DSCM	Driver Seat	Driver seat Fore / Aft motor drive circuit(s) high voltage fault	N	SD3 -7 -8	Driver seat Fore / Aft motor drive circuit(s): open circuit, short circuit to B+ voltage Driver seat Fore / Aft motor failure
B1965	DSCM	Driver Seat	Driver seat Fore / Aft motor drive circuit(s) low voltage fault	N	SD3 -7 -8	Driver seat Fore / Aft motor drive circuit(s): short circuit to ground Driver seat Fore / Aft motor failure
B1966	A/CCM	Climate Control	Heater matrix temperature sensor signal circuit fault Panel code 15	N	AC3 -06	Heater matrix temperature sensing circuit: open circuit, high resistance, short circuit to B+ voltage Heater matrix temperature sensor failure
B1967	A/CCM	Climate Control	Heater matrix temperature sensor signal circuit fault Panel code 15	N	AC3 -06	Heater matrix temperature sensing circuit: short circuit to ground Heater matrix temperature sensor failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B1968	A/CCM	Climate Control	Heater pump circuit fault	N	AC1-17	Heater pump relay drive circuit: open circuit, high resistance Heater pump relay failure Heater pump ground circuit: open circuit Heater pump failure
B1969	A/CCM	Climate Control	Air conditioning compressor clutch activated circuit fault	N	AC1-01	A/CCM to compressor clutch drive circuit splice (EMS26): open circuit, high resistance A/CCM to compressor clutch drive circuit: short circuit to ground Compressor clutch relay failure ECM compressor clutch relay drive circuit fault
B2003	IC	Passive Anti-Theft System	Vehicle identification number matching error	N	—	Reconfigure instrument cluster using WDS
B2102	CPCM	JaguarNet	JaguarNet GPS antenna circuit fault	N	RT12-1	JaguarNet GPS antenna circuit: short circuit JaguarNet GPS antenna failure
B2103	CPCM	Telephone	Telephone antenna circuit fault	N	RT10-1	Telephone antenna circuit: open circuit, high resistance Telephone antenna failure
B2141	CPCM	Telephone	CPCM configuration failure	N	—	Invalid telephone numbers present Reconfigure CPCM using WDS
B2141	DSCCM	Dynamic Stability Control	DSCCM configuration failure	Y M	—	Reconfigure DSCCM using WDS
B2141	IC	Passive Anti-Theft System	Engine control module identification lost from instrument cluster non-volatile memory CUSTOMER SYMPTOM: Engine will not start	Y	—	Reconfigure instrument cluster using WDS
B2143	BPM	Body Processor Module	Control module memory failure	N	—	BPM failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B2143	DDCM	Driver Door Control Module	Control module memory failure	N	—	DDCM failure
B2143	DSCM	Driver Seat Control Module	Control module memory failure	N	—	DSCM failure
B2143	PDCM	Passenger Door Control Module	Control module memory failure	N	—	PDCM failure
B2143	PSCM	Passenger Seat Control Module	Control module memory failure	N	—	PSCM failure
B2182	DDCM	Window Lifts	Driver door passenger window switch circuits fault	N	LHD DD10 -7 -19 RHD DD10 -10 -18	Driver door passenger window lift switch circuit(s): open circuit; short circuit to ground; short circuit to B+ voltage; short circuit to each other Driver door passenger window lift switch ground fault Driver door passenger window lift switches failure
B2207	HLCM (LH or RH)	HID Headlamps	HLCM internal error	N	—	HLCM (LH or RH) failure
B2290	RCM	Advanced Restraints System	Passenger seat weight sensing (Occupancy Classification) CAN circuit fault Flash code 16	Y	FC9 -17 -18	Passenger seat weight sensing CAN circuit fault Passenger seat weight pressure sensor circuit fault Test using WDS
B2291	RCM	Advanced Restraints System	Passenger spatial sensing (Occupancy Position) CAN circuit fault Flash code 17	Y	FC9 -17 -18	Passenger spatial sensing CAN circuit fault Passenger spatial sensor(s) circuit(s) fault Test using WDS

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B2292	RCM	Advanced Restraints System	Seat belt pretensioner circuit fault Flash code 33 – driver side Flash code 34 – passenger side	Y	FC9 -31 -32 FC9 -33 -34	Driver seat belt pretensioner circuit fault Passenger seat belt pretensioner circuit fault Test using WDS
B2293	RCM	Advanced Restraints System	Airbag circuit status fault Flash code 19 – driver side Flash code 21 – passenger side	Y	FC8 -05 -06 FC8 -13 -14	Driver airbag circuit fault Passenger airbag circuit fault Test using WDS
B2295	RCM	Advanced Restraints System	Side airbag circuit status fault Flash code 22 – driver side Flash code 23 – passenger side	Y	FC9 -01 -02 FC9 -21 -22	Driver side airbag circuit fault Passenger side airbag circuit fault Test using WDS
B2296	RCM	Advanced Restraints System	Impact sensor circuit status fault Flash code 42 – Front impact sensor Flash code 43 – Driver side impact sensor Flash code 44 – Passenger side impact sensor	Y	FC9 -19 -20 FC9 -27 -28 FC9 -29 -30	Impact sensor circuit fault Test using WDS
B2302	DHRCM	Driver Seat Head Restraint	Head restraint position sensor signal circuit fault	N	SD22 -11	Head restraint position sensor signal circuit: open circuit, short circuit to ground Head restraint position sensor failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B2302	PHRCM	Passenger Seat Head Restraint	Head restraint position sensor signal circuit fault	N	SP22 -11	Head restraint position sensor signal circuit: open circuit, short circuit to ground Head restraint position sensor failure
B2304	DHRCM	Driver Seat Head Restraint	Head restraint position sensor signal circuit fault	N	SD22 -11	Head restraint position sensor signal circuit: short circuit to B+ voltage Head restraint position sensor failure
B2304	PHRCM	Passenger Seat Head Restraint	Head restraint position sensor signal circuit fault	N	SP22 -11	Head restraint position sensor signal circuit: short circuit to B+ voltage Head restraint position sensor failure
B2306	DHRCM	Driver Seat Head Restraint	Head restraint motor circuit fault	N	SD22 -4 -5	Head restraint motor circuit: short circuit to B+ voltage Head restraint motor failure
B2306	PHRCM	Passenger Seat Head Restraint	Head restraint motor circuit fault	N	SP22 -4 -5	Head restraint motor circuit: short circuit to B+ voltage Head restraint motor failure
B2322	DDCM	Mirror Movement	Driver door mirror horizontal position feedback potentiometer high voltage fault	N	DD10 -21	Door mirror horizontal position feedback circuit: short circuit to B+ voltage Door mirror position feedback potentiometers ground fault Door mirror horizontal position feedback potentiometer failure
B2322	PDCM	Mirror Movement	Passenger door mirror horizontal position feedback potentiometer high voltage fault	N	PD10 -21	Door mirror horizontal position feedback circuit: short circuit to B+ voltage Door mirror position feedback potentiometers ground fault Door mirror horizontal position feedback potentiometer failure
B2323	DDCM	Mirror Movement	Driver door mirror horizontal position feedback potentiometer low voltage fault	N	DD10 -21	Door mirror horizontal position feedback circuit: open circuit, short circuit to ground Door mirror horizontal position feedback potentiometer failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B2323	PDCM	Mirror Movement	Passenger door mirror horizontal position feedback potentiometer low voltage fault	N	PD10-21	Door mirror horizontal position feedback circuit: open circuit, short circuit to ground Door mirror horizontal position feedback potentiometer failure
B2326	DDCM	Mirror Movement	Driver door mirror vertical position feedback potentiometer high voltage fault	N	DD10-22	Door mirror vertical position feedback circuit: short circuit to B+ voltage Door mirror position feedback potentiometers ground fault Door mirror vertical position feedback potentiometer failure
B2326	PDCM	Mirror Movement	Passenger door mirror vertical position feedback potentiometer high voltage fault	N	PD10-22	Door mirror vertical position feedback circuit: short circuit to B+ voltage Door mirror position feedback potentiometers ground fault Door mirror vertical position feedback potentiometer failure
B2327	DDCM	Mirror Movement	Driver door mirror vertical position feedback potentiometer low voltage fault	N	DD10-22	Door mirror vertical position feedback circuit: open circuit, short circuit to ground Door mirror vertical position feedback potentiometer failure
B2327	PDCM	Mirror Movement	Passenger door mirror vertical position feedback potentiometer low voltage fault	N	PD10-22	Door mirror vertical position feedback circuit: open circuit, short circuit to ground Door mirror vertical position feedback potentiometer failure
B2330	BPM	Steering Column Movement	Steering column reach position feedback potentiometer high voltage fault	N	FC14-66	Reach position feedback circuit: short circuit to B+ voltage Reach position feedback potentiometer failure
B2331	BPM	Steering Column Movement	Steering column reach position feedback potentiometer low voltage fault	N	FC14-66	Reach position feedback circuit: open circuit, short circuit to ground Reach position feedback potentiometer failure
B2334	BPM	Steering Column Movement	Steering column tilt position feedback potentiometer high voltage fault	N	FC14-93	Tilt position feedback circuit: short circuit to B+ voltage Tilt position feedback potentiometer failure
B2335	BPM	Steering Column Movement	Steering column tilt position feedback potentiometer low voltage fault	N	FC14-93	Tilt position feedback circuit: open circuit, short circuit to ground Tilt position feedback potentiometer failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B2336	DDCM	Mirror Movement	Mirror "joy stick" switch circuit(s) fault	N	DD1 -1 -3 -9 -10 -17	Mirror "joy stick" switch circuit(s): open circuit, short circuit, high resistance Mirror "joy stick" switch power supply circuit: open circuit, short circuit Mirror "joy stick" switch ground circuit fault Mirror "joy stick" switch failure
B2351	BPM	Steering Column Movement	Steering column "joy stick" switch circuit fault	N	FC14 -87	Column "joy stick" switch to BPM circuit: open circuit, short circuit to ground, short circuit to B+ voltage Column "joy stick" switch ground fault Column "joy stick" switch failure
B2368	BPM	Steering Column Movement	Steering column "joy stick" switch circuit out of range	N	FC14 -87	Column "joy stick" switch to BPM circuit: short circuit to ground, high resistance Column "joy stick" switch ground fault Column "joy stick" switch failure
B2394	DHRCM	Driver Seat Head Restraint	Head restraint switch Up circuit fault	N	SD22 -3	Head restraint switch Up circuit: short circuit to B+ voltage Head restraint switch failure
B2394	PHRCM	Passenger Seat Head Restraint	Head restraint switch Up circuit fault	N	SP22 -3	Head restraint switch Up circuit: short circuit to B+ voltage Head restraint switch failure
B2395	DHRCM	Driver Seat Head Restraint	Head restraint switch Down circuit fault	N	SD22 -9	Head restraint switch Down circuit: short circuit to B+ voltage Head restraint switch failure
B2395	PHRCM	Passenger Seat Head Restraint	Head restraint switch Down circuit fault	N	SP22 -9	Head restraint switch Down circuit: short circuit to B+ voltage Head restraint switch failure
B2396	DHRCM	Driver Seat Head Restraint	DHRCM module identification circuit fault	N	SD22 -8	DHRCM module identification circuit ground fault (after module initialization has occurred) Note: Module identification circuit should be ground for DHRCM

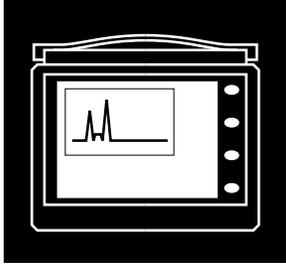
DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B2396	PHRCM	Passenger Seat Head Restraint	PHRCM module identification circuit fault	N	SP22-8	PHRCM module identification circuit ground fault (after module initialization has occurred) Note: Module identification circuit should be open circuit for PHRCM
B2397	DHRCM	Driver Seat Head Restraint	Head restraint position sensor supply circuit fault	N	SD22-10	Head restraint position sensor supply circuit: open circuit, short circuit to B+ voltage Head restraint position sensor failure
B2397	PHRCM	Passenger Seat Head Restraint	Head restraint position sensor supply circuit fault	N	SP22-10	Head restraint position sensor supply circuit: open circuit, short circuit to B+ voltage Head restraint position sensor failure
B2398	DHRCM	Driver Seat Head Restraint	Head restraint position sensor supply circuit fault	N	SD22-10	Head restraint position sensor supply short circuit to ground Head restraint position sensor failure
B2398	PHRCM	Passenger Seat Head Restraint	Head restraint position sensor supply circuit fault	N	SP22-10	Head restraint position sensor supply short circuit to ground Head restraint position sensor failure
B2399	DHRCM	Driver Seat Head Restraint	Head restraint position sensor ground circuit fault	N	SD22-12	Head restraint position sensor ground circuit: open circuit, short circuit to ground Head restraint position sensor failure
B2399	PHRCM	Passenger Seat Head Restraint	Head restraint position sensor ground circuit fault	N	SP22-12	Head restraint position sensor ground circuit: open circuit, short circuit to ground Head restraint position sensor failure
B2400	DHRCM	Driver Seat Head Restraint	Head restraint position sensor ground circuit fault	N	SD22-12	Head restraint position sensor ground circuit: short circuit to B+ voltage Head restraint position sensor failure
B2400	PHRCM	Passenger Seat Head Restraint	Head restraint position sensor ground circuit fault	N	SP22-12	Head restraint position sensor ground circuit: short circuit to B+ voltage Head restraint position sensor failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B2434	RCM	Advanced Restraints System	Driver seat belt switch circuit fault Flash code 51	Y	FC9 -25	Driver seat belt switch circuit: short circuit to ground
B2435	RCM	Advanced Restraints System	Driver seat belt switch circuit fault Flash code 51	Y	FC9 -25	Driver seat belt switch circuit: high resistance Driver seat belt switch failure
B2438	RCM	Advanced Restraints System	Passenger seat belt switch circuit fault Flash code 52	Y	FC9 -26	Passenger seat belt switch circuit: short circuit to ground
B2439	RCM	Advanced Restraints System	Passenger seat belt switch circuit fault Flash code 52	Y	FC9 -26	Passenger seat belt switch circuit: high resistance Passenger seat belt switch failure
B2477	ADCM	Suspension adaptive damping (CATS)	Control module incorrectly configured CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	—	Reconfigure ADCM using WDS
B2477	ASCCM	Adaptive Speed Control	Control module configuration failure	Y M	—	Reconfigure ASCCM using WDS
B2477	HLCM (LH or RH)	HID Headlamps	Control module configuration failure	N	—	Reconfigure control module (LH or RH) using WDS
B2477	RCM	Advanced Restraints System	RCM configuration failure Flash code 54	Y	-	Reconfigure RCM using WDS
B2609	HLCM (LH)	HID Headlamps	LH control module to stepper motor drive circuit fault	N	HI1 -6 -9 -10 -11	LH headlamp stepper motor and actuator failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B2612	HLCM (RH)	HID Headlamps	RH control module to stepper motor drive circuit fault	N	HJ1 -6 -9 -10 -11	RH headlamp stepper motor and actuator failure
B2618	HLCM (LH or RH)	HID Headlamps	Front axle ride height sensor signal fault	N	HI1 -4 HJ1 -4	Front axle ride height sensor signal circuit: open circuit, short circuit, high resistance Front axle ride height sensor failure
B2621	HLCM (LH or RH)	HID Headlamps	Rear axle ride height sensor signal fault	N	HI1 -4 HJ1 -4	Rear axle ride height sensor signal circuit: open circuit, short circuit, high resistance Rear axle ride height sensor failure
B2626	HLCM (LH or RH)	HID Headlamps	Auto leveling not calibrated	N	—	Calibrate control module auto leveling using WDS
B2633	CPCM	Telephone	Microphone circuit fault	N	RT9 -15 -16	Microphone circuit: open circuit Microphone failure
B2636	CPCM	JaguarNet	SOS switch circuit fault	N	RT9 -18	SOS switch circuit: short circuit to ground SOS switch failure
B2637	CPCM	JaguarNet	Information switch circuit fault	N	RT9 -2	Information switch circuit: short circuit to ground Information switch failure
B2638	CPCM	Telephone	Telephone rechargeable battery fault	N	—	Battery charging circuit fault Incorrect battery installed

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B2640	CPCM	JaguarNet	Airbag deployment signal circuit fault	N	RT9 -3	Airbag deployment signal circuit: short circuit to ground
B2641	CPCM	JaguarNet	Airbag deployment signal circuit fault	N	RT9 -3	Airbag deployment signal circuit: short circuit to B+ voltage
B2644	CPCM	Telephone	Telephone mute circuit fault	N	RT9 -29	Telephone mute circuit: open circuit
B2691	RCM	Advanced Restraints System	Driver seat belt switch circuit fault Flash code 51	Y	FC9 -25	Driver seat belt switch circuit: open circuit, short circuit to B+ voltage
B2692	RCM	Advanced Restraints System	Passenger seat belt switch circuit fault Flash code 52	Y	FC9 -26	Passenger seat belt switch circuit: open circuit, short circuit to B+ voltage
B2727	DHRCM	Driver Seat Head Restraint	Seat back tilt switch circuit fault	N	SD22 -16	Seat back tilt switch circuit: short circuit to ground Seat back tilt switch failure
B2727	PHRCM	Passenger Seat Head Restraint	Seat back tilt switch circuit fault	N	SP22 -16	Seat back tilt switch circuit: short circuit to ground Seat back tilt switch failure
B2736	DSCCM	Dynamic Stability Control	Pedal travel sensor circuit fault	Y M	LF37 -24 -26 -40	Pedal travel sensor circuit: open circuit, short circuit to ground, short circuit to B+ voltage, short circuit to each other, high resistance Pedal travel sensor failure
B2739	DSCCM	Dynamic Stability Control	Pedal travel sensor signal circuit fault	Y M	LF37 -40	Pedal travel sensor incorrectly mounted Pedal travel sensor signal circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Pedal travel sensor failure Brake hydraulic unit failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
B2741	DSCCM	Dynamic Stability Control	Yaw rate and lateral acceleration sensors cluster circuit fault	Y M	LF37 -5 -7 -25 -29	Yaw rate and lateral acceleration sensors cluster circuit: open circuit, short circuit to ground, short circuit to B+ voltage, short circuit to each other, high resistance Yaw rate and lateral acceleration sensors cluster failure
B2912	DSCCM	Dynamic Stability Control	Reverse gear plausibility error	Y M	—	Reverse gear engaged CAN message fault Yaw rate and lateral acceleration sensors cluster failure
P0335	A/CCM	Climate Control	Engine speed signal circuit fault	N	AC4 -16	Major Instrument Cluster to A/CCM engine speed circuit: open circuit, short circuit, high resistance Major Instrument Cluster CAN Engine Speed message fault
P0562	DHRCM	Driver Seat Head Restraint	DHRCM power supply circuit low voltage (< 8 V when head restraint movement is activated)	N	SD22 -1	DHRCM power supply circuit: low voltage fault
P0562	PHRCM	Passenger Seat Head Restraint	PHRCM power supply circuit low voltage (< 8 V when head restraint movement is activated)	N	SP22 -1	PHRCM power supply circuit: low voltage fault
P0563	DHRCM	Driver Seat Head Restraint	DHRCM power supply circuit high voltage (> 17 V when head restraint movement is activated)	N	SD22 -1	DHRCM power supply circuit: high voltage fault
P0563	PHRCM	Passenger Seat Head Restraint	PHRCM power supply circuit high voltage (> 17 V when head restraint movement is activated)	N	SP22 -1	PHRCM power supply circuit: high voltage fault



Chassis DTC Summaries

Jaguar XK-TYPE 2003 Model Year

Refer to pages 2 and 3 for important information regarding the use of “Chassis DTC Summaries”.

REFERENCE: It is recommended that the applicable “Electrical Guide” be referenced when using the information contained in this document.

KEY TO COLUMN HEADINGS

DTC	Diagnostic Trouble Code.
CM	The control module(s) the DTC is associated with. Refer to page 3.
SYSTEM	The vehicle system the DTC is associated with. Refer to the applicable Electrical Guide Figure for circuit details.
FAULT DESCRIPTION	Fault description. If available, customer symptom (complaint) information is provided in this column.
MIL	Y = MIL (warning indicator) is activated. N = MIL (warning indicator) is not activated. M = Message displayed.
CM PIN	Control module connector pin number(s)
POSSIBLE CAUSES	Suggested possible causes listed in order of probability.

CONTROL MODULE ACRONYMS

ADCM	Adaptive Damping Control Module
ASCCM	Adaptive Speed Control Control Module
DSCCM	Dynamic Stability Control Control Module
ECM	Engine Control Module
HLCM	Headlamp Leveling Control Module, LH or RH HID Headlamp Unit (control module located within headlamp unit)
IC	Instrument Cluster
PACM	Parking Aid Control Module
RCM	Restraints Control Module
TCM	Transmission Control Module

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1093	DSCCM	Dynamic Stability Control	Traction control switch circuit fault	N	LF37-38	Traction control switch circuit fault: open circuit, short circuit to B+ voltage, short circuit to ground Traction control switch failure
C1095	DSCCM	Dynamic Stability Control	DSCCM pump failure	Y M	LF37-1-47	Pump B+ power supply circuit: open circuit, short circuit to ground Pump ground circuit: open circuit, high resistance DSCCM failure
C1137	DSCCM	Dynamic Stability Control	DSCCM malfunction	Y* M	—	DSCCM failure * CHECK ENGINE
C1141	DSCCM	Dynamic Stability Control	LH front wheel speed sensor mechanical fault	Y M	—	LH front wheel speed sensor retractor tooth (teeth) missing or damaged
C1142	DSCCM	Dynamic Stability Control	RH front wheel speed sensor mechanical fault	Y M	—	RH front wheel speed sensor retractor tooth (teeth) missing or damaged
C1143	DSCCM	Dynamic Stability Control	LH rear wheel speed sensor mechanical fault	Y M	—	LH rear wheel speed sensor retractor tooth (teeth) missing or damaged
C1144	DSCCM	Dynamic Stability Control	RH rear wheel speed sensor mechanical fault	Y M	—	RH rear wheel speed sensor retractor tooth (teeth) missing or damaged
C1145	DSCCM	Dynamic Stability Control	RH front wheel speed sensor circuit fault	Y* M	LF37-33-34	RH front wheel speed sensor circuit: open circuit, short circuit to B+ voltage, short circuit to ground, high resistance RH front wheel speed sensor failure *CHECK ENGINE MIL
C1155	DSCCM	Dynamic Stability Control	LH front wheel speed sensor circuit fault	Y* M	LF37-45-46	LH front wheel speed sensor circuit: open circuit, short circuit to B+ voltage, short circuit to ground, high resistance LH front wheel speed sensor failure *CHECK ENGINE MIL

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1165	DSCCM	Dynamic Stability Control	RH rear wheel speed sensor circuit fault	Y* M	LF37 -42 -43	RH rear wheel speed sensor circuit: open circuit, short circuit to B+ voltage, short circuit to ground, high resistance RH rear wheel speed sensor failure *CHECK ENGINE MIL
C1175	DSCCM	Dynamic Stability Control	LH rear wheel speed sensor circuit fault	Y* M	LF37 -36 -37	LH rear wheel speed sensor circuit: open circuit, short circuit to B+ voltage, short circuit to ground, high resistance LH rear wheel speed sensor failure *CHECK ENGINE MIL
C1223	DSCCM	Dynamic Stability Control	LH front wheel speed sensor signal missing	Y M	LF37 -45	LH front wheel speed sensor air gap too large LH front wheel speed sensor reductor mechanical damage LH front wheel speed sensor signal circuit: high resistance LH front wheel speed sensor failure
C1234	DSCCM	Dynamic Stability Control	RH front wheel speed sensor signal missing	Y M	LF37 -34	RH front wheel speed sensor air gap too large RH front wheel speed sensor reductor mechanical damage RH front wheel speed sensor signal circuit: high resistance RH front wheel speed sensor failure
C1235	DSCCM	Dynamic Stability Control	LH rear wheel speed sensor signal missing	Y M	LF37 -43	LH rear wheel speed sensor air gap too large LH rear wheel speed sensor reductor mechanical damage LH rear wheel speed sensor signal circuit: high resistance LH rear wheel speed sensor failure
C1236	DSCCM	Dynamic Stability Control	RH rear wheel speed sensor signal missing	Y M	LF37 -36	RH rear wheel speed sensor air gap too large RH rear wheel speed sensor reductor mechanical damage RH rear wheel speed sensor signal circuit: high resistance RH rear wheel speed sensor failure
C1267	DSCCM	Dynamic Stability Control	DSCCM anti-lock functions temporarily disabled	Y M	—	DSCCM failure Note: attempt hard reset before DSCCM replacement

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1277	DSCCM	Dynamic Stability Control	Steering angle sensor circuit(s) fault	Y M	LF37 -3 -5 -6 -7	Steering angle sensor circuit(s): open circuit, intermittent open circuit, short circuit to B+ voltage, short circuit to ground, high resistance Steering angle sensor incorrectly mounted Steering angle sensor loose Steering angle sensor failure
C1279	DSCCM	Dynamic Stability Control	Yaw rate sensor circuit(s) fault	Y M	LF37 -5 -7 -25 -29	Yaw rate and lateral acceleration sensors cluster circuit(s): open circuit, intermittent open circuit, short circuit to B+ voltage, short circuit to ground, high resistance Yaw rate sensor failure
C1280	DSCCM	Dynamic Stability Control	Yaw rate sensor signal fault	Y M	LF37 -25 -29	Yaw rate and lateral acceleration sensors cluster incorrectly mounted Yaw rate and lateral acceleration sensors cluster loose Yaw rate and lateral acceleration sensors cluster failure
C1281	DSCCM	Dynamic Stability Control	Lateral acceleration sensor circuit(s) fault	Y M	LF37 -5 -7 -25 -29	Yaw rate and lateral acceleration sensors cluster circuit(s): open circuit, intermittent open circuit, short circuit to B+ voltage, short circuit to ground, high resistance Lateral acceleration sensor failure
C1282	DSCCM	Dynamic Stability Control	Lateral acceleration sensor signal fault	Y M	LF37 -25 -29	Yaw rate and lateral acceleration sensors cluster incorrectly mounted Yaw rate and lateral acceleration sensors cluster loose Yaw rate and lateral acceleration sensors cluster failure
C1285	DSCCM	Dynamic Stability Control	Booster solenoid circuit fault	Y M	LF37 -17 -31	Booster solenoid circuit: open circuit, short circuit to ground Booster solenoid failure
C1286	DSCCM	Dynamic Stability Control	Active brake booster mechanical failure	Y M	LF37 -27 -28 -30	Booster force switch circuit: open circuit, short circuit to ground Booster force switch failure DSCCM failure Active brake booster mechanical failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1287	DSCCM	Dynamic Stability Control	Pedal force switch circuit fault	Y M	LF37 -27 -28 -30	Pedal force switch circuit: open circuit, short circuit to ground, short circuit to B+ voltage Pedal force switch failure
C1288	DSCCM	Dynamic Stability Control	Brake pressure sensor circuit fault	Y M	LF37 -18 -19 -20	Brake pressure sensor circuit: open circuit, short circuit to ground, short circuit to B+ voltage Brake pressure sensor failure
C1291	ASCCM	Adaptive Speed Control	ASCCM sensor temperature out of range	Y M	—	ASCCM sensor too warm or too cold Normal operating temperature: -40 °C – 70 °C (-40 °F – 158 °F)
C1292	ASCCM	Adaptive Speed Control	ASCCM sensor blocked	Y M	—	Remove blockage from front of sensor
C1293	ASCCM	Adaptive Speed Control	ASCCM sensor alignment out of range	Y M	—	ASCCM sensor alignment incorrect Mechanically realign sensor Perform complete service alignment
C1294	ASCCM	Adaptive Speed Control	Active speed or vehicle speed out of range	Y M	—	Other control module (ECM, DSCCM, IC, TCM) ASC vehicle speed related fault ASCCM failure
C1295	DSCCM	Dynamic Stability Control	Steering angle sensor circuit fault	Y M	LF37 -3 -5 -6 -7	Steering angle sensor circuit(s): open circuit, intermittent open circuit, short circuit to B+ voltage, short circuit to ground, high resistance Steering angle sensor failure
C1306	DSCCM	Dynamic Stability Control	Steering angle sensor initialization failed	Y M	—	Steering angle sensor encoder ring incorrectly installed Steering angle sensor encoder ring loose Steering angle sensor encoder ring mechanical failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1307	DSCCM	Dynamic Stability Control	Steering angle sensor encoder ring fault	Y M	LF37 -3 -6	Steering angle sensor encoder ring incorrectly installed Steering angle sensor encoder ring loose Steering angle sensor encoder ring mechanical failure Steering angle sensor signal circuit: short circuit to each other Steering angle sensor failure
C1416	ADCM	Suspension Adaptive Damping (CATS)	RH front damper solenoid circuit short circuit to B+ voltage CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -14 -33	ADCM to RH front damper solenoid circuit(s): short circuit to B+ voltage RH front damper solenoid failure
C1417	ADCM	Suspension Adaptive Damping (CATS)	RH front damper solenoid circuit short circuit ground CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -14 -33	ADCM to RH front damper solenoid circuit(s): short circuit to ground RH front damper solenoid failure
C1419	ADCM	Suspension Adaptive Damping (CATS)	RH front damper solenoid circuit open circuit CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -14 -33	RH front damper solenoid disconnected ADCM to RH front damper solenoid circuit(s): open circuit RH front damper solenoid failure
C1421	ADCM	Suspension Adaptive Damping (CATS)	LH front damper solenoid circuit short circuit to B+ voltage CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -30 -31	ADCM to LH front damper solenoid circuit(s): short circuit to B+ voltage LH front damper solenoid failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1422	ADCM	Suspension Adaptive Damping (CATS)	LH front damper solenoid circuit short circuit ground CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -30 -31	ADCM to LH front damper solenoid circuit(s): short circuit to ground LH front damper solenoid failure
C1424	ADCM	Suspension Adaptive Damping (CATS)	LH front damper solenoid circuit open circuit CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -30 -31	LH front damper solenoid disconnected ADCM to LH front damper solenoid circuit(s): open circuit LH front damper solenoid failure
C1425	ADCM	Suspension Adaptive Damping (CATS)	RH rear damper solenoid circuit short circuit ground CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -15 -34	ADCM to RH rear damper solenoid circuit(s): short circuit to ground RH rear damper solenoid failure
C1426	ADCM	Suspension Adaptive Damping (CATS)	RH rear damper solenoid circuit short circuit to B+ voltage CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -15 -34	ADCM to RH rear damper solenoid circuit(s): short circuit to B+ voltage RH rear damper solenoid failure
C1427	ADCM	Suspension Adaptive Damping (CATS)	RH rear damper solenoid circuit open circuit CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -15 -34	RH rear damper solenoid disconnected ADCM to RH rear damper solenoid circuit(s): open circuit RH rear damper solenoid failure
C1430	ADCM	Suspension Adaptive Damping (CATS)	LH rear damper solenoid circuit open circuit CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -13 -32	LH rear damper solenoid disconnected ADCM to LH rear damper solenoid circuit(s): open circuit LH rear damper solenoid failure

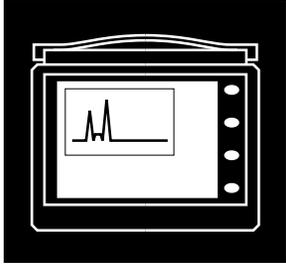
DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1431	ADCM	Suspension Adaptive Damping (CATS)	LH rear damper solenoid circuit short circuit to B+ voltage CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -13 -32	ADCM to LH rear damper solenoid circuit(s): short circuit to B+ voltage LH rear damper solenoid failure
C1432	ADCM	Suspension Adaptive Damping (CATS)	LH rear damper solenoid circuit short circuit ground CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -13 -32	ADCM to LH rear damper solenoid circuit(s): short circuit to ground LH rear damper solenoid failure
C1435	ADCM	Suspension Adaptive Damping (CATS)	Rear vertical accelerometer sensing circuit fault CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -22	Rear vertical accelerometer incorrectly oriented ADCM to rear vertical accelerometer sensing circuit: open circuit, short circuit to ground, short circuit to B+ voltage Rear vertical accelerometer failure
C1440	DSCCM	Dynamic Stability Control	Brake pressure sensor signal circuit fault	Y M	LF37 -20	Brake pressure sensor signal circuit: open circuit, short circuit to B+ voltage, short circuit to ground Brake pressure sensor failure
C1446	DSCCM	Dynamic Stability Control	Stop lamp circuit fault (CAN message)	Y M	LF37 -11 -12 -14 -15	Brake ON / OFF switch circuit fault Brake ON / OFF switch failure Brake ON / OFF switch CAN message fault
C1455	ADCM	Suspension Adaptive Damping (CATS)	Front vertical accelerometer sensing circuit fault CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69 -21	Front vertical accelerometer incorrectly oriented ADCM to front vertical accelerometer sensing circuit: open circuit, short circuit to ground, short circuit to B+ voltage Front vertical accelerometer failure
C1459	ASCCM	Adaptive Speed Control	Forward alert switch and ASC indicator circuit fault	Y M	LF61 -12	Forward alert switch and ASC indicator circuit: open circuit, short circuit to B+ voltage

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1515	ADCM	Suspension Adaptive Damping (CATS)	Lateral accelerometer sensing circuit fault CUSTOMER SYMPTOM: Dampers default to firm; fault message	M	BT69-20	Lateral accelerometer incorrectly oriented ADCM to lateral accelerometer sensing circuit: open circuit, short circuit to ground, short circuit to B+ voltage Lateral accelerometer failure
C1699	PACM	Parking Aid	LH sensor data circuit short circuit to B+ voltage CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	BT5-5	LH sensor data circuit: short circuit to B+ voltage
C1700	PACM	Parking Aid	LH sensor data circuit fault CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	BT5-5	LH sensor data circuit: open circuit, short circuit ground
C1701	PACM	Parking Aid	LH sensor fault CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	—	LH sensor failure
C1702	PACM	Parking Aid	RH sensor data circuit short circuit to B+ voltage CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	BT5-4	RH sensor data circuit: short circuit to B+ voltage
C1703	PACM	Parking Aid	RH sensor data circuit fault CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	BT5-4	RH sensor data circuit: open circuit, short circuit ground

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1704	PACM	Parking Aid	RH sensor fault CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	—	RH sensor failure
C1705	PACM	Parking Aid	LH center sensor data circuit short circuit to B+ voltage CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	BT5-3	LH center sensor data circuit: short circuit to B+ voltage
C1706	PACM	Parking Aid	LH center sensor data circuit fault CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	BT5-3	LH center sensor data circuit: open circuit, short circuit ground
C1707	PACM	Parking Aid	LH center sensor fault CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	—	LH center sensor failure
C1708	PACM	Parking Aid	RH center sensor data circuit short circuit to B+ voltage CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	BT5-2	RH center sensor data circuit: short circuit to B+ voltage
C1709	PACM	Parking Aid	RH center sensor data circuit fault CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	BT5-2	RH center sensor data circuit: open circuit, short circuit ground

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1710	PACM	Parking Aid	RH center sensor fault CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	—	RH center sensor failure
C1730	DSCCM	Dynamic Stability Control	Sensor signal supply voltage (nominal 5 V) out of range	Y M	LF37 -7 -18 -26 -27 -30	Sensor supply voltage circuit(s): short circuit to ground, short circuit to B+ voltage DSC sensor(s) failure: brake pressure sensor, steering angle sensor, yaw rate and lateral acceleration sensor cluster, active brake booster force switch, pedal travel sensor DSCCM failure
C1742	PACM	Parking Aid	Parking aid sounder circuit fault CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	BT4 -2 -10	PACM to sounder circuit(s): open circuit, short circuit to ground Parking aid sounder failure
C1743	PACM	Parking Aid	Parking aid sounder circuit short circuit to B+ voltage CUSTOMER SYMPTOM: Reverse parking aid inoperative	Y	BT4 -2 -10	PACM to sounder circuit(s): short circuit to B+ voltage
C1748	ASCCM	Adaptive Speed Control	Forward alert switch and ASC indicator circuit fault	Y M	LF61 -12	Forward alert switch and ASC indicator circuit: short circuit to ground
C1756	HLCM (LH or RH)	HID Headlamps (headlamp leveling)	Front axle ride height sensor circuit fault	N	HI1 -4 HJ1 -4	Front axle ride height sensor circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Front axle ride height sensor power supply circuit: open circuit, short circuit to ground Front axle ride height sensor ground circuit fault Front axle ride height sensor failure

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
C1768	HLCM (LH or RH)	HID Headlamps (headlamp leveling)	Rear axle ride height sensor circuit fault	N	HI1 -4 HJ1 -4	Rear axle ride height sensor circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Rear axle ride height sensor power supply circuit: open circuit, short circuit to ground Rear axle ride height sensor ground circuit fault Rear axle ride height sensor failure
C1777	DSCCM	Dynamic Stability Control	DSCCM internal vacuum pressure circuit fault	Y M	—	DSCCM failure Active brake booster failure
C1994	DSCCM	Dynamic Stability Control	Yaw control failure	Y M	LF37 -5 -7 -25 29	Yaw rate sensor failure DSCCM failure
C1997	DSCCM	Dynamic Stability Control	Pressure control failure	Y M	LF37 -17 -20 -31	Brake pressure sensor signal circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Brake pressure sensor failure Booster solenoid circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Booster solenoid failure Active brake booster failure
C2778	DSCCM	Dynamic Stability Control	Yaw rate and lateral acceleration sensors cluster sensor supply voltage circuit fault	Y M	LF37 -7	Yaw rate and lateral acceleration sensors cluster sensor supply voltage circuit: open circuit, short circuit to ground, short circuit to B+ voltage DSCCM failure
C2783	DSCCM	Dynamic Stability Control	Yaw rate and lateral acceleration sensors cluster incorrect specification	Y M	—	Incorrect yaw rate and lateral acceleration sensors cluster fitted
C2785	DSCCM	Dynamic Stability Control	DSC sensors out of calibration	Y M	—	DSCCM failure



Network DTC Summaries

Jaguar XK-TYPE 2003 Model Year

Refer to pages 2 and 3 for important information regarding the use of “Network DTC Summaries”.

REFERENCE: It is recommended that the applicable “Electrical Guide” be referenced when using the information contained in this document.

KEY TO COLUMN HEADINGS

DTC	Diagnostic Trouble Code.
CM	The control module(s) the DTC is associated with. Refer to page 3.
SYSTEM	The vehicle system the DTC is associated with. Refer to the applicable Electrical Guide Figure for circuit details.
FAULT DESCRIPTION	Fault description. If available, customer symptom (complaint) information is provided in this column.
MIL	Y = MIL is activated. N = MIL is not activated. M = Message displayed.
CM PIN	Control module connector pin number(s)
POSSIBLE CAUSES	Suggested possible causes listed in order of probability.

CONTROL MODULE ACRONYMS

A/CCM	Air Conditioning Control Module
ADCM	Adaptive Damping Control Module
ASCCM	Adaptive Speed Control Control Module
BPM	Body Processor Module
DDCM	Driver Door Control Module
DHRCM	Driver Head Restraint Control Module
DSCCM	Dynamic Stability Control Control Module
DSCM	Driver Seat Control Module
ECM	Engine Control Module
KTM	Key Transponder Module
IC	Instrument Cluster
PDCM	Passenger Door Control Module
PHRCM	Passenger Head Restraint Control Module
PSCM	Passenger Seat Control Module
SLCM	Security and Locking Control Module
TCM	Transmission Control Module

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
U1003	IC	Passive Anti-Theft System	SCP Key Status message: incorrect discrete identification number	N	—	Reconfigure instrument cluster using WDS BPM SCP Key Status error
U1041	ADCM	Suspension Adaptive Damping (CATS)	Vehicle speed signal from instrument cluster invalid	N	BT69 -24	Vehicle speed circuit between IC and ADCM: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Instrument cluster CAN network fault
U1041	BPM	Body Processor Module	Vehicle speed SCP message invalid	N	FC14 -84 -85	Instrument cluster to BPM SCP circuit: open circuit, short circuit to B+ voltage, short circuit to ground Instrument cluster CAN network fault SCP network fault
U1041	DDCM	Driver Door Control Module	Vehicle speed SCP message invalid	N	DP10 -9 -16	Instrument cluster to DDCM SCP circuit: open circuit, short circuit to B+ voltage, short circuit to ground Instrument cluster CAN network fault SCP network fault
U1041	SLCM	Security and Locking Control Module	Vehicle speed SCP message invalid	N	BT40 -8 -16	Instrument cluster to SLCM SCP circuit: open circuit, short circuit to B+ voltage, short circuit to ground Instrument cluster CAN network fault SCP network fault
U1135	DDCM	Driver Door Control Module	Ignition status (ignition switch position) not obtained	N	DD10 -9 -16	Ignition switch to BPM switched ground circuit(s) fault BPM SCP Key Status error BPM SCP network fault SCP network fault
U1135	DSCM	Driver Seat Control Module	Ignition status (ignition switch position) not obtained	N	SD5 -9 -16	Ignition switch to BPM switched ground circuit(s) fault BPM SCP Key Status error BPM SCP network fault SCP network fault

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
U1135	PDCM	Passenger Door Control Module	Ignition status (ignition switch position) not obtained	N	PD10 -9 -16	Ignition switch to BPM switched ground circuit(s) fault BPM SCP Key Status error BPM SCP network fault SCP network fault
U1135	PSCM	Passenger Seat Control Module	Ignition status (ignition switch position) not obtained	N	SP5 -9 -16	Ignition switch to BPM switched ground circuit(s) fault BPM SCP Key Status error BPM SCP network fault SCP network fault
U1135	SLCM	Security and Locking Control Module	Ignition status (ignition switch position) not obtained	N	BT40 -8 -16	Ignition switch to BPM switched ground circuit(s) fault BPM SCP Key Status error BPM SCP network fault SCP network fault
U1147	IC	Passive Anti-Theft System	SCP Key Status message missing	N	FC25 -13 -14	Ignition switch to BPM switched ground circuit(s) fault BPM SCP Key Status error BPM SCP network fault SCP network fault
U1236	A/CCM	Climate Control	Control panel to A/CCM serial communication circuit fault	N	AC3 -7	Control panel to A/CCM serial communication data input circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Control panel failure
U1260	IC	Instrument Cluster	SCP + circuit failure	N	FC25 -13	SCP +ve circuit: open circuit, short circuit to B+ voltage, short circuit to ground
U1261	IC	Instrument Cluster	SCP - circuit failure	N	FC25 -14	SCP -ve circuit: open circuit, short circuit to B+ voltage, short circuit to ground

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
U1262	DHRCM	Driver Seat Head Restraint	SCP network circuit fault (Ignition status [ignition switch position] periodically not obtained)	N	SD22 -13 -14	SCP network circuit: open circuit, short circuit to B+ voltage, short circuit to ground BPM SCP failure SCP network fault
U1262	PHRCM	Passenger Seat Head Restraint	SCP network circuit fault (Ignition status [ignition switch position] periodically not obtained)	N	SP22 -13 -14	SCP network circuit: open circuit, short circuit to B+ voltage, short circuit to ground BPM SCP failure SCP network fault
U1264	A/CCM	Climate Control	Control panel to A/CCM serial communication circuit fault	N	AC3 -3	Control panel to A/CCM serial communication data output circuit: open circuit, short circuit to ground, short circuit to B+ voltage, high resistance Control panel failure
U1900	IC	Instrument Cluster	CAN communication fault	N	FC25 -10 -11 -23 -24	CAN circuit: open circuit, short circuit to B+ voltage, short circuit to ground IC internal CAN fault CAN network fault
U1909	DSCCM	Dynamic Stability Control	Local CAN network (steering angle sensor, yaw rate and lateral acceleration sensor) communication fault	N	LF37 -25 -29	Local CAN circuit: open circuit, short circuit to B+ voltage, short circuit to ground DSCCM internal Local CAN fault Local CAN network fault
U2012	BPM	Security System	Key transponder module message corrupt	N	FC14 -73	KTM to BPM data circuit: open circuit, short circuit to B+ voltage, short circuit to ground, high resistance Key transponder module failure
U2012	DSCCM	Dynamic Stability Control	CAN Communication fault	N	LF37 -11 -15	CAN circuit: open circuit, short circuit to B+ voltage, short circuit to ground DSCCM internal CAN fault CAN network fault

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
U2202	DSCCM	Dynamic Stability Control	CAN Invalid configuration data received	N	LF37 -11 -15	ECM, TCM or ASCCM incorrectly configured
U2510	IC	Passive Anti-Theft System	CAN challenge response error	N	—	Failed IC / ECM PATS challenge
U2511	IC	Passive Anti-Theft System	Incorrect ECM CAN data received	N	—	“Engine start” remains disabled by ECM after receiving valid PATS data – ECM PATS error
U2515	DSCCM	Dynamic Stability Control	CAN Adaptive speed control message missing	N	—	TCM CAN DTC flagged
U2515	IC	Instrument Cluster	CAN ASCCM message missing	N	—	ASCCM CAN DTC flagged
U2516	ASCCM	Adaptive Speed Control	CAN TCM message missing	N	—	TCM CAN DTC flagged
U2520	ASCCM	Adaptive Speed Control	CAN IC module missing	N	LF61 -4 -10	Instrument cluster CAN circuit: open circuit, short circuit to B+ voltage, short circuit to ground Instrument cluster CAN fault CAN network fault
U2521	ASCCM	Adaptive Speed Control	CAN DSCCM module missing	N	LF61 -4 -10	DSCCM CAN circuit: open circuit, short circuit to B+ voltage, short circuit to ground DSCCM CAN fault CAN network fault
U2521	IC	Instrument Cluster	CAN DSCCM message missing	N	—	DSCCM CAN DTC flagged
U2522	ASCCM	Adaptive Speed Control	CAN TCM module missing	N	LF61 -4 -10	TCM CAN circuit: open circuit, short circuit to B+ voltage, short circuit to ground TCM CAN fault CAN network fault

DTC	CM	SYSTEM	FAULT DESCRIPTION	MIL	CM PIN	POSSIBLE CAUSES
U2522	DSCCM	Dynamic Stability Control	CAN TCM module missing	N	LF37 -11 -15	TCM CAN circuit: open circuit, short circuit to B+ voltage, short circuit to ground TCM CAN fault CAN network fault
U2522	IC	Instrument Cluster	CAN TCM message missing	N	—	TCM CAN DTC flagged
U2523	ASCCM	Adaptive Speed Control	CAN ECM module missing	N	LF61 -4 -10	ECM CAN circuit: open circuit, short circuit to B+ voltage, short circuit to ground ECM CAN fault CAN network fault
U2523	DSCCM	Dynamic Stability Control	CAN ECM module missing	N	LF37 -11 -15	ECM CAN circuit: open circuit, short circuit to B+ voltage, short circuit to ground ECM CAN fault CAN network fault
U2523	IC	Instrument Cluster	CAN ECM message missing	N	—	ECM CAN DTC flagged
U2527	DSCCM	Dynamic Stability Control	Local CAN network (steering angle sensor, yaw rate and lateral acceleration sensor) transmit fault	N	LF37 -25 -29	Local CAN circuit: open circuit, short circuit to B+ voltage, short circuit to ground DSCCM internal Local CAN fault Local CAN network fault