

## Коды неисправностей 600 ACE

### Только для моделей с многофункциональным аналогово-цифровым дисплеем

Чтобы ознакомиться с текущими кодами неисправностей, нажмите и удерживайте кнопку MODE (M) одновременно с этим несколько раз нажав на переключатель света фар головного освещения. В случае, если применимо два и более кодов, для перемещения между ними используйте кнопки SET (S) и MODE (M).

Для выхода из режима чтения кодов неисправностей нажмите и удерживайте кнопку MODE (M).

DTC	DESCRIPTION	CAUSE	ACTION
P0072	Ambient Air Temperature Sensor voltage too low.	Damaged circuit wires, damaged sensor, sensor shorted to ground.	Disconnect the sensor and check for a change in the fault code. If the fault code stays the same, look for a short circuit on the harness. If the fault code is different, replace the sensor. Check system circuits ECMB-2G for continuity to terminal 2 of the ATS sensor. Check system circuits ECMB-2E for continuity to terminal 1 of the ATS sensor. Check ATS pins 1 and 2 for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). Replace the sensor.
P0073	Ambient Air Temperature Sensor voltage too high.	Damaged circuit wires, damaged or disconnected sensor, sensor shorted to a supply.	Make sure sensor's connector is fully inserted. Disconnect the sensor and check for a change in the fault code. If the fault code stays the same, look for a short circuit on the harness. Check system circuits ECMA-2G for continuity to terminal 2 of the ATS sensor. Check system circuits ECMA-2E for continuity to terminal 1 of the ATS sensor. Check ATS pins 1 and 2 for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). Replace the sensor.
P0107	Manifold air pressure sensor voltage too low.	Voltage on system circuit MAPTS-4 reached a low value. Sensor may be disconnected. Circuit wires MAPTS-3 or MAPTS-4 may be disconnected. No 5 volts supply on MAPTS-3 circuit. Damaged sensor.	Make sure sensor's connector is fully inserted. Check for approximately 5 volts between MAPTS sensor pins 1 and 3. Check system circuit ECMA-2H for continuity to terminal 1 of the MAPTS sensor. Check system circuit ECMA-4B for continuity to terminal 3 of the MAPTS sensor. Check system circuit ECMA-4G for continuity to terminal 4 of the MAPTS sensor.
P0108	Manifold air pressure sensor voltage too high.	Voltage on system circuit MAPTS-4 reached a high value. Circuit wire MAPTS-4 shorted to 5 or 12 volts. Circuit wire MAPTS-1 is not connected. Damaged sensor.	Make sure sensor's connector is fully inserted. If it is correct then disconnect it and perform the following tests. Check for approximately 5 volts between MAPTS sensor pins 1 and 3. Check system circuit ECMA-2H for continuity to terminal 1 of the MAPTS sensor. Check system circuit ECMA-4B for continuity to terminal 3 of the MAPTS sensor. Check system circuit ECMA-4G for continuity to terminal 4 of the MAPTS sensor.
P0112	Manifold air temperature sensor voltage too low.	Voltage on system circuit MAPTS-2 reached a low value. System circuit MAPTS-2 shorted to ground. Damaged sensor.	Disconnect the sensor and check for a change in the fault code. If the fault code stays the same, look for a short circuit on the harness. If the fault code is different, replace the sensor. Check MAPTS sensor pins 1 and 2 for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). If the sensor resistivity is out of range replace the sensor. If the sensor resistivity is correct according to the specified temperature range then check circuit wire MAPTS-2 for a short to the ground.

P0113	Manifold air temperature sensor voltage too high.	Voltage on system circuit MAPTS-2 reached a high value. Sensor may be disconnected. Circuit wires MAPTS-1 or MAPTS-2 may be disconnected. Damaged sensor.	Make sure sensor's connector is fully inserted. If it is correct then disconnect it and perform the following tests. Check MAPTS sensor pins 1 and 2 for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). If the sensor resistivity is out of range replace the sensor. Check system circuits ECMA-3H for continuity to terminal 2 of the MAPTS sensor. Check system circuits ECMA-2H for continuity to terminal 1 of the MAPTS sensor.
P0117	Engine coolant temperature sensor voltage too low.	Voltage on system circuit CTS-2 reached a low value. Circuit wire CTS-2 shorted to ground. Damaged sensor.	Disconnect the sensor and check for a change in the fault code. If the fault code stays the same, look for a short circuit on the harness. If the fault code is different, replace the sensor. Check system circuit CTS-2 for resistivity to ground (Expected value = 1.2 Kohms when ECMA connector is still connected). Check system circuit ECMA-1A for continuity to terminal 1 of the CTS connector and ECMA-2J for continuity to terminal 2 of the CTS connector. Check CTS sensor pins for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). If the sensor resistivity is out of range replace the sensor.
P0118	Engine coolant temperature sensor voltage too high.	Voltage on system circuit CTS-2 reached a high value. Sensor may be disconnected. Circuit wires CTS-1 or CTS-2 may be disconnected. Circuit CTS-2 shorted to 5 or 12 volts. Damaged sensor.	Make sure sensor's connector is fully inserted. Check system circuit ECMA-1A for continuity to terminal 1 of the CTS connector and ECMA-2J for continuity to terminal 2 of the CTS connector. Check CTS resistivity on the sensor pins for approximately 2280 to 2736 ohms at 19 to 21°C (66 to 70°F). If the sensor resistivity is out of range replace the sensor.
P0127	Torque reduction due to high manifold air temperature.	Temperature detected by the MAPTS sensor exceeded 75°C (167°F).	
P0201	Injector Cyl. #1 (PTO) open circuit.	Circuit wires INJ1-1 or INJ1-2 open circuit. Blown fuse. Disconnected injector connector. Disconnected HIC connector. Injector coil open circuit.	Check fuse F5. Make sure sensor's connector is fully inserted. Make sure HIC connector is connected. Check system circuit ECMA-1J for continuity to pin 2 of INJ1 connector. Check system circuit PF1-6B for continuity to pin 1 of INJ1 connector. Check injector resistivity for approximately 14.5 ohms.
P0202	Injector Cyl. #2 (MAG) open circuit.	Circuit wires INJ2-1 or INJ2-2 open circuit. Blown fuse. Disconnected injector connector. Disconnected HIC connector. Injector coil open circuit.	Check fuse F5. Make sure sensor's connector is fully inserted. Make sure HIC connector is connected. Check system circuit ECMA-1K for continuity to pin 2 of INJ1 connector. Check system circuit PF1-6C for continuity to pin 1 of INJ1 connector. Check injector resistivity for approximately 14.5 ohms.
P0217	Torque reduction due to high engine coolant temperature.	Warm riding condition, lack of cooling	Check coolant level. Check for air pocket in cooling system.
P0231	Fuel pump open circuit or shorted to ground.	There is no load on circuit wire PE-A or it is shorted to ground. Blown fuse. Fuel pump connector is not connected. Fuel pump motor is shorted.	Check fuse F3. Make sure the fuel pump connector is fully inserted. With vehicle power ON check voltage on PE-C connector (Expected value = battery voltage). Check system circuit ECMB-1M for continuity to PE-A connector.
P0232	Fuel pump shorted to battery.	Circuit wire PE-A is shorted to 12 volts. Fuel pump motor is stuck or shorted.	Disconnect the fuel pump or remove fuse F3 and check if the fault disappears. If it does then replace the fuel pump. Check if system circuits PE-A and PE-C are shorted together.

P0261	Injector Cyl. #1 (PTO) shorted to ground.	Circuit wire INJ1-2 is shorted to ground.	Disconnect injector 1. With vehicle power ON and engine not running, check the voltage on pin 2 of the INJ1 connector (Expected value = around 3.3 volts). If the voltage is close to 0 volt remove the power from vehicle and check for resistivity to ground on pin2 of the INJ1 connector (Expected value = open circuit). If the reading is close to 0 ohm check for a short to the ground on this circuit.
P0262	Injector Cyl. #1 (PTO) shorted to battery.	Circuit wire INJ1-2 is shorted to battery. Injector coil is shorted.	Disconnect injector 1. Measure resistance between injector pin 1 and 2 (Expected value = 14 to 15 ohms). With vehicle power ON and engine not running, check the voltage on pin 2 of the INJ1 connector (Expected value = around 3.3 volts). If the voltage is close to 12 volts check for a short to 12 volts on this circuit.
P0264	Injector Cyl. #2 (MAG) shorted to ground.	Circuit wire INJ2-2 is shorted to ground.	Disconnect injector 2. With vehicle power ON and engine not running, check the voltage on pin 2 of the INJ2 connector (Expected value = around 3.3 volts). If the voltage is close to 0 volt remove the power from vehicle and check for resistivity to ground on pin2 of the INJ2 connector (Expected value = open circuit). If the reading is close to 0 ohm check for a short to the ground on this circuit.
P0265	Injector Cyl. #2 (MAG) shorted to battery.	Circuit wire INJ2-2 is shorted to battery. Injector coil is shorted.	Disconnect injector 2. Measure resistance between injector pin 1 and 2 (Expected value = 14 to 15 ohms). With vehicle power ON and engine not running, check the voltage on pin 2 of the INJ2 connector (Expected value = around 3.3 volts). If the voltage is close to 12 volts check for a short to 12 volts on this circuit.
P0335	Crankshaft signal fault.	Intermittent signal from crankshaft position sensor. Damaged circuit wires, damaged sensor. Sensor may not be properly secured.	Make sure sensor connector is fully inserted. Measure resistance from connector: ECMA-1H to CPS-1 (Expected value: < 2 ohms) Measure resistance from connector: ECMA-2K to CPS-2 (Expected value: < 2 ohms)
P0359	Ignition coil Cyl. #2 (MAG) shorted to battery.	Circuit wire IGN2-2 is shorted to battery. Ignition coil is damaged.	Disconnect ignition coil #2. With vehicle power ON and engine not running check voltage on pin 3 of IGN2 connector. (Expected value = 0 volt). If voltage is close to 12 volts, check for a short on this circuit.
P0360	Ignition coil Cyl. #1 (PTO) shorted to battery.	Circuit wire IGN1-2 is shorted to battery. Ignition coil is damaged.	Disconnect ignition coil #1. With vehicle power ON and engine not running check voltage on pin 3 of IGN1 connector. (Expected value = 0 volt). If voltage is close to 12 volts, check for a short on this circuit.
P0361	Ignition coil Cyl. #2 (MAG) open circuit.	Low battery Voltage, Blown fuse, damaged or disconnected ignition coil, damaged or disconnected circuit wires, damaged ECM output pins.	
P0362	Ignition coil Cyl. #1 (PTO) open circuit.	Low battery Voltage, Blown fuse, damaged or disconnected ignition coil, damaged or disconnected circuit wires, damaged ECM output pins.	

P0480	Fan relay open circuit.	Circuit wire FT-2 is open circuit. Blown fuse. Fan harness is not connected. Relay on fan harness is not connected or is damaged.	Check fuse F4. Check if FT connector is properly connected. Check if relay on the fan harness is properly connected. Check relay resistivity (Expected value = $105 \pm 2$ ohms). Check system circuit FT-2 for continuity to ECMB-4J.
P0505	Idle air control valve output open circuit.	Any wire on IACV connector may be disconnected. IACV connector is not connected. A coil in IACV actuator is open circuit. Damaged ECM.	Make sure the valve connector is fully inserted. Check resistivity on the valve's pins 1 and 4 (Expected value = 50 ohms). Check resistivity on the valve's pins 2 and 3 (Expected value = 50 ohms). Check system circuit ECMA-2B for continuity to terminal 1 of the Idle Air Control Valve (IACV) connector. Check system circuit ECMA-4A for continuity to terminal 2 of the Idle Air Control Valve (IACV) connector. Check system circuit ECMA-1C for continuity to terminal 3 of the Idle Air Control Valve (IACV) connector. Check system circuit ECMA-2C for continuity to terminal 4 of the Idle Air Control Valve (IACV) connector.
P0508	Idle air control valve output shorted to ground.	Any wire on IACV connector may be shorted to ground. Damaged IACV actuator. Damaged ECM.	Disconnect IACV connector. Check system circuit ECMA-2B for resistivity to ground (Expected value > 1 M ohms). Check system circuit ECMA-4A for resistivity to ground (Expected value > 1 M ohms). Check system circuit ECMA-1C for resistivity to ground (Expected value > 1 M ohms). Check system circuit ECMA-2C for resistivity to ground (Expected value > 1 M ohms).
P0509	Idle air control valve output stage fault.	Any wire on IACV connector may be shorted to ground. Any wire on IACV connector may be shorted to 12 volts. Damaged IACV actuator. Damaged ECM.	Disconnect IACV connector. Check system circuit ECMA-2B for resistivity to ground (Expected value > 1 M ohms). Check system circuit ECMA-4A for resistivity to ground (Expected value > 1 M ohms). Check system circuit ECMA-1C for resistivity to ground (Expected value > 1 M ohms). Check system circuit ECMA-2C for resistivity to ground (Expected value > 1 M ohms).
P0512	Starter control circuit functional problem.	Blown fuse. Starter solenoid coil is shorted. Control wire shorted to battery. Damaged ECM.	Check solenoid coil resistivity (Expected value = 7.3 ohms). With vehicle power ON check voltage on wire ORANGE/BLACK on solenoid (Expected value = Battery voltage). While holding start button check voltage on wire ORANGE/BLACK on solenoid (Expected value = 0 volt). Replace ECM.
P0520	Engine oil pressure switch functional problem.	Intermittent contact to ground on circuit wire OPS-A. Intermittent contact on oil pressure switch.	Make sure oil pressure switch connector is fully inserted. Check for leaking pressure switch. With engine stopped check switch resistivity to ground (Expected value < 2 ohms). With engine running check resistivity to ground (Expected value > 2 ohms). Check system circuit ECMA-3E for continuity to terminal of the OPS sensor.
P0524	Low oil pressure.	No oil pressure while engine is running above 2500 rpm.	Check oil level. Check system circuit ECMA-3E for continuity to terminal of the OPS sensor.
P0562	Battery voltage too low.	Battery voltage dropped under 11 volts.	Check battery voltage for 11 to 13 volts with engine stopped. Check battery voltage for 13.5 to 14.5 volts with engine speed above 2500 RPM. Check connections on regulator. Check charging system.
P0563	Battery voltage too high.	Battery voltage exceeded 15.6 volts.	Check battery voltage for 11 to 13 volts with engine stopped. Check battery voltage for 13.5 to 14.5 volts with engine speed above 2500 RPM. Check connections on regulator. Check charging system.

P0610	Variant Coding error.	Faulty variant coding, faulty programming, wrong ECM after replacement.	
P062C	Loss of vehicle speed information from cluster.	ECM lost communication with the cluster. Cluster may be disconnected. Loss of power on the cluster. Loss of communication with the cluster via the CAN bus. CAN bus lines shorted together. CAN bus line shorted to ground.	Make sure the gauge connector is fully inserted. If there is no power on the cluster while the vehicle power is ON then check voltage on circuit CV-8 (Expected value = Battery voltage). Also check circuit CV-11 for continuity to the ground (Expected value < 2 ohms). Check continuity for communication wires WHITE/BEIGE and WHITE/BLACK (refer to wiring diagram).
P0685	Accessory relay (R2) open circuit.	Blown fuse. ECM control line ECMB-1G is open. Relay is missing or relay coil is open. Power to the relay is open.	Check fuse F2. Check relay coil resistivity (Expected value = 130 ohms). Check fuse box circuit PF2-5A voltage (Expected value = battery voltage). Check system circuit PF2-4B to ECMB-1G for continuity.
P0686	Accessory relay (R2) shorted to ground.	ECM control line ECMB-1G is shorted to ground.	With vehicle power OFF check system circuit PF2-4B for resistivity to ground (Expected value = open circuit). With vehicle power ON, engine not running and relay removed check system circuit PF2-4B voltage (Expected value = 3.3 volts).
P0687	Accessory relay (R2) shorted to battery.	ECM control line ECMB-1G is shorted to battery. Relay coil is short.	Check relay coil resistivity (Expected value = 130 ohms). Check system circuit PF2-4B for a short to 12 volts. With vehicle power OFF check system circuit PF2-4B for resistivity to ground (Expected value = open circuit). With vehicle power ON, engine not running and relay removed check system circuit PF2-4B voltage (Expected value = 3.3 volts).
P0691	Fan relay shorted to ground.	ECM control line ECMB-4J is shorted to ground.	Disconnect fan harness and perform the following tests. With vehicle power OFF check system circuit FT-2 for resistivity to ground (Expected value = open circuit). With vehicle power ON, engine not running check system circuit PF2-1B voltage (Expected value = 3.3 volts).
P0692	Fan relay shorted to battery.	ECM control line ECMB-4J is shorted to battery. Relay coil is short.	Disconnect fan harness and perform the following tests. Check relay coil resistivity (Expected value = 103 ohms). With vehicle power ON check system circuit FT-2 for a short to 12 volts (Expected value = 3.3 volts). With vehicle power OFF check system circuit FT-2 for resistivity to ground (Expected value = open circuit). With vehicle power ON, engine not running check system circuit FT-2 voltage (Expected value = 3.3 volts).
P1339	Engine phase determination error.	CPS signal not plausible, damaged circuit wires, damaged connector or damaged tooth wheel.	Check for 775 to 950 ohms between CPS pins connector.
P1672	Economizing relay (R3) shorted to battery.	ECM control line ECMB-2J is shorted to battery. Relay coil is short.	Check relay coil resistivity (Expected value = 130 ohms). Check system circuit PF2-1B for a short to 12 volts. With vehicle power OFF check system circuit PF2-4B for resistivity to ground (Expected value = open circuit). With vehicle power ON, engine not running and relay removed check system circuit PF2-1B voltage (Expected value = 3.3 volts).
P1673	Economizing relay (R3) shorted to ground.	ECM control line ECMB-2J is shorted to ground.	With vehicle power OFF check system circuit PF2-1B for resistivity to ground (Expected value = open circuit). With vehicle power ON, engine not running and relay removed check system circuit PF2-1B voltage (Expected value = 3.3 volts).
P1674	Economizing relay (R3) open circuit.	Blown fuse. ECM control line ECMB-2J is open. Relay is missing or relay coil is open. Power to the relay is open.	Check fuse F2. Check relay coil resistivity (Expected value = 130 ohms). Check fuse box circuit PF2-2A voltage (Expected value = battery voltage). Check system circuit PF2-1B to ECMB-2J for continuity.
P16C0	ECU ADC plausibility check.	Monitoring plausibility check failed.	

P16C1	ECU ADC test failed.	Monitoring plausibility check failed.	
P16C2	ECU monitoring error.	Monitoring plausibility check failed.	Check system circuit ECMB-3A for continuity to ECMB-3J.
P16C9	ECU monitoring error.	Monitoring plausibility check failed.	
P2279	Leak from plenum.	Leak in air intake system. Sensor not secured.	Check for faulty Air Pressure Sensor. Check for faulty TPS. Check for cracked plenum.
P2621	Throttle position sensor voltage too low.	Low voltage or short to ground on circuit wire TPS-3. No 3.3 volts supply on circuit wire TPS-3. Damaged sensor.	Make sure the TPS connector is fully inserted. Check for 3.3 volts between TPS connector pins 1 and 2. Check system circuit ECMA-4K for continuity to terminal 1 of the TPS sensor. Check system circuit ECMA-2A for continuity to terminal 2 of the TPS sensor. Check system circuit ECMA-3F for continuity to terminal 3 of the TPS sensor. Check resistivity on TPS sensor pins 1 and 2 (Expected value = $2.2 \pm 0.2$ Kohms). Check resistivity on TPS sensor pins 1 and 3 (Expected value = 920 $\pm 10$ ohms to $2.9 \pm 0.1$ Kohms). Check resistivity on TPS sensor pins 2 and 3 (Expected value = $920 \pm 10$ ohms to $2.9 \pm 0.1$ Kohms).
P2622	Throttle position sensor voltage too high.	Voltage on circuit wire TPS-3 too high. Circuit wire TPS-3 shorted to 12 volts. Circuit wire TPS-2 is open.	Make sure the TPS connector is fully inserted. Check for 3.3 volts between TPS connector pins 1 and 2. Check system circuit ECMA-4K for continuity to TPS-1 connector. Check system circuit ECMA-2A for continuity to TPS-2 connector. Check system circuit ECMA-3F for continuity to TPS connector.
U0155	Lost communication on CAN BUS.	ECM lost communication with the cluster. Cluster may be disconnected. Loss of power on the cluster. Loss of communication with the cluster via the CAN bus. CAN bus lines shorted together. CAN bus line shorted to ground.	Make sure the gauge connector is fully inserted. If there is no power on the cluster while the vehicle power is ON then check voltage on circuit CV-8 (Expected value = Battery voltage). Also check circuit CV-11 for continuity to the ground (Expected value < 2 ohms). Check continuity for communication wires WHITE/BEIGE and WHITE/BLACK (refer to wiring diagram).
U0167	No communication with D.E.S.S. key.	Damaged circuit wires, damaged or disconnected D.E.S.S post, damaged D.E.S.S key.	
U300A	State of the D.E.S.S. key switch not plausible.		