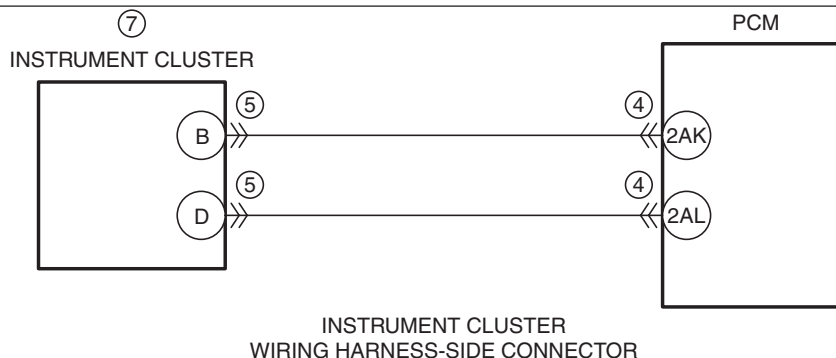
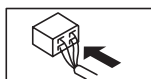


<b>DTC U2300:00</b>	<b>Global central configuration error</b>
<b>DETECTION CONDITION</b>	<ul style="list-style-type: none"> <li>Any of following conditions occurs: <ul style="list-style-type: none"> <li>No configuration of instrument cluster</li> <li>The configuration signal with the estimated CAN ID is not sent from the instrument cluster.</li> <li>The configuration signal value sent via CAN from the instrument cluster is unknown or invalid.</li> <li>The configuration signal value sent via CAN from the instrument cluster is a value other than the estimated value.</li> <li>The configuration signal value sent via CAN from the instrument cluster does not match the PCM value.</li> </ul> </li> </ul> <p><b>Diagnostic support note</b></p> <ul style="list-style-type: none"> <li>This is a continuous monitor (other).</li> <li>The check engine light does not illuminate.</li> <li>FREEZE FRAME DATA (Mode 2)/Snapshot data is not available.</li> <li>DTC is stored in the PCM memory.</li> </ul>
<b>FAIL-SAFE FUNCTION</b>	<ul style="list-style-type: none"> <li>Operates by the previously learned configuration value.</li> </ul>
<b>POSSIBLE CAUSE</b>	<ul style="list-style-type: none"> <li>CAN drive error (instrument cluster or PCM)</li> <li>Configuration data for the instrument cluster is incorrectly set</li> <li>CAN communication line malfunction between PCM and instrument cluster <ul style="list-style-type: none"> <li>Instrument cluster terminal B—PCM terminal 2AK</li> <li>Instrument cluster terminal D—PCM terminal 2AL</li> </ul> </li> <li>PCM connector or terminals malfunction</li> <li>Instrument cluster connector or terminals malfunction</li> <li>Instrument cluster loose</li> <li>Instrument cluster malfunction</li> <li>Error in non-volatile memory in PCM</li> <li>PCM malfunction</li> </ul>

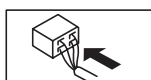


W	U	S	Q	O	M	K	I	G	E	C	A
X	V	T	R	P	N	L	J	H	F	D	B



PCM WIRING HARNESS-SIDE CONNECTOR

2BE	2AZ	2AU	2AP	2AK	2AE	2AA	2W	2S	2O	2K	2G	2C
2BF	2BA	2AV	2AQ	2AL	2AF	2AB	2X	2T	2P	2L	2H	2D
2BG	2BB	2AW	2AR	2AM								
2BH	2BC	2AX	2AS	2AN	2AI	2AG	2AC	2Y	2U	2Q	2M	2I
	2BD	2AY	2AT	2AO	2AJ	2AH	2AD	2Z	2V	2R	2N	2J
												2F
												2B



## Diagnostic Procedure

STEP	INSPECTION		ACTION
1	<b>VERIFY RELATED SERVICE INFORMATION AVAILABILITY</b> <ul style="list-style-type: none"> <li>Verify related Service Information availability.</li> <li>Is any related Service Information available?</li> </ul>	Yes	Perform repair or diagnosis according to the available Service Information. • If the vehicle is not repaired, go to the next step.
		No	Go to the next step.
2	<b>VERIFY DTC FOR MODULE COMMUNICATION</b> <ul style="list-style-type: none"> <li>Switch the ignition off, then ON (engine off).</li> <li>Perform the DTC Reading Procedure. (See ON-BOARD DIAGNOSTIC TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)</li> <li>Is the DTC U0155:00 also present?</li> </ul>	Yes	Go to the applicable DTC inspection. (See DTC U0073:00, U0101:00, U0121:00, U0131:00, U0140:00, U0151:00, U0155:00, U0214:00, U0235:00 [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	Go to the next step.
3	<b>VERIFY INSTRUMENT CLUSTER DTC</b> <ul style="list-style-type: none"> <li>Perform the instrument cluster DTC inspection using the M-MDS. (See DTC INSPECTION [INSTRUMENT CLUSTER].)</li> <li>Are any DTCs present?</li> </ul>	Yes	Go to the applicable DTC inspection. (See DTC TABLE [INSTRUMENT CLUSTER].)
		No	Go to the next step.
4	<b>INSPECT PCM CONNECTOR CONDITION</b> <ul style="list-style-type: none"> <li>Switch the ignition off.</li> <li>Disconnect the PCM connector.</li> <li>Inspect for poor connection (such as damaged/pulled-out pins, corrosion).</li> <li>Is there any malfunction?</li> </ul>	Yes	Repair or replace the connector and/or terminals, then go to Step 8.
		No	Go to the next step.
5	<b>INSPECT INSTRUMENT CLUSTER CONNECTOR CONDITION</b> <ul style="list-style-type: none"> <li>Disconnect the instrument cluster connector.</li> <li>Inspect for poor connection (such as damaged/pulled-out pins, corrosion).</li> <li>Is there any malfunction?</li> </ul>	Yes	Repair or replace the connector and/or terminals, then go to Step 8.
		No	Go to the next step.
6	<b>INSPECT INSTALLATION OF INSTRUMENT CLUSTER</b> <ul style="list-style-type: none"> <li>Inspect installation of instrument cluster.</li> <li>Is the instrument cluster installed securely?</li> </ul>	Yes	Go to the next step.
		No	Retighten the instrument cluster, then go to Step 8. (See INSTRUMENT CLUSTER REMOVAL/INSTALLATION.)
7	<b>INSPECT INSTRUMENT CLUSTER</b> <ul style="list-style-type: none"> <li>Inspect the instrument cluster. (See INSTRUMENT CLUSTER INSPECTION.)</li> <li>Is there any malfunction?</li> </ul>	Yes	Replace the instrument cluster, then go to the next step. (See INSTRUMENT CLUSTER REMOVAL/INSTALLATION.)
		No	Go to the next step.
8	<b>VERIFY DTC TROUBLESHOOTING COMPLETED</b> <ul style="list-style-type: none"> <li>Always reconnect all disconnected connectors.</li> <li>Clear the DTC from the PCM memory using the M-MDS. (See AFTER REPAIR PROCEDURE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)</li> <li>Switch the ignition ON (engine off) and wait for <b>15 s or more</b>.</li> <li>Wait until the main relay is off (<b>approx. 1 min</b>).</li> <li>Perform the KOER self test. (See KOEO/KOER SELF TEST [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)</li> <li>Is the same DTC present?</li> </ul>	Yes	Repeat the inspection from Step 1. • If the malfunction recurs, replace the PCM. (See PCM REMOVAL/INSTALLATION [SKYACTIV-G 2.0, SKYACTIV-G 2.5].) Go to the next step.
		No	Go to the next step.
9	<b>VERIFY AFTER REPAIR PROCEDURE</b> <ul style="list-style-type: none"> <li>Perform the "AFTER REPAIR PROCEDURE". (See AFTER REPAIR PROCEDURE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)</li> <li>Are any DTCs present?</li> </ul>	Yes	Go to the applicable DTC inspection. (See DTC TABLE [SKYACTIV-G 2.0, SKYACTIV-G 2.5].)
		No	DTC troubleshooting completed.