PGM-FI SYSTEM DTC INDEX

NOTE:

- When using GST or MCS, check the lighting or blinking state of the MIL and shift indicator, and then refer to DTC index.
- Follow the prior diagnosis notes before performing the troubleshooting, refer to the PRIOR DIAGNOSIS .

DTC	MID displays/MIL blinks	Shift indicator blinks	Detected D/C (Driving Cycle)	DTC name	Refer to page
P0031	38	–	1	A/F Sensor Heater Circuit Low (Left A/F Sensor Heater Circuit Low Voltage)	➡
P0032	38	–	1	A/F Sensor Heater Circuit High (Left A/F Sensor Heater Circuit High Voltage)	
P0051	39	–	1	A/F Sensor Heater Circuit Low (Right A/F Sensor Heater Circuit Low Voltage)	
P0052	39	–	1	A/F Sensor Heater Circuit High (Right A/F Sensor Heater Circuit High Voltage)	
P00D1	38	–	1	A/F Sensor Heater Control Circuit Performance Problem (Left A/F Sensor Heater Control Circuit Range/performance)	➡
P00D3	39	–	1	A/F Sensor Heater Control Circuit Performance Problem (Right A/F Sensor Heater Control Circuit Range/performance)	
P0105	1	–	2	MAP Sensor Circuit (MAP Sensor Stuck)	➡
P0106	1	–	2	MAP Sensor Circuit Range Problem (MAP Sensor Circuit Range/performance)	➡
P0107	1	–	1	MAP Sensor Circuit Low (MAP Sensor Circuit Low Voltage)	➡
P0108	1	–	1	MAP Sensor Circuit High (MAP Sensor Circuit High Voltage)	
P0111	9	–	2	IAT Sensor Circuit High Range Problem (IAT Sensor Circuit Range/performance)	➡
P0112	9	–	1	IAT Sensor Circuit Low (IAT Sensor Circuit Low Voltage)	➡
P0113	9	–	1	IAT Sensor Circuit High (IAT Sensor Circuit High Voltage)	
P0115	7	–	2	ECT Sensor Circuit (ECT Sensor Stuck)	➡
P0117	7	–	1	ECT Sensor Circuit Low (ECT Sensor Circuit Low Voltage)	➡
P0118	7	–	1	ECT Sensor Circuit High	

DTC	MID displays/MIL blinks	Shift indicator blinks	Detected D/C (Driving Cycle)	DTC name	Refer to page
				(ECT Sensor Circuit High Voltage)	
P011B	132	–	2	ECT Sensor Intake Air Temperature Correlation (Engine Coolant Temperature Correlation)	➡
P0121	71	–	1	TP Sensor 1 Circuit Range Problem (TP Sensor 1 Circuit Range/performance)	➡
P0122	71	–	1	TP Sensor Circuit Low (TP Sensor 1 Low Voltage)	➡
P0123	71	–	1	TP Sensor Circuit High (TP Sensor 1 High Voltage)	
P0125	7	–	2	Insufficient Coolant Temperature for Closed Loop Fuel Control	➡
P0131	36	–	1	O2/AF Sensor Circuit Low Voltage (Left A/F Sensor Circuit Low Voltage)	➡
P0132	36	–	1	O2/AF Sensor Circuit High Voltage (Left A/F Sensor Circuit High Voltage)	
P0133	36	–	2	O2/AF Sensor Circuit No Activity Detected (Left A/F Sensor Circuit Slow Response)	➡
P0134	36	–	1	O2/AF Sensor Circuit No Activity Detected (Left A/F Sensor Circuit No Activity Detected)	
P0151	37	–	1	O2/AF Sensor Circuit Low Voltage (Right A/F Sensor Circuit Low Voltage)	➡
P0152	37	–	1	O2/AF Sensor Circuit High Voltage (Right A/F Sensor Circuit High Voltage)	
P0153	37	–	2	O2/AF Sensor Circuit Slow Response Problem (Right A/F Sensor Circuit Slow Response)	➡
P0154	37	–	1	O2/AF Sensor Circuit No Activity Detected (Right A/F Sensor Circuit No Activity Detected)	
P0197	–	44	–	DCT model: EOT Sensor Circuit Low (EOT Sensor Low Voltage)	➡
P0198	–	44	–	DCT model: EOT Sensor Circuit High (EOT Sensor High Voltage)	
P0201	12	–	1	Cylinder 1 Injector Circuit (No. 1 (Left) Fuel Injector Malfunction)	➡
P0202	13	–	1	Cylinder 2 Injector Circuit (No. 2 (Right) Fuel Injector Malfunction)	
P0221	72	–	1	TP Sensor 2 Circuit Range Problem (TP Sensor 2 Circuit Range/performance)	➡

DTC	MID displays/MIL blinks	Shift indicator blinks	Detected D/C (Driving Cycle)	DTC name	Refer to page
P0222	72	–	1	TP Sensor 2 Circuit Low (TP Sensor 2 Low Voltage)	➡
P0223	72	–	1	TP Sensor 2 Circuit High (TP Sensor 2 High Voltage)	
P0300	133	–	1	Random/multiple Cylinder Misfire Detected (Random/multiple Cylinder Misfire Detected A) (When the MIL is blinking)	➡
	133	–	2	Random/multiple Cylinder Misfire Detected (Random/multiple Cylinder Misfire Detected B) (When the MIL is lighting)	
P0315	142	–	1	CKP Sensor Variation Not Learned (Crankshaft Position System Variation Not Learned)	➡
P0351	91	–	1	Ignition Coil 1-1 Primary Control Circuit Open (No.1-1 (No.1 Cylinder Main) Ignition Coil Circuit Malfunction)	
P0352	92	–	1	Ignition Coil 2-1 Primary Control Circuit Open (No.2-1 (No.2 Cylinder Main) Ignition Coil Circuit Malfunction)	➡
P0357	93	–	1	Ignition Coil 1-2 Primary Control Circuit Open (No.1-2 (No.1 Cylinder Sub) Ignition Coil Circuit Malfunction)	
P0358	94	–	1	Ignition Coil 2-2 Primary Control Circuit Open (No.2-2 (No.2 Cylinder Sub) Ignition Coil Circuit Malfunction)	
P0412	89	–	1	AIR System Switching Valve Circuit (PAIR Control Solenoid Valve Malfunction)	➡
P0443	88	–	1	EVAP System Purge Control Valve Circuit (EVAP Purge Control Solenoid Valve Malfunction)	➡
P0500	67	67	1	VSP Sensor 1 Malfunction (Front Wheel Speed Sensor Malfunction)	➡
P0501	–	67	1	DCT model: Vehicle Speed Sensor Range Performance Error (Front Wheel Pulser Ring Malfunction)	➡
P0504	145	–	–	Brake Switch Malfunction (Brake Cruise Cancel Switch Correlation Failure)	➡
P0522	83	–	1	DCT model: EOP Sensor Low (EOP Sensor Low Voltage)	➡
P0523	83	–	1	DCT model: EOP Sensor High (EOP Sensor High Voltage)	
P0562	126	37	1	System Voltage	➡

DTC	MID displays/MIL blinks	Shift indicator blinks	Detected D/C (Driving Cycle)	DTC name	Refer to page
				(SUB VB Relay Malfunction)	
P0567	119	–	–	Cruise Control Switch Circuit Low (RES/+ Cruise Control Lever Short Circuit)	➡
P0574	121	–	–	Cruise Control Related Malfunction (Cruise Vehicle Speed Correlation Failure)	➡
P0580	118	–	–	Cruise Control Related Malfunction (Cruise Main Switch, SET/– Cruise Control Lever Short Circuit)	➡
P0581	118	–	–	Cruise Control Related Malfunction (Cruise Main Switch, SET/– Cruise Control Lever Open Circuit)	
P0606	84	84	1	Control Module Processor (CPU in the ECM Malfunction)	➡
P062F	33	–	1	ICM EEPROM Error (ECM EEPROM Malfunction)	➡
P064D	131	–	1	ICM O2 Sensor CPU Performance Problem (Left A/F Sensor IC Circuit Abnormal)	➡
P064E	144	–	1	ICM O2 Sensor Processor Performance Problem (Right A/F Sensor IC Circuit Abnormal)	
P0686	126	37	1	ECM/PCM Power Relay Control Circuit Low (Ignition Hold Relay Stuck OFF)	➡
P0687	126	37	1	ECM/PCM Power Relay Control Circuit High (Ignition Hold Relay Stuck ON)	
P0704	113	–	1	MT model: Clutch Switch Input Circuit Malfunction (Clutch Switch Circuit Low Voltage)	➡
P0715	–	53	1	DCT model: Input Speed Sensor 1 Circuit (Inner Mainshaft Speed Low)	➡
P0721	–	11	1	DCT model: Output Speed Sensor Range Performance Error (Rear Wheel Speed Sensor Circuit No Signal)	➡
P0722	11	11	1	OS Sensor Circuit No Signal (VS Sensor Circuit No Signal)	➡
P0745	–	55	1	DCT model: Pressure Control Solenoid Malfunction (No.1 Linear Solenoid Valve Current Failure)	➡
	–	55	1	DCT model: Pressure Control Solenoid Malfunction (No.1 Linear Solenoid Valve Driver in the TCM Failure)	
					➡

DTC	MID displays/MIL blinks	Shift indicator blinks	Detected D/C (Driving Cycle)	DTC name	Refer to page
P0775	–	56	1	DCT model: Pressure Control Solenoid 2 Malfunction (No.2 Linear Solenoid Valve Current Failure)	
	–	56	1	DCT model: Pressure Control Solenoid 2 Malfunction (No.2 Linear Solenoid Valve Driver in the TCM Failure)	
P0851	–	52	–	DCT model: Park/Neutral Switch Input Circuit Low (Neutral Switch Stuck OFF)	➡
P0852	–	52	–	DCT model: Park/Neutral Switch Input Circuit High (Neutral Switch Stuck ON)	
P1000	54	–	1	Bank Angle Sensor Circuit Low (Bank Angle Sensor Circuit Low Voltage)	➡
P1001	54	–	1	Bank Angle Sensor Circuit High (Bank Angle Sensor Circuit High Voltage)	➡
P1658	85	–	1	TBW Switch Malfunction (ON Side) (TBW Relay Failure (ON Side))	➡
P1659	85	–	1	TBW Switch Malfunction (OFF Side) (TBW Relay Failure (OFF Side))	
P1684	77	–	1	TBW Switch Malfunction (TBW Return Spring Malfunction)	➡
P1700	–	71	1	DCT model: In Main/Countershaft SP Ratio Failure (Inner Mainshaft/countershaft Speed Ratio Failure)	➡
P1701	–	72	1	DCT model: Outer Main/Countershaft SP Ratio Failure (Outer Mainshaft/countershaft Speed Ratio Failure)	
P1702	41	–	1	MT model: GP Sensor Circuit Low (GP Sensor Low Voltage)	➡
	–	51	1	DCT model: TR Sensor Circuit Low (TR Sensor Low Voltage)	➡
P1703	41	–	1	MT model: GP Sensor Circuit High (GP Sensor High Voltage)	➡
	–	51	1	DCT model:	➡

DTC	MID displays/MIL blinks	Shift indicator blinks	Detected D/C (Driving Cycle)	DTC name	Refer to page
				TR Sensor Circuit High (TR Sensor High Voltage)	
P1704	–	47	1	DCT model: No.1 Clutch EOP Sensor Low Voltage	
P1705	–	47	1	DCT model: No.1 Clutch EOP Sensor High Voltage	➡
P1706	–	48	1	DCT model: No.2 Clutch EOP Sensor Low Voltage	
P1707	–	48	1	DCT model: No.2 Clutch EOP Sensor High Voltage	
P1708	108	–	1	MT model: Shift Spindle Angle Sensor Low Voltage (Shift Spindle Switch Circuit Low Voltage)	➡
	–	21	1	DCT model: Shift Spindle Angle Sensor Low Voltage	➡
P1709	108	–	1	MT model: Shift Spindle Angle Sensor High Voltage (Shift Spindle Switch Circuit High Voltage)	➡
	–	21	1	DCT model: Shift Spindle Angle Sensor High Voltage	➡
P170A	–	24	1	DCT model: Shift Control Motor Drive Circuit	➡
P170B	–	31	1	DCT model: Shift Control Motor Low Voltage	
P170D	107	–	1	MT model: Shift Sensor Ground Fault (Shift Stroke Sensor Circuit Low Voltage)	➡
P170E	107	–	1	MT model: Shift Sensor Open Circuit (Shift Stroke Sensor Circuit High Voltage)	
P170F	–	33	1	DCT model: Learning Value Area Malfunction (TCM EEPRPM Malfunction)	➡
P1712	84	84	1	DCT model: TCM CPU Malfunction (CPU in the ECM/TCM Malfunction)	➡
P1713	–	22	1	DCT model: Spindle Operation During Shifter Stop	➡

DTC	MID displays/MIL blinks	Shift indicator blinks	Detected D/C (Driving Cycle)	DTC name	Refer to page
				(Shift Spindle Operation Malfunction (After Operating Gearshift Mechanism))	
P1714	–	27	1	DCT model: Shift Drum Position Malfunction	➡
P1716	–	9	–	DCT model: Clutch Line EOP Sensor High Voltage	➡
P1717	–	9	–	DCT model: Clutch Line EOP Sensor Low Voltage	
P1718	–	49	–	DCT model: Shift Control Motor Drive Circuit (Clutch Line Low Oil Pressure)	➡
P1719	–	68	1	DCT model: Clutch (1) Being Dysversion (No.1 Clutch Operation Malfunction (Clutch Slips))	➡
P171A	–	69	1	DCT model: Clutch (2) Being Dysversion (No.2 Clutch Operation Malfunction (Clutch Slips))	➡
P171B	–	58	–	DCT model: Clutch Bite Crowded (Clutch 1 No Opening) (No.1 Clutch Does Not Disengage (When Shifting Gear))	➡
P171C	–	59	–	DCT model: Clutch Bite Crowded (Clutch 2 No Opening) (No.2 Clutch Does Not Disengage (When Shifting Gear))	
P171D	–	61	–	DCT model: Clutch Bite Crowded (1) Pressure No Opening (No.1 Clutch Oil Pressure Canceling Malfunction)	➡
P171E	–	61	1	DCT model: Clutch (1) Hydraulic Pressure Malfunction (No.1 Clutch Oil Pressure Malfunction (at Clutch Initial Diagnosis))	
P171F	–	61	1	DCT model: Clutch (1) No Pressure (No.1 Clutch No Oil Pressure)	
P1720	–	61	1	DCT model: Clutch (1) Hydraulic Pressure Low (No.1 Clutch Oil Pressure Degradation)	
P1721	–	62	–	DCT model: Clutch (1) Hydraulic Pressure Rise (No.1 Clutch Oil Pressure High)	
P1722	–	63	–	DCT model:	

DTC	MID displays/MIL blinks	Shift indicator blinks	Detected D/C (Driving Cycle)	DTC name	Refer to page
				Clutch Bite Crowded (2) Pressure No Opening (No.2 Clutch Oil Pressure Canceling Malfunction)	
P1723	–	63	1	DCT model: Clutch (2) Hydraulic Pressure Malfunction (No.2 Clutch Oil Pressure Malfunction (at Clutch Initial Diagnosis))	
P1724	–	63	1	DCT model: Clutch (2) No Pressure (No.2 Clutch No Oil Pressure)	
P1725	–	63	1	DCT model: Clutch (2) Hydraulic Pressure Low (No.2 Clutch Oil Pressure Degradation)	
P1726	–	64	–	DCT model: Clutch (2) Hydraulic Pressure Rise (No.2 Clutch Oil Pressure High)	
P1728	–	57	1	DCT model: Shifter Malfunction (Gearshift Mechanism Malfunction)	➡
P1729	–	57	1	DCT model: Shifter Setting Malfunction (Gear Position Malfunction (Jumps Out of Gear))	
P172C	–	46	–	DCT model: N-D Switch Signal Malfunction (N-D Switch Malfunction)	➡
P172D	–	45	–	DCT model: Shifter Driven in Spindle Inactive (Shift Switch Malfunction)	➡
P172E	–	32	1	DCT model: FSR Malfunction (Fail Safe Relay Circuit Malfunction)	➡
P172F	–	23	1	DCT model: Spindle No Operation During Shifter Drive (Shift Spindle Operation Malfunction (While Operating Gearshift Mechanism))	➡
P2101	79	–	1	Throttle Actuator Circuit Performance Problem (TBW System Control Correlation Failure)	➡
P2118	78	–	1	Throttle Actuator Current Performance Problem (TBW Motor Malfunction)	
P2121	74	–	1	APS 1 Sensor Circuit Range Problem (APS 1 (TCP) Circuit Range/performance)	➡
					➡

DTC	MID displays/MIL blinks	Shift indicator blinks	Detected D/C (Driving Cycle)	DTC name	Refer to page
P2122	74	–	1	APS 1 Sensor Circuit Low (APS 1 (TCP) Low Voltage)	
P2123	74	–	1	APS 1 Sensor Circuit High (APS 1 (TCP) High Voltage)	
P2126	75	–	1	APS 2 Sensor Circuit Range Problem (APS 2 (TCP) Circuit Range/performance)	➡
P2127	75	–	1	APS 2 Sensor Circuit Low (APS 2 (TCP) Low Voltage)	➡
P2128	75	–	1	APS 2 Sensor Circuit High (APS 2 (TCP) High Voltage)	
P2135	73	–	1	TP Sensor 1/2 Voltage Correlation (TP Sensors 1 and 2 Voltage Correlation Malfunction)	➡
	73	–	1	TP Sensor 1/2 Voltage Correlation (TP Sensors 1 and 2 Short Circuit)	
P2138	76	–	1	APS 1/2 Sensor Voltage Correlation (APS 1 – 2 (TCP) Voltage Correlation Malfunction)	➡
P2158	66	66	1	VSP Sensor 2 Malfunction (Rear Wheel Speed Sensor Malfunction)	➡
P2195	36	–	2	O2/AF Sensor Signal Biased/stuck Lean (Left A/F Sensor Signal Biased/stuck Lean)	
P2196	36	–	2	O2/AF Sensor Signal Biased/stuck Rich (Left A/F Sensor Signal Biased/stuck Rich)	➡
P2197	37	–	2	O2/AF Sensor Signal Biased/stuck Lean (Right A/F Sensor Signal Biased/stuck Lean)	
P2198	37	–	2	O2/AF Sensor Signal Biased/stuck Rich (Right A/F Sensor Signal Biased/stuck Rich)	
P2765	–	54	1	DCT model: Input Speed Sensor 2 Circuit (Outer Mainshaft Speed Low)	➡
P2A00	36	–	2	O2/AF Sensor Circuit Range Problem (Left A/F Sensor Circuit Range/performance)	➡
P2A03	37	–	2	O2/AF Sensor Circuit Range Problem (Right A/F Sensor Circuit Range/performance)	
U0001	103	–	1	CAN Communication Malfunction	➡
U0155	103	–	1	CAN Communication Malfunction (TCM-GCM) (Meter CAN Communication Malfunction)	➡
U019E	112	–	1	CAN Communication Malfunction (PTCAN) (Power train CAN Communication Malfunction)	➡