

Diagnostic Trouble Codes (DTCs) and Fault Conditions

| DTC | PRIORITY ORDER | FAULT CONDITION | SOLUTION |
|-------|----------------|------------------------------------|-----------------------------------|
| B1103 | 47 | LHCM internal error | SWITCH DIAGNOSTICS |
| B1153 | 46 | RHCM internal error | SWITCH DIAGNOSTICS |
| B1200 | 37 | IM internal fault | NO INSTRUMENT POWER DIAGNOSTICS |
| B1210 | 176 | Fuel level sender shorted low/open | FUEL GAUGE AND SENDER DIAGNOSTICS |
| B1211 | 182 | Fuel level sender shorted high | FUEL GAUGE AND SENDER DIAGNOSTICS |
| B1212 | 175 | Fuel signal low | FUEL GAUGE AND SENDER DIAGNOSTICS |
| B1213 | 176 | Fuel signal high | FUEL GAUGE AND SENDER DIAGNOSTICS |
| B1300 | 340 | Radio voltage high | AUDIO VOLTAGE DIAGNOSTICS |
| B1301 | 341 | Radio voltage low | AUDIO VOLTAGE DIAGNOSTICS |
| B1302 | 342 | Faceplate home button stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1303 | 343 | Faceplate favorite button stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1304 | 344 | Faceplate navigation button stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1305 | 345 | Faceplate power/mute button stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1306 | 399 | Rear hand controls shorted high | REAR AUDIO CONTROL DIAGNOSTICS |
| B1307 | 400 | Rear hand controls shorted low | REAR AUDIO CONTROL DIAGNOSTICS |
| B1308 | 401 | Rear volume up button stuck | REAR AUDIO CONTROL DIAGNOSTICS |
| B1309 | 402 | Rear volume down button stuck | REAR AUDIO CONTROL DIAGNOSTICS |
| B1310 | 403 | Rear mode button stuck | REAR AUDIO CONTROL DIAGNOSTICS |
| B1311 | 404 | Rear PTT button stuck | REAR AUDIO CONTROL DIAGNOSTICS |
| B1312 | 405 | Rear tune up button stuck | REAR AUDIO CONTROL DIAGNOSTICS |
| B1313 | 406 | Rear tune down button stuck | REAR AUDIO CONTROL DIAGNOSTICS |
| B1314 | 346 | LHCM VR PTT button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1315 | 347 | LHCM up button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1316 | 348 | LHCM left button stuck | FRONT HAND CONTROLS DIAGNOSTICS |

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| B1317 349 | LHCM center button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1318 350 | LHCM right button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1319 351 | LHCM down button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1320 352 | RHCM info button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1321 353 | RHCM up button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1322 354 | RHCM left button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1323 355 | RHCM center button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1324 356 | RHCM right button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1325 357 | RHCM down button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1326 358 | RHCM CB squelch up button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1327 359 | RHCM CB PTT button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1328 360 | RHCM CB squelch down button stuck | FRONT HAND CONTROLS DIAGNOSTICS |
| B1329 361 | Faceplate preset button 1 stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1330 362 | Faceplate preset button 2 stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1331 363 | Faceplate preset button 3 stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1332 364 | Faceplate preset button 4 stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1333 365 | Faceplate preset button 5 stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1334 366 | Faceplate preset button 6 stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1335 367 | Faceplate preset button 7 stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1336 368 | Faceplate preset button 8 stuck | FACEPLATE BUTTON DIAGNOSTICS |
| B1337 369 | Front left speaker shorted together | FRONT SPEAKER DIAGNOSTICS |
| B1338 370 | Front left speaker open | FRONT SPEAKER DIAGNOSTICS |
| B1339 371 | Front left speaker shorted low | FRONT SPEAKER DIAGNOSTICS |
| B1340 372 | Front left speaker shorted high | FRONT SPEAKER DIAGNOSTICS |
| B1341 373 | Rear left speaker shorted together | REAR SPEAKER DIAGNOSTICS |
| B1342 374 | Rear left speaker open | REAR SPEAKER DIAGNOSTICS |
| B1343 375 | Rear left speaker shorted low | REAR SPEAKER DIAGNOSTICS |

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| B1344 376 | Rear left speaker shorted high | REAR SPEAKER DIAGNOSTICS |
| B1345 377 | Front right speaker shorted together | FRONT SPEAKER DIAGNOSTICS |
| B1346 378 | Front right speaker open | FRONT SPEAKER DIAGNOSTICS |
| B1347 379 | Front right speaker shorted low | FRONT SPEAKER DIAGNOSTICS |
| B1348 380 | Front right speaker shorted high | FRONT SPEAKER DIAGNOSTICS |
| B1349 381 | Rear right speaker shorted together | REAR SPEAKER DIAGNOSTICS |
| B1350 382 | Rear right speaker open | REAR SPEAKER DIAGNOSTICS |
| B1351 383 | Rear right speaker shorted low | REAR SPEAKER DIAGNOSTICS |
| B1352 384 | Rear right speaker shorted high | REAR SPEAKER DIAGNOSTICS |
| B1353 385 | Speaker output | DC offset DTC B1353 |
| B1354 386 | GPS antenna open | SECURITY ANTENNA DIAGNOSTICS |
| B1355 387 | GPS antenna shorted low | SECURITY ANTENNA DIAGNOSTICS |
| B1356 388 | SDARS antenna open | SECURITY ANTENNA DIAGNOSTICS |
| B1357 389 | SDARS antenna shorted | SECURITY ANTENNA DIAGNOSTICS |
| B1358 390 | Front left headset shorted high | HEADSET DTCS |
| B1359 391 | Front right headset shorted high | HEADSET DTCS |
| B1360 392 | Front left headset shorted low | HEADSET DTCS |
| B1361 393 | Front right headset shorted low | HEADSET DTCS |
| B1362 394 | Rear left headset shorted high | HEADSET DTCS |
| B1363 395 | Rear right headset shorted high | HEADSET DTCS |
| B1364 396 | Rear left headset shorted low | HEADSET DTCS |
| B1365 397 | Rear right headset shorted low | HEADSET DTCS |
| B1366 398 | Internal thermal shutdown error | DTC 81366 |
| B1367 451 | WIM fault detected | Code used to support P&A parts. |
| B1401 407 | Amp voltage low | AUDIO VOLTAGE DIAGNOSTICS |
| B1402 408 | Amp voltage high | AUDIO VOLTAGE DIAGNOSTICS |
| B1403 409 | Speaker output DC offset | AMPLIFIER 1 DTCS |

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| B1404 410 | Internal thermal shutdown error | AMPLIFIER 1 DTCS |
| B1405 427 | EQ correlation error | AUDIO SYSTEM SYMPTOMS |
| B1406 428 | Invalid or missing EQ | AUDIO SYSTEM SYMPTOMS |
| B1410 411 | Channel 1 speaker open | AMPLIFIER 1 DTCS |
| B1411 412 | Channel 1 speaker shorted low | AMPLIFIER 1 DTCS |
| B1412 413 | Channel 1 speaker shorted high | AMPLIFIER 1 DTCS |
| B1413 414 | Channel 1 speaker shorted together | AMPLIFIER 1 DTCS |
| B1420 415 | Channel 2 speaker open | AMPLIFIER 1 DTCS |
| B1421 416 | Channel 2 speaker shorted low | AMPLIFIER 1 DTCS |
| B1422 417 | Channel 2 speaker shorted high | AMPLIFIER 1 DTCS |
| B1423 418 | Channel 2 speaker shorted together | AMPLIFIER 1 DTCS |
| B1430 419 | Channel 3 speaker open | AMPLIFIER 1 DTCS |
| B1431 420 | Channel 3 speaker shorted low | AMPLIFIER 1 DTCS |
| B1432 421 | Channel 3 speaker shorted high | AMPLIFIER 1 DTCS |
| B1433 422 | Channel 3 speaker shorted together | AMPLIFIER 1 DTCS |
| B1440 423 | Channel 4 speaker open | AMPLIFIER 1 DTCS |
| B1441 424 | Channel 4 speaker shorted low | AMPLIFIER 1 DTCS |
| B1442 425 | Channel 4 speaker shorted high | AMPLIFIER 1 DTCS |
| B1443 426 | Channel 4 speaker shorted together | AMPLIFIER 1 DTCS |
| B2102 4 | System power output shorted high | SYSTEM POWER CIRCUIT DIAGNOSTICS |
| B2103 5 | System power output shorted low | SYSTEM POWER CIRCUIT DIAGNOSTICS |
| B2104 6 | System power output over- loaded | SYSTEM POWER CIRCUIT DIAGNOSTICS |
| B2106 257 | L4 open output | HEADLAMP DIAGNOSTICS |
| B2107 225 | L4 output shorted high | HEADLAMP DIAGNOSTICS |
| B2108 226 | L4 output shorted low | HEADLAMP DIAGNOSTICS |
| B2109 227 | L4 output overloaded | HEADLAMP DIAGNOSTICS |
| B2112 132 | ACC output shorted high | ACC CIRCUIT DIAGNOSTICS |

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| B2113 | 134 | ACC output shorted low | ACC CIRCUIT DIAGNOSTICS |
| B2114 | 136 | ACC output overloaded | ACC CIRCUIT DIAGNOSTICS |
| B2116 | 92 | Fuel pump output open | FUEL PUMP DIAGNOSTICS |
| B2117 | 93 | Fuel pump output shorted high | FUEL PUMP DIAGNOSTICS |
| B2118 | 94 | Fuel pump output shorted low | FUEL PUMP DIAGNOSTICS |
| B2119 | 95 | Fuel pump output overloaded | FUEL PUMP DIAGNOSTICS |
| B2121 | 58 | Starter output open | STARTER OUTPUT DTCS |
| B2122 | 59 | Starter output shorted high | STARTER OUTPUT DTCS |
| B2123 | 60 | Starter output shorted low | STARTER OUTPUT DTCS |
| B2124 | 61 | Starter output overloaded | STARTER OUTPUT DTCS |
| B2127 | 243 | E4 output shorted high | HORN DIAGNOSTICS |
| B2128 | 244 | E4 output shorted low | HORN DIAGNOSTICS |
| B2129 | 245 | E4 output overloaded | HORN DIAGNOSTICS |
| B2131 | 233 | High beam open output | HEADLAMP DIAGNOSTICS |
| B2132 | 234 | High beam output shorted high | HEADLAMP DIAGNOSTICS |
| B2133 | 235 | High beam output shorted low | HEADLAMP DIAGNOSTICS |
| B2134 | 236 | High beam output overloaded | HEADLAMP DIAGNOSTICS |
| B2136 | 229 | Low beam open output | HEADLAMP DIAGNOSTICS |
| B2137 | 230 | Low beam output shorted high | HEADLAMP DIAGNOSTICS |
| B2138 | 231 | Low beam output shorted low | HEADLAMP DIAGNOSTICS |
| B2139 | 232 | Low beam output overloaded | HEADLAMP DIAGNOSTICS |
| B2141 | 207 | Left front turn signal output open | FRONT TURN SIGNAL DIAGNOSTICS |
| B2143 | 214 | Left front turn signal output shorted low | FRONT TURN SIGNAL DIAGNOST ICS |
| B2144 | 215 | Left front turn signal output overloaded | FRONT TURN SIGNAL DIAGNOST ICS |
| B2146 | 216 | Right front turn signal output open | FRONT TURN SIGNAL DIAGNOSTICS |
| B2148 | 217 | Right front turn signal output shorted low | FRONT TURN SIGNAL DIAGNOST ICS |
| B2149 | 218 | Right front turn signal output overloaded | FRONT TURN SIGNAL DIAGNOST ICS |

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| B2151 219 | Left rear turn signal output open | REAR TURN SIGNAL DIAGNOSTICS |
| B2153 220 | Left rear turn signal output shorted low | REAR TURN SIGNAL DIAGNOST ICS |
| B2154 221 | Left rear turn signal output overloaded | REAR TURN SIGNAL DIAGNOSTICS |
| B2156 222 | Right rear turn signal output open | REAR TURN SIGNAL DIAGNOSTICS |
| B2158 223 | Right rear turn signal output shorted low | REAR TURN SIGNAL DIAGNOST ICS |
| B2159 224 | Right rear turn signal output overloader | REAR TURN SIGNAL DIAGNOST ICS |
| B2161 198 | Brake lamp output open | STOP LAMP DIAGNOSTICS |
| B2163 199 | Brake lamp output shorted low | STOP LAMP DIAGNOSTICS |
| B2164 200 | Brake lamp output overloaded | STOP LAMP DIAGNOSTICS |
| B2168 172 | Running lights output shorted low | RUNNING LAMP DIAGNOSTICS |
| B2169 173 | Running lights output over-loaded | RUNNING LAMP DIAGNOSTICS |
| B2172 237 | H2 output shorted high | ALARM DIAGNOSTICS |
| B2173 238 | H2 output shorted low | ALARM DIAGNOSTICS |
| B2176 239 | Security antenna output open | SECURITY ANTENNA DIAGNOSTICS |
| B2177 240 | Security antenna output shorted high | SECURITY ANTENNA DIAGNOSTICS |
| B2178 241 | Security antenna output shorted low | SECURITY ANTENNA DIAGNOSTICS |
| B2183 249 | G2 output shorted low | ADDITIONAL OUTPUT DIAGNOSTICS |
| B2188 254 | G3 output shorted low | ADDITIONAL OUTPUT DIAGNOSTICS |
| B2193 257 | H4 output shorted low | ADDITIONAL OUTPUT DIAGNOSTICS |
| B2198 259 | H3 output shorted low | ADDITIONAL OUTPUT DIAGNOSTICS |
| B2201 52 | IGN switch off w/VSS | IGN SWITCH DIAGNOSTICS |
| B2202 53 | Ignition switch accy with vehicle speed | IGN SWITCH DIAGNOSTICS |
| B2203 50 | Ignition switch input shorted low | IGN SWITCH DIAGNOSTICS |
| B2206 51 | Run/stop switch input open/shorted high | ENGINE STOP SWITCH DIAGNOSTICS |
| B2208 54 | Run/stop switch input shorted low | ENGINE STOP SWITCH DIAGNOSTICS |
| B2210 55 | Run/stop switch inputs open both | SWITCH DIAGNOSTICS |
| B2212 56 | Run/stop switch inputs both closed | SWITCH DIAGNOSTICS |

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| B2218 131 | Neutral switch shorted low | NEUTRAL SWITCH DIAGNOSTICS |
| B2223 197 | Rear brake switch shorted low (light on) | STOP LAMP DIAGNOSTICS |
| B2226 247 | BAS input open | BCM not configured properly. |
| B2228 250 | BAS input shorted low | BCM not configured properly. |
| B2231 312 | Fork locked w/VSS | BCM not configured properly. This DTC should only apply to CVO models. |
| B2232 313 | Fork lock shorted high | BCM not configured properly. This DTC should only apply to CVO models. |
| B2233 314 | Fork lock shorted low | BCM not configured properly. This DTC should only apply to CVO models. |
| B2234 315 | Fork lock detected w/option disabled | BCM not configured properly. This DTC should only apply to CVO models. |
| B2235 316 | Fork lock configuration invalid | BCM not configured properly. This DTC should only apply to CVO models. |
| B2250 128 | Clutch switch stuck | SWITCH DIAGNOSTICS |
| B2251 242 | Horn switch stuck | SWITCH DIAGNOSTICS |
| B2252 437 | High beam switch stuck | SWITCH DIAGNOSTICS |
| B2253 228 | FTP switch stuck | SWITCH DIAGNOSTICS |
| B2254 203 | Left turn switch stuck | SWITCH DIAGNOSTICS |
| B2255 246 | Trip switch stuck | Trip Odometer Functions Inoperative, DTC 82255 |
| B2256 208 | LHCM police siren power switch stuck | BCM not configured properly. This DTC should only apply to Police models. |
| B2257 209 | LHCM police siren wail power switch stuck | BCM not configured properly. This DTC should only apply to Police models. |
| B2258 210 | LHCM police siren yelp switch stuck | BCM not configured properly. This DTC should only apply to Police models. |
| B2260 57 | Start switch stuck | SWITCH DIAGNOSTICS |
| B2261 204 | Right switch stuck turn | SWITCH DIAGNOSTICS |
| B2262 196 | Front switch stuck brake | SWITCH DIAGNOSTICS |

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| B2263 202 | Hazard switch stuck | SWITCH DIAGNOSTICS |
| B2264 211 | RHCM police lights power switch stuck | BCM not configured properly. This DTC should only apply to Police models. |
| B2265 212 | RHCM police lights front switch stuck | BCM not configured properly. This DTC should only apply to Police models. |
| B2266 213 | RHCM police lights rear switch stuck | BCM not configured properly. This DTC should only apply to Police models. |
| B2270 27 | BCM internal error | SWITCH DIAGNOSTICS |
| B2271 26 | BCM voltage low | BCM VOLTAGE DIAGNOSTICS |
| B2272 33 | BCM/IM voltage high | BCM VOLTAGE DIAGNOSTICS |
| B2274 49 | Constant battery line error | Odometer Self-Diagnostic Inoperative: DTC 00001, 00002, U0011, B2274 |
| C0562 38 | ABS voltage low | ABS VOLTAGE DIAGNOSTICS |
| C0563 40 | ABS voltage high | ABS VOLTAGE DIAGNOSTICS |
| C1014 183 | ABS ECU relay error | INTERNAL FAULT DIAGNOSTICS |
| C1021 191 | ABS front WSS always zero | WSS DIAGNOSTICS |
| C1023 192 | ABS rear WSS always zero | WSS DIAGNOSTICS |
| C1025 194 | ABS front wheel speed intermittent | WSS DIAGNOSTICS |
| C1027 195 | ABS rear wheel speed intermittent | WSS DIAGNOSTICS |
| C1029 193 | ABS wheel speed difference too high | WSS DIAGNOSTICS |
| C1032 189 | ABS front wheel speed circuit open shorted | WSS DIAGNOSTICS |
| C1034 190 | ABS rear wheel speed circuit open shorted | WSS DIAGNOSTICS |
| C1040 184 | ABS pump/motor error | INTERNAL FAULT DIAGNOSTICS |
| C1055 39 | ABS ECU internal error | INTERNAL FAULT DIAGNOSTICS |
| C1061 185 | ABS front apply solenoid circuit open/high resistance | INTERNAL FAULT DIAGNOSTICS |
| C1062 187 | ABS front release solenoid circuit open/high resistance | INTERNAL FAULT DIAGNOSTICS |

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| C1065 186 | ABS rear apply solenoid circuit open/high resistance | INTERNAL FAULT DIAGNOSTICS |
| C1066 188 | ABS rear release solenoid circuit open/high resistance | INTERNAL FAULT DIAGNOSTICS |
| C1071 283 | Rear prime valve error | INTERNAL FAULT DIAGNOSTICS |
| C1072 284 | Rear isolation valve error | INTERNAL FAULT DIAGNOSTICS |
| C1073 285 | Front isolation valve error | INTERNAL FAULT DIAGNOSTICS |
| C1074 286 | Front prime valve error | INTERNAL FAULT DIAGNOSTICS |
| C1075 287 | Front linked inlet valve error | INTERNAL FAULT DIAGNOSTICS |
| C1076 288 | Front linked outlet valve error | INTERNAL FAULT DIAGNOSTICS |
| C1077 289 | Front circuit pressure sensor error | INTERNAL FAULT DIAGNOSTICS |
| C1078 290 | Rear circuit pressure sensor error | INTERNAL FAULT DIAGNOSTICS |
| C1081 291 | Front master pressure sensor error | INTERNAL FAULT DIAGNOSTICS |
| C1082 292 | Front master pressure sensor offset error | INTERNAL FAULT DIAGNOSTICS |
| C1083 293 | Front wheel pressure sensor error | INTERNAL FAULT DIAGNOSTICS |
| C1084 294 | Front wheel pressure sensor offset error | INTERNAL FAULT DIAGNOSTICS |
| C1085 295 | Rear master pressure sensor error | INTERNAL FAULT DIAGNOSTICS |
| C1086 296 | Rear master pressure sensor offset error | INTERNAL FAULT DIAGNOSTICS |
| C1087 297 | Rear wheel pressure sensor error | INTERNAL FAULT DIAGNOSTICS |
| C1088 298 | Rear wheel pressure sensor offset error | INTERNAL FAULT DIAGNOSTICS |
| C1089 299 | Pressure sensor external supply error | INTERNAL FAULT DIAGNOSTICS |
| C1159 43 | ABS invalid stored | VIN INVALID VIN DIAGNOSTICS |
| C1178 41 | ABS no VIN received from | ECM INVALID VIN DIAGNOSTICS |
| C1184 42 | ABS invalid VIN from | ECM INVALID VIN DIAGNOSTICS |
| C1195 266 | Wake up error | INTERNAL FAULT DIAGNOSTICS |
| P0031 153 | Front HO2S open low | HO2S DIAGNOSTICS |
| P0032 156 | Front HO2S shorted high | HO2S DIAGNOSTICS |
| P0051 154 | Rear HO2S open low | HO2S DIAGNOSTICS |

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| P0052 | 155 | Rear HO2S shorted high | HO2S DIAGNOSTICS |
| P0072 | 112 | AAT sensor low | AAT SENSOR DIAGNOSTICS |
| P0073 | 113 | AAT sensor high open | MT SENSOR DIAGNOSTICS |
| P0107 | 100 | MAP sensor failed low open | TMAP SENSOR DIAGNOSTICS |
| P0108 | 101 | MAP sensor failed high/open port | TMAP SENSOR DIAGNOSTICS |
| P0112 | 123 | IAT sensor shorted low | TMAP SENSOR DIAGNOSTICS |
| P0113 | 125 | IAT sensor high open | TMAP SENSOR DIAGNOSTICS |
| P0117 | 102 | ET sensor shorted low | ET SENSOR DIAGNOSTICS |
| P0118 | 107 | ET sensor high open | ET SENSOR DIAGNOSTICS |
| P0120 | 76 | TPS 1 range error | TCA DIAGNOSTICS |
| P0122 | 74 | TPS 1 low | TCA DIAGNOSTICS |
| P0123 | 75 | TPS 1 high open | TCA DIAGNOSTICS |
| P0131 | 157 | O2 sensor low/engine lean (front) | HO2S DIAGNOSTICS |
| P0132 | 159 | Engine running rich (front) | HO2S DIAGNOSTICS |
| P0134 | 161 | Oxygen sensor high/open (front) | HO2S DIAGNOSTICS |
| P0151 | 158 | O2 sensor low/engine lean (rear) | HO2S DIAGNOSTICS |
| P0152 | 160 | Engine running rich (rear) | HO2S DIAGNOSTICS |
| P0154 | 162 | O2 sensor high/open (rear) | HO2S DIAGNOSTICS |
| P0220 | 79 | TPS 2 range error | TCA DIAGNOSTICS |
| P0222 | 77 | TPS 2 open low | TCA DIAGNOSTICS |
| P0223 | 78 | TPS 2 high | TCA DIAGNOSTICS |
| P0261 | 96 | Fuel injector low/open (front) | FUEL INJECTOR DIAGNOSTICS |
| P0262 | 97 | Fuel injector shorted high (front) | FUEL INJECTOR DIAGNOSTICS |
| P0264 | 98 | Fuel injector low/open (rear) | FUEL INJECTOR DIAGNOSTICS |
| P0265 | 99 | Fuel injector shorted high (rear) | FUEL INJECTOR DIAGNOSTICS |
| P0325 | 139 | Knock sensor front open circuit | KNOCK SENSOR DIAGNOSTICS |
| P0327 | 140 | Knock sensor front circuit low | KNOCK SENSOR DIAGNOSTICS |

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| P0328 141 | Knock sensor front circuit high | KNOCK SENSOR DIAGNOSTICS |
| P0330 142 | Knock sensor rear open circuit | KNOCK SENSOR DIAGNOSTICS |
| P0332 143 | Knock sensor rear circuit low | KNOCK SENSOR DIAGNOSTICS |
| P0333 144 | Knock sensor rear circuit high | KNOCK SENSOR DIAGNOSTICS |
| P0371 65 | CKP sensor wrong number of pulses | CKP SENSOR DIAGNOSTICS |
| P0374 64 | CKP sensor no pulses | CKP SENSOR DIAGNOSTICS |
| P0444 147 | Purge solenoid low open | PURGE SOLENOID DIAGNOSTICS |
| P0445 148 | Purge solenoid shorted high | PURGE SOLENOID DIAGNOSTICS |
| P0462 174 | Fuel sender shorted low | FUEL GAUGE AND SENDER DIAGNOSTICS |
| P0463 175 | Fuel sender shorted high/open | FUEL GAUGE AND SENDER DIAGNOSTICS |
| P0502 137 | VSS failed low | PURGE SOLENOID DIAGNOSTICS |
| P0503 138 | VSS | failed high VSS DIAGNOSTICS |
| P0505 148 | Idle speed control - unstable | IDLE SPEED CONTROL DIAGNOSTICS |
| P0522 168 | Engine oil pressure sensor/switch shorted low | INDICATOR LAMPS |
| P0523 169 | Engine oil pressure sensor/switch shorted high open | INDICATOR LAMPS |
| P0562 127 | ECM voltage low BATTERY | AND SYSTEM VOLTAGE DIAGNOSTICS |
| P0572 202 | Brake switch low | BRAKE SWITCH DIAGNOSTICS |
| P0577 163 | Cruise control | input error Cruise Control |
| P0603 29 | ECM EEPROM memory error | ECM INTERNAL DIAGNOSTICS |
| P0605 28 | ECM FLASH memory error | ECM INTERNAL DIAGNOSTICS |
| P0641 62 | 5 Volt reference out of range | 5V REFERENCE DIAGNOSTICS |
| P0651 63 | 5 Volt reference 2 out of range | 5V REFERENCE DIAGNOSTICS |
| P0693 119 | Chassis fan control circuit shorted low | CHASSIS FAN DIAGNOSTICS |
| P0694 120 | Chassis fan control circuit shorted high | CHASSIS FAN DIAGNOSTICS |
| P1009 32 | VTD disabled fuel due to bad password | DTC P1009 |
| P1017 103 | ET indicates overheating | DTC P1017 |
| P1019 106 | ECT difference (high temp) | ECT SENSOR DIAGNOSTICS |

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| P1270 67 | TGS 2 ND validation error | DTC P1270 |
| P1501 166 | JSS low | JSS DIAGNOSTICS |
| P1502 167 | JSS high open | JSS DIAGNOSTICS |
| P1505 445 | Power limit violation | HESITATION OR LOSS OF POWER |
| P1510 447 | ETC limited performance mode | ETC MANAGEMENT DIAGNOSTICS |
| P1511 448 | ETC power management mode | ETC MANAGEMENT DIAGNOSTICS |
| P1512 449 | ETC forced idle mode | ETC MANAGEMENT DIAGNOSTICS |
| P1514 87 | ETC airflow error | ETC ERROR DIAGNOSTICS |
| P1600 66 | ETC watchdog error | ETC ERROR DIAGNOSTICS |
| P1655 164 | ACR solenoid open low | ACR Diagnostics |
| P1656 165 | ACR solenoid shorted high | ACR Diagnostics |
| P1691 115 | Cooling fan left low open | COOLING FAN DIAGNOSTICS |
| P1692 116 | Cooling fan left shorted high | COOLING FAN DIAGNOSTICS |
| P1693 117 | Cooling fan right low open | COOLING FAN DIAGNOSTICS |
| P1694 118 | Cooling fan right shorted high | COOLING FAN DIAGNOSTICS |
| P2100 82 | ETC driver open circuit | ETC ACTUATOR DIAGNOSTICS |
| P2101 83 | ETC actuation error | ETC ACTUATOR DIAGNOSTICS |
| P2102 84 | ETC driver shorted low | ETC ACTUATOR DIAGNOSTICS |
| P2103 85 | ETC driver shorted high | ETC ACTUATOR DIAGNOSTICS |
| P2105 446 | ETC forced shutdown mode | DTC P2105, P2107 |
| P2107 68 | ETC driver internal error | DTC P2105, P2107 |
| P2119 81 | ETC actuator return error | DTC P2119 |
| P2122 69 | TGS 1 low/open | TGS DIAGNOSTICS |
| P2123 70 | TGS 1 high | TGS DIAGNOSTICS |
| P2127 71 | TGS 2 low/open | TGS DIAGNOSTICS |
| P2128 72 | TGS 2 high | TGS DIAGNOSTICS |
| P2135 80 | TPS correlation error | CORRELATION ERROR DIAGNOSTICS |

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| P2138 73 | TGS correlation error | CORRELATION ERROR DIAGNOSTICS |
| P2176 86 | ETC zero position learning error | DTC P2176 |
| P2184 121 | ECT sensor low | ECT SENSOR DIAGNOSTICS |
| P2185 122 | ECT sensor high | ECT SENSOR DIAGNOSTICS |
| P2300 88 | Ignition coil driver low/open (front) | IGN COIL DRIVER DIAGNOSTICS |
| P2301 89 | Ignition coil driver shorted high (front) | IGN COIL DRIVER DIAGNOSTICS |
| P2303 90 | Ignition coil driver low/open (rear) | IGN COIL DRIVER DIAGNOSTICS |
| P2304 91 | Ignition coil driver shorted high (rear) | IGN COIL DRIVER DIAGNOSTICS |
| P2602 104 | Coolant pump "A" control circuit low | COOLING PUMP DIAGNOSTICS |
| P2603 105 | Coolant pump "A" control circuit high | COOLING PUMP DIAGNOSTICS |
| U0001 1 | CAN BUS error | Odometer Self-Diagnostic Inoperative: DTC 00001, 00002, U0011, B2274 |
| U0002 16 | CAN comm bus perf error | Odometer Self Diagnostic Inoperative: DTC 00001, 00002, U0011, 82274 |
| U0003 13 | Network management monitoring | NO VEHICLE POWER OR LOST COMMUNICATION DTCS |
| U0011 2 | CAN bus low shorted to CAN bus high | Odometer Self-Diagnostic Inoperative: DTC 00001, 00002, 00011, B2274 |
| U0100 7 | Lost comm w/ECM | NO VEHICLE POWER OR LOST COMMUNICATION DTCS |
| U0121 11 | Lost comm w/ABS | NO VEHICLE POWER OR LOST COMMUNICATION DTCS |
| U0140 3 | Lost comm w/BCM | NO VEHICLE POWER OR LOST COMMUNICATION DTCS |
| U0141 9 | Lost comm w/LHCM | NO VEHICLE POWER OR LOST COMMUNICATION DTCS |
| U0142 8 | Lost comm w/RHCM | NO VEHICLE POWER OR LOST COMMUNICATION DTCS |
| U0156 10 | Lost comm w/speedo | NO VEHICLE POWER OR LOST COMMUNICATION DTCS |
| U0158 180 | Lost comm w/fuel gauge | SECONDARY COMMUNICATION DIAGNOSTICS |
| U0159 181 | Lost comm w/volt gauge | SECONDARY COMMUNICATION DIAGNOSTICS |
| U0160 179 | Lost comm w/fuel and volt gauges | SECONDARY COMMUNICATION DIAGNOSTICS |
| U0184 323 | Lost comm w/radio | NO VEHICLE POWER OR LOST COMMUNICATION DTCS |
| U0185 325 | Lost comm w/AMP | 1 AMP COMMUNICATION DIAGNOSTICS |

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|-----------|--|---|
| U0186 326 | Lost comm w/AMP | 2 AMP COMMUNICATION DIAGNOSTICS |
| U0187 20 | Lost comm w/AMP | 3 AMP COMMUNICATION DIAGNOSTICS |
| U0188 21 | Lost comm w/AMP | 4 AMP COMMUNICATION DIAGNOSTICS |
| U0300 15 | Internal control module software incompatibility | NO VEHICLE POWER OR LOST COMMUNICATION DTCS |
| U1302 324 | ACC bus pert error | SECONDARY COMMUNICATION DIAGNOSTICS |
| U1401 331 | Lost comm w CB | SECONDARY COMMUNICATION DIAGNOSTICS |
| U1401 331 | Lost comm w CB | COMMUNICATION DIAGNOSTICS |
| U1405 450 | ACC bus lost comm w/ WIM | Code used to support P&A parts |

RETRIEVING TROUBLE CODES

ODOMETER SELF-DIAGNOSTICS

Diagnostic Mode

To enter diagnostic mode, press and hold the trip odometer trigger switch located on the left handlebar controls, while turning the IGN ON.

NOTE

The trip odometer trigger switch is located in the left hand control module. The switch signal is sent to the speedometer over the CAN bus. If there is a problem with the CAN bus, the odometer self-diagnostic mode may not function.

- 1. Release the trip odometer trigger switch. "diag" will appear on odometer display.**
- 2. Press and release trip odometer trigger switch. ECM will appear on odometer display. It will have either a "Y" or an "N" after it, depending if there are any ECM codes or not.**
- 3. Quickly press and release trip odometer trigger switch to cycle through the modules. Modules include the BCM, SPDO, ABS and RAD.**

- 4. Once the desired module is displayed, press and hold trip odometer trigger switch.**
- 5. If any DTCs are stored in the module, the odometer will display the DTC. Quickly pressing and releasing trip odometer trigger switch will cycle through stored DTCs.**
- 6. When all DTCs have been cycled the odometer will display "end".**
- 7. To clear all DTCs in that module press and hold trip odometer trigger switch, while a DTC is displayed. If DTCs are not to be cleared, quickly press and release trip odometer trigger switch. The part number of the module will be displayed.**
- 8. Press and release trip odometer trigger switch again to continue to next module.**
- 9. Make note of all DTCs. Clear all DTCs and operate vehicle to verify DTCs set and are current. Historic DTCs are not to be diagnosed unless the condition is reoccurring and intermittent.**
- 10. Turn IGN OFF to exit diagnostic mode. If IGN is not turned off, vehicle will exit diagnostics mode when vehicle starts moving.**

CODE TYPES

There are three types of DTCs: current, pending and historic. The odometer self-diagnostics displays all codes and differentiates between current and historic with a letter designator.

- Odometer self-diagnostics will display both current and historic DTCs.**
- Current DTCs reside in the memory of the ECM, BCM, instruments, radio or ABS module (if equipped) until the DTC is resolved.**
- A historic DTC can be cleared by use of odometer self-diagnostics or after a total of 40 error free ignition cycles (start and run cycle) have elapsed.**

Current DTCs are those which presently disrupt motorcycle operation and are set during the current ignition cycle. To determine current DTCs are present, clear the DTCs and operate the vehicle within the parameters for setting the DTC. See the appropriate diagnostic procedures for solutions.

Some DTCs require multiple occurrences or drive cycles to set. When these DTCs are first recognized, but have not repeated enough to set as a current DTC, they are reported as pending DTCs.

If a particular problem happens to resolve itself, the active status problem is dropped and it becomes a historic DTC rather than a current DTC. DTCs will also lose current status when ignition is turned off. If the problem still exists when ignition is turned on, the code will show as current.

Historic DTCs are stored for 40 ignition cycles to assist in diagnosis of intermittent faults. On the 40th error free cycle, the DTC will clear itself.

It is important to note that historic DTCs will exist whenever the system indicates existence of a current fault. See Multiple Trouble Codes. if multiple DTCs are found.

Diagnostic procedures are designed for use with current DTCs. As a result, they frequently suggest part replacement. When diagnosing a historic DTC, the procedures can be helpful but should not lead to part replacement without verification that the part is faulty.

Emissions related DTCs will illuminate the check engine lamp for three warm up cycles after the DTC has transitioned from current to historic.

MULTIPLE TROUBLE CODES

All DTCs are assigned a priority number to determine the order in which they should be diagnosed. If there are multiple DTCs present, always diagnose the highest priority first.

- **Complete the repair.**
- **Restore connections.**
- **Clear DTCs.**
- **Start vehicle. Perform several cycles to verify a code did not return.**

- **Perform odometer self-diagnostics test to verify repair and DTCs have been cleared. If any DTCs are still present, refer to Diagnostics (Page 1-2).**

CLEARING DTCs

Clear DTCs after any diagnostic or repair procedure. The odometer is capable of displaying and clearing ECM, BCM, instruments, radio and ABS DTCs. Once DTCs are cleared perform a road test to verify DTCs do not return. It is important to perform a road test and not simply start the motorcycle since some DTCs may require vehicle speed or other inputs in order to validate repair.

SECURITY LAMP

See Figure 1-1. The security lamp turns on when:

- **Current DTCs are present in the BCM.**
- **Non-emission related DTCs are present in the ECM.**