

DTC	Notes	Indication	Default action	Possible causes	CM pin	DTC description	Test conditions
P2135		2 trip MIL red lamp	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	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	75, 76	TP Sensor range / performance (TP1 compared to TP2)	Battery voltage > 10 volts Ignition ON, engine OFF Slowly press accelerator pedal to the floor over a 5 second period Slowly return the pedal to rest Repeat 3 times
P2228		2 trip MIL	ECM Default: – Default value of 1 BAR (29.53 in hg, 100 kPa) used	BARO Sensor failure (internal ECM fault)		BARO Sensor circuit low voltage	Ignition ON, engine OFF 10 seconds
P2229		2 trip MIL	ECM Default: – Default value of 1 BAR (29.53 in hg, 100 kPa) used	BARO Sensor failure (internal ECM fault)		BARO Sensor circuit high voltage	Ignition ON, engine OFF 10 seconds
P2503		non-MIL charge lamp		Alternator regulator Alternator regulator to ECM circuit short circuit to ground	79, 53	Charging System voltage Low	Start engine and idle for 5 minutes
P2504		non-MIL charge lamp		Alternator regulator Alternator regulator to E CM circuit open circuit, short to battery.	79, 53	Charging System voltage High	Start engine idle for more than 15 minutes

DTC P2135 - P2504