Diagnostic Trouble Code (DTC) Charts and Pinpoint Tests - 2.3L EcoBoost (201kW/273PS)

DTC Chart: PCM

Diagnostics in this manual assume a certain skill level and knowledge of Ford-specific diagnostic practices. REFER to: Diagnostic Methods (100-00 General Information, Description and Operation).

DTC Chart

DTC	Description	Warning Light/DTC Type	Action
P0657	Actuator Supply Voltage "A" Circuit Open	MIL, Wrench/Continuous	If the power circuit to the transmission solenoids is interrupted then all solenoids are failed electrically off. CHECK for an open, short to ground or the transmission connector disconnected. REPAIR as required. CLEAR the DTC. GO to Pinpoint Test A
P0702	Transmission Control System Electrical	Wrench/Continuous	INSPECT the PCM power and ground circuits for opens or short to ground. INSPECT the PCM connector for damaged or pushed-out terminals, corrosion or loose wires. CLEAR the DTC. RERUN the KOEO and KOER self-test. If DTC P0702 returns, REFER to: Charging System (414-00 Charging System - General Information, Diagnosis and Testing).
P0706	Transmission Range Sensor "A" Circuit Range/Performance	Wrench/KOEO, Continuous	The TR sensor outputs a duty cycle indicating manual lever position. This DTC sets when the frequency is greater or less than the expected duty cycle by 25Hz or more. Engine may not crank. CLEAR the DTC. If DTC P0706 returns, GO to Pinpoint Test C
P0707	Transmission Range Sensor "A" Circuit Low	Wrench/KOEO, Continuous	Engine may not crank, CLEAR the DTC. If DTC P0707 returns, GO to Pinpoint Test C
P0708	Transmission Range Sensor "A" Circuit High	Wrench/KOEO, Continuous	Engine may not crank, CLEAR the DTC. If DTC P0708 returns, GO to Pinpoint Test C
P0709	Transmission Range Sensor "A" Circuit Intermittent	Wrench/Continuous	The TR sensor outputs a duty cycle indicating manual lever position. This DTC sets when the duty cycle is within range but is in the dead band between the design position, and an in-range but invalid duty cycle. GO to Pinpoint Test C
P0710	Transmission Fluid Temperature Sensor "A" Circuit	Wrench/Continuous	CLEAR the DTC. If DTC P0710 returns, GO to Pinpoint Test B

P0711	Transmission Fluid Temperature Sensor "A" Circuit Range/Performance	MIL/Continuous	CLEAR the DTC. Road test the vehicle at least 5 minutes. If DTC P0711 returns, GO to Pinpoint Test B
P0712	Transmission Fluid Temperature Sensor "A" Circuit Low	MIL/KOEO, Continuous	DTC P0710 may set. CLEAR the DTC. If DTC P0712 returns, GO to Pinpoint Test B
P0713	Transmission Fluid Temperature Sensor "A" Circuit High	MIL/KOEO, Continuous	DTC P0710 may set. CLEAR the DTC. If DTC P0713 returns, GO to Pinpoint Test B
P0715	TSS Sensor "A" Circuit	MIL/KOEO, Continuous	CLEAR DTC. If DTC P0715 returns during KOEO, GO to Pinpoint Test D
P0716	TSS Sensor "A" Circuit Range/Performance	MIL/Continuous	GO to Pinpoint Test H
P0717	TSS Sensor "A" Circuit No Signal	Wrench/Continuous	P0717 illuminates the wrench light in conjunction with P0715, P07BF, and/or P07C0. Service the more specific DTC first. GO to Pinpoint Test D
P0718	TSS Sensor "A" Circuit Intermittent	MIL/Continuous	The PCM detected TSS sensor fault, but the fault did not last long enough for the PCM to set a more specific TSS sensor DTC. Inspect TSS sensor wiring and connectors for damage.
P0720	Output Shaft Speed Sensor Circuit	MIL/KOEO, Continuous	CLEAR the DTC. If DTC P0720 returns during KOEO, GO to Pinpoint Test D
P0721	Output Shaft Speed Sensor Circuit Range/Performance	MIL/Continuous	GO to Pinpoint Test H
P0722	Output Shaft Speed Sensor Circuit No Signal	Wrench/Continuous	DTC P0722 illuminates the wrench light in conjunction with P0720, P077C, and/or P077D. Service the more specific DTC first. GO to Pinpoint Test D
P0723	Output Shaft Speed Sensor Circuit Intermittent	MIL/Continuous	The PCM detected OSS sensor fault, but the fault did not last long enough for the PCM to set a more specific OSS sensor DTC. Inspect OSS sensor wiring and connectors for damage.
P0729	Gear 6 Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio errors either in or while shifting to 6th gear. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0731	Gear 1 Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio error either in or while shifting to 1st gear. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0732	Gear 2 Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio error either in

			or while shifting to 2nd gear. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0733	Gear 3 Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio error either in or while shifting to 3rd gear. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0734	Gear 4 Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio errors either in or while shifting to 4th gear. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0735	Gear 5 Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio errors either in or while shifting to 5th gear. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0736	Reverse Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio error either in or while shifting to Reverse. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0740	Torque Converter Clutch Solenoid Circuit/Open	Wrench/KOEO, Continuous	CLEAR DTC. If DTC P0740 returns during KOER, GO to Pinpoint Test G
P0741	Torque Converter Clutch Solenoid Circuit Performance/Stuck Off	Wrench/Continuous	DTC P0741 is a non-electrical failure that caused the TCC to fail to apply. For TCC Does Not Apply Symptom, REFER to: Torque Converter Clutch (TCC) (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0743	Torque Converter Clutch Solenoid Circuit Electrical	Wrench/KOEO, Continuous	DTC P0743 illuminates the wrench light in conjunction with P0740, P2769, and/or P2770. Service the more specific DTC first. GO to Pinpoint Test G
P0748	Pressure Control Solenoid Electrical	Wrench/KOEO, Continuous	DTC P0748 illuminates the wrench light in conjunction with P0960, P0962, and/or P0963. Service the more specific DTC first. GO to Pinpoint Test G
P0751	Shift Solenoid "A" Performance/Stuck Off	MIL/KOEO, Continuous	DTC P0751 is a non-electrical failure indicating the A clutch failed to apply. For A clutch Does

			Not Apply symptom, REFER to: A Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0752	Shift Solenoid "A" Stuck On	MIL/Continuous	DTC P0752 is a non-electrical failure indicating the A clutch stayed applied when SSA was de-energized. For A clutch Always Applied symptom, REFER to: A Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0753	Shift Solenoid "A" Electrical	Wrench/KOEO, Continuous	DTC P0753 illuminates the wrench light in conjunction with P0973, P0974, and/or P097A. Service the more specific DTC first. GO to Pinpoint Test A
P0754	Shift Solenoid "A" Intermittent	MIL/Continuous	The PCM detected a SSA fault, but the fault did not last long enough for the PCM to set a more specific SSA DTC. Inspect SSA wiring and connectors for damage.
P0756	Shift Solenoid "B" Performance/Stuck Off	MIL/Continuous	DTC P0756 is a non-electrical failure indicating the B clutch failed to apply. For B clutch Does Not Apply symptom, REFER to: B Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0757	Shift Solenoid "B" Stuck On	MIL/Continuous	DTC P0757 is a non-electrical failure indicating B clutch stayed applied when SSB was de-energized. For B clutch Always Applied symptom, REFER to: B Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0758	Shift Solenoid "B" Electrical	Wrench, KOEO, Continuous	DTC P0758 illuminates the wrench light in conjunction with P0976, P0977, and/or P097B. Service the more specific DTC first. GO to Pinpoint Test A
P0759	Shift Solenoid "B" Intermittent	MIL/Continuous	The PCM detected SSB fault, but the fault did not last long enough for the PCM to set a more specific SSB DTC. Inspect SSB wiring and connectors for damage.
P0761	Shift Solenoid "C" Performance/Stuck Off	MIL/Continuous	DTC P0761 is a non-electrical failure indicating the C clutch failed to apply. For C clutch Does Not Apply symptom, REFER to: C Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0762	Shift Solenoid "C" Stuck On	MIL/Continuous	DTC P0762 is a non-electrical failure indicating the C clutch stayed applied when SSC was de-energized. For C clutch Always Applied symptom, REFER to: C Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).

P0763	Shift Solenoid "C" Electrical	Wrench, KOEO, Continuous	DTC P0763 illuminates the wrench light in conjunction with P0779, P097C, and/or P0980. Service the more specific DTC first. GO to Pinpoint Test A
P0764	Shift Solenoid "C" Intermittent	MIL/Continuous	The PCM detected SSC fault, but the fault did not last long enough for the PCM to set a more specific SSC DTC. Inspect SSC wiring and connectors for damage.
P0766	Shift Solenoid "D" Performance/Stuck Off	MIL/Continuous	DTC P0761 is a non-electrical failure indicating D clutch failed to apply. For D clutch Does Not Apply symptom, REFER to: D Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0767	Shift Solenoid "D" Stuck On	MIL/Continuous	DTC P0757 is a non-electrical failure indicating the D clutch stayed applied when SSD was de-energized. For D clutch Always Applied symptom, REFER to: D Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0768	Shift Solenoid "D" Electrical	Wrench, KOEO, Continuous	DTC P0768 illuminates the wrench light in conjunction with P097D, P0982, P0982 illuminates the Wrench light. Service the more specific DTC first. GO to Pinpoint Test A
P0769	Shift Solenoid "D" Intermittent	MIL/Continuous	The PCM detected SSD fault, but the fault did not last long enough for the PCM to set a more specific SSD DTC. Inspect SSD wiring and connectors for damage.
P076F	Gear 7 Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio error either in or while shifting to 7th gear. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0771	Shift Solenoid "E" Performance/Stuck Off	MIL/Continuous	DTC P0761 is a non-electrical failure indicating the E clutch failed to apply. For E clutch Does Not Apply symptom, REFER to: E Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0772	Shift Solenoid "E" Stuck On	MIL/Continuous	DTC P0772 is a non-electrical failure indicating the E clutch stayed applied when SSE was de-energized. For E clutch Always Applied symptom, REFER to: E Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0773	Shift Solenoid "E" Electrical	Wrench/Continuous	DTC P0773 illuminates the wrench light in conjunction with P097E, P0985, P0986. Service the more specific DTC first. GO to Pinpoint Test A

P0774	Shift Solenoid "E" Intermittent	MIL/Continuous	The PCM detected SSE fault, but the fault did not last long enough for the PCM to set a more specific SSE DTC. Inspect SSE wiring and connectors for damage.
P077D	Output Shaft Speed Sensor Circuit High	MIL/KOEO, Continuous	GO to Pinpoint Test D
P0791	Intermediate Shaft Speed Sensor "A" Circuit	MIL/Continuous	GO to Pinpoint Test D
P0792	Intermediate Shaft Speed Sensor "A" Circuit Range/Performance	MIL/Continuous	GO to Pinpoint Test H
P0793	Intermediate Shaft Speed Sensor "A" Circuit No Signal	Wrench	GO to Pinpoint Test D
P0794	Intermediate Shaft Speed Sensor "A" Circuit Intermittent	MIL/Continuous	GO to Pinpoint Test D
P07A9	Transmission Friction Element "D" Stuck On	None/Continuous	The PCM detected that D clutch failed to release multiple times and determined the SSD is not stuck on. For D clutch Always Applied symptom, REFER to: D Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P07AB	Transmission Friction Element "E" Stuck On	None/Continuous	The PCM detected that E clutch failed to release multiple times and determined the SSE is not stuck on. For E clutch Always Applied symptom, REFER to: E Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P07AD	Transmission Friction Element "F" Stuck On	None/Continuous	The PCM detected that F clutch failed to release multiple times and determined the SSF is not stuck on. For F clutch Always Applied symptom, REFER to: F Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P07C0	TSS Sensor "A" Circuit High	MIL/KOEO, Continuous	GO to Pinpoint Test D
P07C6	Intermediate Shaft Speed Sensor "A" Circuit High	MIL/Continuous	GO to Pinpoint Test D
P07C8	Intermediate Shaft Speed Sensor "B" Circuit High	MIL/KOEO, Continuous	GO to Pinpoint Test D
P07D9	Gear 8 Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio error either in or while shifting to 8th gear. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).

P07F6	Gear 9 Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio error either in or while shifting to 9th gear. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P07F7	Gear 10 Incorrect Ratio	Wrench/Continuous	The PCM detected multiple ratio error either in or while shifting to 10th gear. The ratio error did not last long enough for the PCM to isolate the fault to a specific clutch. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0868	Transmission Fluid Pressure Low	Wrench/Continuous	CLEAR the DTC. Road test vehicle, if DTC P0868 returns, or if DTCs P0751, P0756, P0761, P0766, P0771 or P2707 are set, TEST for low pump pressure or fluid contamination. PERFORM the line pressure test. REFER to: Special Testing Procedures (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P0882	TCM Power Input Signal Low	MIL/KOEO, Continuous	INSPECT the PCM power and ground circuits for opens or short to ground. INSPECT the PCM connector for damaged or pushed-out terminals, corrosion or loose wires. CLEAR the DTC. If DTC P0882 returns, REFER to: Charging System (414-00 Charging System - General Information, Diagnosis and Testing).
P0883	TCM Power Input Signal High	MIL/KOEO, Continuous	CLEAR the DTC. If DTC P0883 returns, REFER to: Charging System (414-00 Charging System - General Information, Diagnosis and Testing).
P0884	TCM Power Input Signal Intermittent	MIL/Continuous	REFER to: Electronic Engine Controls (303-14 Electronic Engine Controls - 2.3L EcoBoost (201kW/273PS), Diagnosis and Testing).
P0960	Pressure Control Solenoid Control Circuit/Open	MIL/KOEO, Continuous	The LPC solenoid failed to max pressure indicating wiring or connector issues, or a solenoid electrical issue. INSPECT the LPC solenoid wiring, connectors and pins. GO to Pinpoint Test G
P0961	Pressure Control Solenoid Control Circuit Range/Performance	MIL/Continuous	The LPC solenoid failed to max pressure indicating wiring or connector issues, or a solenoid electrical issue. INSPECT the LPC solenoid wiring, connectors and pins. GO to Pinpoint Test G
P0962	Pressure Control Solenoid Control Circuit Low	MIL/KOEO, Continuous	The LPC solenoid failed to max pressure indicating wiring or connector issues, or a solenoid electrical issue. INSPECT the LPC solenoid wiring, connectors and pins. GO to

			Pinpoint Test G
P0963	Pressure Control Solenoid Control Circuit High	MIL/KOEO, Continuous	The LPC solenoid failed to high current which is maximum pressure indicating short to ground, wiring or solenoid issue. INSPECT the LPC solenoid wiring, connectors and pins. GO to Pinpoint Test G
P0973	Shift Solenoid "A" Control Circuit Low	MIL/KOEO, Continuous	This DTC indicates a short to ground in the SSA electrical. Since SSA shorted to ground causes SSA to be failed to high current (maximum pressure since SSA is directly proportional). A clutch is failed on. GO to Pinpoint Test A
P0974	Shift Solenoid "A" Control Circuit High	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSA electrical. Since SSA shorted to power causes SSA to be failed to low current (minimum pressure since SSA is directly proportional). A clutch is failed off. GO to Pinpoint Test A
P0976	Shift Solenoid "B" Control Circuit Low	MIL/KOEO, Continuous	This DTC indicates a short to ground in the SSB electrical. Since SSB shorted to ground causes SSB to be failed to high current (maximum pressure since SSB is directly proportional). B clutch is failed on. GO to Pinpoint Test A
P0977	Shift Solenoid "B" Control Circuit High	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSB electrical. Since SSB shorted to power causes SSB to be failed to low current (minimum pressure since SSB is directly proportional). B clutch is failed off. GO to Pinpoint Test A
P0979	Shift Solenoid "C" Control Circuit Low	MIL/KOEO, Continuous	This DTC indicates a short to ground in the SSC electrical. Since SSC shorted to ground causes SSC to be failed to high current (maximum pressure since SSC is directly proportional). C clutch is failed on. GO to Pinpoint Test A
P097A	Shift Solenoid "A" Control Circuit/Open	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSA electrical. Since SSA shorted to power causes SSA to be failed to low current (minimum pressure since SSA is directly proportional). A clutch is failed off. GO to Pinpoint Test A
P097B	Shift Solenoid "B" Control Circuit/Open	MIL/KOEO, Continuous	This DTC indicates an open circuit in the SSB electrical. Since SSB shorted to power causes SSB to be failed to low current (minimum pressure since SSB is directly proportional). B clutch is failed off. GO to Pinpoint Test A
P097C	Shift Solenoid "C" Control Circuit/Open	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSC electrical. Since SSC shorted to power causes SSC to be failed to low current (minimum pressure since SSC is directly proportional). C clutch is failed off. GO to Pinpoint Test A
P097D	Shift Solenoid "D" Control Circuit/Open	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSD electrical. Since SSD shorted to power causes SSD to be failed to low current (minimum

			pressure since SSD is directly proportional). D clutch is failed off. GO to Pinpoint Test A
P097E	Shift Solenoid "E" Control Circuit/Open	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSE electrical. Since SSE shorted to power causes SSE to be failed to low current (minimum pressure since SSE is directly proportional). E clutch is failed off. GO to Pinpoint Test A
P097F	Shift Solenoid "F" Control Circuit/Open	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSF electrical. Since SSF shorted to power causes SSF to be failed to low current (minimum pressure since SSF is directly proportional). F clutch is failed off. GO to Pinpoint Test A
P0980	Shift Solenoid "C" Control Circuit High	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSC electrical. Since SSC shorted to power causes SSC to be failed to low current (minimum pressure since SSC is directly proportional). C clutch is failed off. GO to Pinpoint Test A
P0982	Shift Solenoid "D" Control Circuit Low	MIL/KOEO, Continuous	This DTC indicates a short to ground in the SSD electrical. Since SSD shorted to ground causes SSD to be failed to high current (maximum pressure since SSD is directly proportional). D clutch is failed on. GO to Pinpoint Test A
P0983	Shift Solenoid "D" Control Circuit High	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSD electrical. Since SSD shorted to power causes SSD to be failed to low current (minimum pressure since SSD is directly proportional). D clutch is failed off. GO to Pinpoint Test A
P0985	Shift Solenoid "E" Control Circuit Low	MIL/KOEO, Continuous	This DTC indicates a short to ground in the SSE electrical. Since SSE shorted to ground causes SSE to be failed to high current (maximum pressure since SSE is directly proportional). E clutch is failed on. GO to Pinpoint Test A
P0986	Shift Solenoid "E" Control Circuit High	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSE electrical. Since SSE shorted to power causes SSE to be failed to low current (minimum pressure since SSE is directly proportional). E clutch is failed off. GO to Pinpoint Test A
P0998	Shift Solenoid "F" Control Circuit Low	MIL/KOEO, Continuous	This DTC indicates a short to ground in the SSF electrical. Since SSF shorted to ground causes SSF to be failed to high current (maximum pressure since SSE is directly proportional). F clutch is failed on. GO to Pinpoint Test A
P0999	Shift Solenoid "F" Control Circuit High	MIL/KOEO, Continuous	This DTC indicates a short to power in the SSF electrical. Since SSF shorted to power causes SSF to be failed to low current (minimum pressure since SSF is directly proportional). E clutch is failed off. GO to Pinpoint Test A
P0B0D	Electric Transmission Fluid Pump Motor Control	None/Continuous	CLEAR the DTC. If the DTC returns, INSTALL a new electric transmission fluid pump.

	Module		REFER to: Transmission Fluid Auxiliary Pump (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Removal and Installation).
P0C27	Electric Transmission Fluid Pump Motor Current Low	None/Continuous	This DTC applies to auto-start-stop vehicles only. This DTC sets when the PCM detects low current (10% to 15% duty cycle). Auto-Start-Stop unavailable and the engine will only stop when the operator turns the ignition off. The engine may restart unexpectedly when the vehicle is stopped. CLEAR the DTC. If the DTC returns, GO to Pinpoint Test F
P0C28	Electric Transmission Fluid Pump Motor Current Low	None/Continuous	GO to Pinpoint Test F
P0C29	Electric Transmission Fluid Pump Motor Current High	None/Continuous	GO to Pinpoint Test F
P0C2A	Electric Transmission Fluid Pump Motor Stalled	None/Continuous	GO to Pinpoint Test E
P0C2C	Electric Transmission Fluid Pump Control Module Feedback Signal Range/Performance	Wrench/Continuous	GO to Pinpoint Test E
P0C2D	Electric Transmission Fluid Pump Control Module Feedback Signal Low	Wrench/Continuous	GO to Pinpoint Test E
P0C2E	Electric Transmission Fluid Pump Control Module Feedback Signal High	Wrench/Continuous	GO to Pinpoint Test E
P1001	The KOER Not Able to Complete, KOER Aborted	None/KOER	RETRIEVE and RECORD all DTCs. REPAIR any self-test or CMDTCs first. CLEAR the DTC. RERUN the KOER self-test. If the DTC returns, REPROGRAM the PCM to the latest software. RERUN the KOER self-test. If the DTC returns,  Click here to access Guided Routine (PCM).
P1397	System Voltage Out Of Self Test Range	None/KOEO	INSPECT the PCM power and ground circuits for opens or short to ground. INSPECT the PCM connector for damaged or pushed-out terminals, corrosion or loose wires. CLEAR the DTC. RUN the KOEO self-test. If DTC P1397 returns, REFER to: Charging System (414-00 Charging System - General Information, Diagnosis and Testing).
P1636	Inductive Signature Chip Communication Error	MIL/KOEO, Continuous	CLEAR the DTC. If DTC P1636 returns,  Click here to access Guided Routine (PCM).
P163E	Transmission Control Module Programming Error	MIL/KOEO, Continuous	CLEAR the DTC. REPROGRAM the original PCM with the latest software. If DTC P163E

			returns,   Click here to access Guided Routine (PCM).
P163F	Transmission ID Block Corrupted, Not Programmed	MIL/KOEO, Continuous	CLEAR the DTC. REPROGRAM the original PCM with the latest software. If DTC P163F returns,   Click here to access Guided Routine (PCM).
P1705	Transmission Range Circuit Not Indicating Park/Neutral During Self Test	None/KOEO	CLEAR the DTC. RERUN the KOEO and KOER self-test. If DTC P1705 returns, GO to Pinpoint Test C
P1711	Transmission Fluid Temperature Sensor Out Of Self Test Range	None/KOEO	CLEAR the DTC and RERUN the KOEO and KOER self-test. If the DTC returns, GO to Pinpoint Test B
P1744	Torque Converter Clutch Solenoid Circuit Performance	Wrench/Continuous	DTC P1744 is a non-electrical DTC. CLEAR the DTC. If DTC P1744 returns, REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P175A	Transmission Fluid Over Temperature Condition - Electric Transmission Fluid Pump Disabled	None/Continuous	The temperature sensor in the electric transmission fluid pump detected an overheat condition. CLEAR the DTC and road test the vehicle. If the DTC returns, INSTALL a new electric transmission fluid pump. REFER to: Transmission Fluid Auxiliary Pump (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Removal and Installation).
P1783	Transmission Over Temperature Condition	Wrench/Continuous	CLEAR the DTC. If DTC P1783 returns, determine if this DTC was set in conjunction with any TFT sensor circuit DTCs and RESOLVE them first, otherwise REFER to: Transmission Cooling (307-02 Transmission Cooling - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P1A02	Transmission One Way Clutch Performance	Wrench/Continuous	This DTC sets when the PCM detects 3 failures of the one-way clutch to lock in 1st or 2nd gear allowing sun gear 1 to rotate backwards. CLEAR the DTC, road test the vehicle. If DTC P1A02 returns, it may indicate a one way clutch failure. REFER to: Transmission (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Overhaul).
P2669	Actuator Supply Voltage "B" Circuit/Open	MIL/Continuous	GO to Pinpoint Test A
P26C3	Internal Control Module Transmission Range Sensor Performance	MIL, Wrench/KOEO, Continuous	CLEAR the DTC. If DTC P26C3 returns, INSTALL a new TR sensor. REFER to: Transmission Range (TR) Sensor (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Removal and Installation).

P2700	Transmission Friction Element "A" Apply Time Range/Performance	Wrench/Continuous	This DTC sets with either P0751 (A clutch stuck off) and P0752 (A clutch stuck on), service the more specific DTC first. See DTCs P0751 and P0752 for potential causes. If P0751 and P0752 are not set refer to the associated symptoms, REFER to: A Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P2701	Transmission Friction Element "B" Apply Time Range/Performance	Wrench/Continuous	This DTC sets with either P0756 (B clutch stuck off) and P0757 (B clutch stuck on), service the more specific DTC first. See DTCs P0756 and P0757 for potential causes. If these DTCs are not set refer to the associated symptoms, REFER to: B Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P2702	Transmission Friction Element "C" Apply Time Range/Performance	Wrench/Continuous	This DTC set with either P0761 (C clutch stuck off) and P0762 (C clutch stuck on) - service the more specific DTC first (if present). See P0761 and P0762 for potential causes first. If these DTCs are not set refer to the associated symptoms, REFER to: C Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P2703	Transmission Friction Element "D" Apply Time Range/Performance	Wrench/Continuous	This DTC set with either P0766 (D clutch stuck off) and P0767 (D clutch stuck on) service the more specific DTC first (if present). See P0766 and P0767 for potential causes first. If these DTCs are not set, refer to the associated symptoms, REFER to: D Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P2704	Transmission Friction Element "E" Apply Time Range/Performance	Wrench/Continuous	This DTC sets with either P0771 (E clutch stuck off) and P0772 (E clutch stuck on) service the more specific DTC first (if present). See P0771 and P0772 for potential causes. If these DTCs are not set, refer to the associated symptoms, REFER to: E Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P2705	Transmission Friction Element "F" Apply Time Range/Performance	Wrench/Continuous	This DTC sets with either P2707 (clutch F stuck off) and P2708 (clutch F stuck on), service the more specific DTC first. See DTCs P2707 and P2708 for potential causes. If these DTCs are not set, refer to the associated symptoms, REFER to: F Clutch (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).

P2707	Shift Solenoid "F" Performance/Stuck Off	MIL/Continuous	F clutch stuck off due to a non-electrical fault. Multiple attempts to apply F clutch failed. GO to Pinpoint Test A
P2708	Shift Solenoid "F" Stuck On	MIL/Continuous	F clutch stuck on due to a non-electrical fault. Multiple attempts to apply F clutch failed. GO to Pinpoint Test A
P2709	Shift Solenoid "F" Electrical	MIL/KOEO, Continuous	SSF (controls F clutch) VFS circuit failure non-MIL "sister" DTCs of P097F, P0998, P0999 used to illuminate the Wrench Light. If one of the more specific circuit codes is set, follow repair procedures for that code. GO to Pinpoint Test A
P2710	Shift Solenoid "F" Intermittent	MIL/Continuous	The PCM detected SSF fault, but the fault did not last long enough for the PCM to set a more specific SSF DTC. Inspect SSF wiring and connectors for damage.
P2745	Intermediate Shaft Speed Sensor "B" Circuit	MIL/KOEO, Continuous	An open circuit fault was detected by the PCM smart driver. GO to Pinpoint Test D
P2746	Intermediate Shaft Speed Sensor "B" Circuit Range/Performance	MIL/Continuous	GO to Pinpoint Test H
P2747	Intermediate Shaft Speed Sensor "B" Circuit No Signal	Wrench/Continuous	GO to Pinpoint Test D
P2748	Intermediate Shaft Speed Sensor "B" Circuit Intermittent	MIL/Continuous	GO to Pinpoint Test D
P2758	Torque Converter Clutch Pressure Control Solenoid Stuck On	MIL/Continuous	TCC stuck on when commanded off due to non-electrical failure. CLEAR the DTC. If DTC P2758 returns, REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P2760	Torque Converter Clutch Pressure Control Solenoid Intermittent	MIL/Continuous	The PCM detected TCC fault, but the fault did not last long enough for the PCM to set a more specific TCC DTC. Inspect TCC solenoid wiring and connectors for damage.
P2769	Torque Converter Clutch Circuit Low	MIL/Continuous	This DTC indicates a short to ground in the TCC electrical. Since TCC shorted to ground causes TCC to be failed to high current (maximum pressure since TCC is directly proportional). TCC is failed on. GO to Pinpoint Test G
P2770	Torque Converter Clutch Circuit High	MIL/Continuous	This DTC indicates a short to power in the TCC electrical. Since TCC shorted to power causes TCC to be failed to low current (minimum pressure since TCC is directly proportional). TCC is failed off. CLEAR the DTC. If DTC P2783 returns, INSPECT TCC control valve for sticking. REFER to: Main Control Valve Body (307-01 Automatic Transmission - 10-Speed Automatic

			Transmission - 10R80, Overhaul).
P2783	Torque Converter Temperature Too High	None/Continuous	The TCC control valve is stuck in a position that provides no flow when the TCC is commanded off. The TCC pumps down when commanded off, causing loss of torque multiplication through the TCC.
P2796	Electric Transmission Fluid Pump Control Circuit	None/Continuous	This DTC sets when the transmission electric fluid pump reports to the PCM that it is not receiving a PWM from the PCM. CLEAR the DTC. If the DTC returns, GO to Pinpoint Test E
P27B4	Internal Control Module Transmission Gear Direction Control Performance	None/Continuous	May be caused by clutch faults that cause R in foward range or a foward gear in R, or a speed sensor error, CLEAR the DTC. If DTC P27B4 returns, REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing).
P27B5	Internal Control Module Transmission Gear Ratio Control Performance	None/Continuous	CLEAR the DTC. If DTC P27B5 returns or if any TR DTCs are set RESOLVE them first. If DTC P27B5 returns,  Click here to access Guided Routine (PCM).
P27B6	Internal Control Module Transmission Speed Sensor Performance	MIL, Wrench/Continuous	This DTC can set when the PCM detects a TSS, ISSA, or ISSB calculation mismatch. CLEAR the DTC. Road test the vehicle, if any shift concerns exist, diagnose them first. REFER to: Diagnosis By Symptom (307-01 Automatic Transmission - 10-Speed Automatic Transmission - 10R80, Diagnosis and Testing). If no shift concerns exist RESOLVE any speed sensor DTCs that set. If only DTC P27B6 returns,  Click here to access Guided Routine (PCM).
P2801	Transmission Range Sensor "B" Circuit Range/Performance	MIL/KOEO, Continuous	GO to Pinpoint Test C
P2802	Transmission Range Sensor "B" Circuit Low	MIL/KOEO, Continuous	GO to Pinpoint Test C
P2803	Transmission Range Sensor "B" Circuit High	MIL/KOEO, Continuous	GO to Pinpoint Test C
P2804	Transmission Range Sensor "B" Circuit Intermittent	Wrench/KOEO, Continuous	GO to Pinpoint Test C
P2805	Transmission Range Sensor "A"/"B" Correlation	MIL/KOEO, Continuous	GO to Pinpoint Test C

Pinpoint Tests

▶ **PINPOINT TEST A : TRANSMISSION CONTROL SOLENOIDS**

- PINPOINT TEST B : TRANSMISSION FLUID TEMPERATURE (TFT) SENSOR
- PINPOINT TEST C : TRANSMISSION RANGE (TR) SENSOR
- PINPOINT TEST D : OSS (OUTPUT SHAFT SPEED) SENSOR, TSS (TURBINE SHAFT SPEED) SENSOR, ISSA SENSOR AND ISSB SENSOR
- PINPOINT TEST E : DTCS P0B0D P0C27, P0C28, P0C29, P0C2A, P175A, P0C2D
- PINPOINT TEST F : DTCS P0B0D, P0C27, P0C28, P0C29, P0C2A, P175A
- PINPOINT TEST G : TCC, LPC SOLENOIDS
- PINPOINT TEST H : OSS SENSOR, TSS SENSOR, ISSA SENSOR AND ISSB SENSOR PERFORMANCE DTC FAULTS