P1652

Fault code description

Red warning - Voltage too high or short circuit to supply on ECU (D365) pin (B8)

Possible cause

1. Faulty wiring
2. Faulty connector

Additional information

-

Set condition of fault code

-

Reset condition of fault code

-

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P1652, Diagnostic information

Technical data

-

Location of component(s)

-

Electrical diagram(s)

"PMCI-2"

Description of component(s)

-

Block diagram

"PMCI-2"

Step-by-step troubleshooting

Perform the troubleshooting steps below using the breakout harness, if necessary, to check electrical components such as sensors, electrical control units, and harnesses. Back probing is not recommended, as it could damage the harness. The ignition should always be in the OFF position when connecting or disconnecting electrical components to reduce the likelihood of damage to the components.

- This troubleshooting tree is based on the assumption that supply power and ground to the PMCI are functioning properly.
- Disconnecting the PMCI connectors during the troubleshooting process will result in multiple errors.
- For specific electrical component information and pin out locations, always refer to the technical data in Rapido.

- It is necessary to exit the 'Active errors' screen in DAVIE and run the diagnostic test again to identify a change in errors.
- Remember that the truck's operational or mechanical issues may be the root cause of both active and inactive codes. Refer to the 'possible causes' section in Rapido.

Step by step 1: Visual Inspections

Troubleshooting steps

1. Visually inspect the associated component connections and wiring for any of the following:
   - Moisture or dirt in the connections.
   - Damage to the wire harness or insulation.
   - Damaged or disconnected ECU connections.
   - Battery damage or loose battery terminal(s).
   - Improperly inserted terminals.
   - Damaged or loose terminals, possibly caused by probing.

Was there evidence of any of the above?

- Yes – Clean, adjust, repair or replace affected components for any issues identified.

  Use DAVIE to re-check for the presence of active faults. If this related fault is no longer active, then this issue has been resolved. If this related fault is still active, proceed to step 2.
- No – Proceed to step 2.

Step by step 2: Electrical checks

Troubleshooting steps

1. Disconnect connector J2 or B from the PMCI-2.
   - Perform the Visual Inspection on pin B08 as noted in Step 1.
   - Turn the contact switch to the 'ON' position.
   - Measure the voltage on pin B08 referenced to ground. Place the positive lead of a meter on pin B08 and the negative lead on a ground point.

Does the meter indicate a voltage greater than 9 V?

- Yes – Reconnect J2 or B and proceed to step 4.
- No – Proceed to step 3.

Step by step 3: Electrical wiring checks

Troubleshooting steps

1. Leave PMCI-2 connector J2 or B disconnected.
2. Disconnect the engine harness firewall connector.
3. Use E-Cat to find engine harness diagrams for the specific truck being worked on, and identify which terminal is used for the stop engine lamp circuit in the firewall connection.
4. Perform the visual Inspection on the firewall connector and terminals as noted in Step 1.
5. Take a resistance measurement between pin B08 in PCI connector J2 or B and the associated terminal in the engine harness firewall connector.

Does the meter indicate a short circuit?

- Yes – Fault is located in the engine harness. Repair or replace the engine

harness as needed. Proceed to step 4.

- No – Troubleshoot cabin electrical harnesses and instrumentation. Make appropriate repairs or replace harness or components if necessary. Proceed to step 4.

Step by step 4: Validate repair

Troubleshooting steps

1. Verify that all harness connections have been reconnected. Use DAVIE to re-check for the presence of active faults.

Is the fault code inactive?

- Yes – Troubleshooting completed.
- No – Proceed to step 5.

Step by step 5: Contact PACCAR Engine Support Center

Contact the PACCAR Engine Support Center for further assistance.

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