P2275

Fault code description

Water in fuel - Voltage too high or short circuit to supply on ECU (D365)

Possible cause

1. Faulty wiring
2. Faulty connector
3. Faulty sensor

Additional information

-

Set condition of fault code

-

Reset condition of fault code

-

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P2275, Diagnostic information

Technical data

Refer to the OEM service manual for more information.

Location of component(s)

Refer to the OEM service manual for more information.

Electrical diagram(s)

"PMCI-2"

Description of component(s)

Refer to the OEM service manual for more information.

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.

- 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 1: Check for software updates

Troubleshooting steps

1. Make sure that the PRS/campaigns are up to date.

Are the PRS/campaigns up to date?

- Yes – Proceed to step 2.
- No – Perform the updates. Proceed to step 2.

Step 2: Inspect the water in fuel sensor and connector pins

Troubleshooting steps

1. Turn the key switch OFF.
2. Disconnect the water in fuel sensor.
3. Inspect the water in fuel sensor connector and harness interface for:
   - Corroded or dirty pins
   - Damaged pins
   - Pushed back or expanded pins
   - Loose connector
   - Moisture in or on the connector
   - Damage to the connector shell
   - Missing or damaged connector seals
   - Wire insulation damage

Has dirt or damage been found?

- Yes – Clean, repair or replace the

damaged connection or harness if possible. Proceed to step 3.

- No – Proceed to step 3.

Step 3: Check the circuit response of the power supply pin

Troubleshooting steps

1. Turn the key switch OFF.
2. Disconnect the water in fuel sensor.
3. Turn the key switch ON.
4. Check the circuit response after waiting 30 seconds.
5. Use DAVIE to read the fault codes.

- If fault code P2275 is active (voltage too high) – Signal short to power detected. Repair/replace harness as needed, then retest. Proceed to step 4.
- If fault code P2266 is active (voltage too low) – Proceed to step 4.

Step 4: Check the circuit response of the signal return pin

Troubleshooting steps

1. Turn the key switch OFF.
2. Disconnect the water in fuel sensor.
3. Place a jumper wire on the harness at the sensor connector.
4. Turn the key switch ON.
5. Check the circuit response after waiting 30 seconds.
6. Use DAVIE to read the fault codes.

- If fault code P2266 is active (voltage too low) – Open circuit detected. Repair/replace harness signal return leg as needed, then retest. Proceed to step 5.
- If fault code P2275 is active (voltage too high) – Proceed to step 5.

Step 5: Check the continuity of sensor signal pin to chassis ground

Troubleshooting steps

1. Turn the key switch OFF.
2. Disconnect the water in fuel sensor.
3. Pin the sensor signal pin to the chassis ground.

Does the ohmmeter indicate that there is continuity between the sensor signal pin and the chassis ground?

- Yes – Repair/replace the grounded portion of the circuit on the return pin as needed, then retest. Proceed to step 6.
- No – Proceed to step 6.

Step 6: Check the sensor

Troubleshooting steps

1. Clean and dry the sensor.
2. Check that it reads 81.7 kΩ to 83.3 kΩ in air.

Did the sensor meet the correct resistance?

- Yes – Proceed to step 7.
- No – The sensor may be damaged. Replace the sensor and proceed to step 7.

Step 7: Validation

Troubleshooting steps

1. Return the engine to operating condition.
2. Turn the key switch ON.
3. Use DAVIE to verify that fault code P2275 is no longer active.

Is fault code P2275 still active?

- Yes – Contact the Engine Support Center (ESC).
- No – Clear inactive fault codes. Proceed to step 8.

Step 8: Clear inactive fault codes

Troubleshooting steps

1. Connect all components.
2. Turn the key switch ON.
3. Use DAVIE to clear the inactive fault codes.

Have all the fault codes been cleared?

- Yes – Repair complete.
- No – Troubleshoot any remaining fault codes.

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