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OBD-II Codes P1200 - P1299

P1210	Traction Control System (TCS) Signal Circuit (Infiniti)
P1211	ABS/TCS Control Unit (Nissan)
P1212	ABS/TCS Communication Line (Nissan)
P1217	Engine Over Temperature (Overheat) (Nissan)
P1220	Fuel Pump Control Module (FPCM) (Infiniti)
P1221	Pedal Position Sensor 2 Range/Performance Problem (BMW)
P1222	Pedal Position Sensor 2 Low Input (BMW)
P1223	Pedal Position Sensor 2 High Input (BMW)
P1229	Supercharger Intercooler Pump Not Working (Ford)
P1232	Low Speed Fuel Pump Primary Circuit Malfunction (Ford)
P1233	Fuel System Disabled Or Offline (Ford)
P1234	Fuel System Disabled Or Offline (Ford)
P1235	Fuel Pump Control Out Of Range (Ford)
P1236	Fuel Pump Control Out Of Range (Ford)
P1237	Fuel Pump Secondary Circuit Malfunction (Ford)
P1238	Fuel Pump Secondary Circuit Malfunction (Ford)
P1244	Generator Load Input Low (Ford)
P1245	Generator Load Input High (Ford)
P1245	Needle Lift Sensor Short To Ground (Volkswagen)
P1246	Generator Load Input Failed (Ford)
P1246	Needle Lift Implausible Signal (Volkswagen)
P1247	Needle Lift Sensor Open/Short To Positive (Volkswagen)
P1248	Start Of Cold Start Injector Control Difference (Volkswagen)
P1251	Start Of Cold Start Injector Short To Positive (Volkswagen)
P1252	Start Of Cold Start Injector Open/Short To Ground (Volkswagen)
P1255	Engine Coolant Temperature Sensor Short To Ground (Volkswagen)
P1256	Engine Coolant Temperature Sensor Open/Short To Positive (Volkswagen)
P1258	Engine Metal Over Temperature Protection
P1259	VTEC System Malfunction (Acura, Honda)
P1260	Fuel Pump Speed Relay Control Circuit (GM)
P1260	Theft Detected - Engine Disabled (Ford, Mazda)
P1270	Control Module Self-Test, Torque Monitoring (BMW)
P1270	Vehicle Speed Limiter Reached (Ford, Mazda)
P1271	Ambient Air Pressure Sensor Electrical (BMW)
P1281	Engine Is Cold Too Long (Chrysler, Jeep)
P1282	Fuel Pump Relay Control Circuit (Chrysler, Jeep)
P1283	Switching Solenoid for Air Assisted Injection Valves Bank 1 Control Circuit Electrical (BMW)

	Cylinder Head Over Temperature Sensed (Ford)
P1287	Switching Solenoid for Air Assisted Injection Valves Bank 2 Control Circuit Electrical (BMW)
P1288	Switching Solenoid for Air Assisted Injection Valves Bank 2 Control Circuit Signal Low (BMW)
P1288	Intake Manifold Short Runner Solenoid Circuit (Chrysler, Jeep)
P1288	CHT Sensor Out of Self-Test Range (Ford)
P1289	Switching Solenoid for Air Assisted Injection Valves Bank 2 Control Circuit Signal High (BMW)
P1289	Manifold Tune Valve Solenoid Circuit (Chrysler, Jeep)
P1289	CHT Sensor High Input (Ford)
P1290	CNG Fuel Pressure Too High (Chrysler, Jeep)
P1290	CHT Sensor Low Input (Ford)
P1291	No Temp Rise Seen From Fuel Heaters (Chrysler, Jeep)
P1292	CNG Pressure Sensor Voltage Too High (Chrysler, Jeep)
P1293	CNG Pressure Sensor Voltage Too Low (Chrysler, Jeep)
P1294	Target Idle Not Reached (Chrysler, Jeep)
P1295	No 5 Volts To TP Sensor (Chrysler, Jeep)
P1296	No 5 Volts To MAP Sensor (Chrysler, Jeep)
P1297	Low Voltage ELD Circuit (Acura, Honda)
P1297	No Change in MAP From Start To Run (Chrysler, Jeep)
P1298	High Voltage In ELD Circuit (Acura, Honda)
P1298	Lean Operation At wide Open Throttle (Chrysler, Jeep)
P1299	Vacuum Leak Found (IAC Fully Seated) (Chrysler, Jeep)
P1299	Cylinder Head Over Temperature Protection Active (Ford)

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