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2023 Ford Explorer Service and Repair Manual

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DTC (diagnostic trouble code)	Description	Fault Trigger Condition
PCM (powertrain control module) P0171:00	System Too Lean Bank 1: No Sub Type Information	Sets when PCM (powertrain control module) detects the adaptive fuel tables reach a rich calibrated limit. Refer to Fuel Trim for additional information. The adaptive fuel strategy continuously monitors the fuel delivery hardware. View the freeze frame data to determine the operating conditions when the DTC (diagnostic trouble code) was set. Observe the LONGFT1 and LONGFT2 PIDs.
PCM (powertrain control module) P0172:00	System Too Rich Bank 1: No Sub Type Information	Sets when PCM (powertrain control module) detects the adaptive fuel tables reach a lean calibrated limit. Refer to Fuel Trim for additional information. The adaptive fuel strategy continuously monitors the fuel delivery hardware. View the freeze frame data to determine the operating conditions when the DTC (diagnostic trouble code) was set. Observe the LONGFT1 and LONGFT2 PIDs.
PCM (powertrain control module) P0174:00	System Too Lean Bank 2: No Sub Type Information	Sets when PCM (powertrain control module) detects the adaptive fuel tables reach a rich calibrated limit. Refer to Fuel Trim for additional information. The adaptive fuel strategy continuously monitors the fuel delivery hardware. View the freeze frame data to determine the operating conditions when the DTC (diagnostic trouble code) was set. Observe the LONGFT1 and LONGFT2 PIDs.
PCM (powertrain control module) P0175:00	System Too Rich Bank 2: No Sub Type Information	The adaptive fuel strategy continuously monitors the fuel delivery hardware. This DTC (diagnostic trouble code) sets when the adaptive fuel tables reach a lean calibrated limit. Refer to Fuel Trim for additional information. View the freeze frame data to determine the operating conditions when the DTC (diagnostic trouble code) was set. Observe the LONGFT1 and LONGFT2 PIDs.
PCM (powertrain control module) P1137:00	Lack Of HO2S12 Switches - Sensor Indicates Lean: No Sub Type Information	Sets when PCM (powertrain control module) detects no output of the HO2S12 circuit in a calibrated amount of time. The HO2S (heated oxygen sensor) bank 1, sensor 2 is forced rich and lean and monitored by the PCM (powertrain control module) .
PCM (powertrain control	Lack Of HO2S12 Switches - Sensor Indicates Rich: No	Sets when PCM (powertrain control module) detects no output of the HO2S12 circuit in a calibrated amount of time. The HO2S (heated

control module) P219A:00	No Sub Type Information	air to fuel imbalance monitor is designed to detect large differences in the air to fuel ratio between cylinders per engine bank.
PCM (powertrain control module) P219B:00	Bank 2 Air-Fuel Ratio Imbalance: No Sub Type Information	Sets when PCM (powertrain control module) detects the air to fuel ratio difference per cylinder is greater than a calculated amount. The air to fuel imbalance monitor is designed to detect large differences in the air to fuel ratio between cylinders per engine bank.
PCM (powertrain control module) P219C:00	Cylinder 1 Air-Fuel Ratio Imbalance: No Sub Type Information	Sets when PCM (powertrain control module) detects the minimal air to fuel ratio difference in cylinder 1 is greater than a calculated amount. The air to fuel ratio imbalance torque monitor is designed to detect minimal differences in the air to fuel ratio between cylinders. This DTC (diagnostic trouble code) may be caused by other systems related to cylinder 1. Diagnose any other cylinder 1 related Diagnostic Trouble Codes (DTCs) first. The CKP (crankshaft position) sensor signal is very sensitive to electrical noise.Check the routing of the CKP (crankshaft position) sensor wiring harness.
PCM (powertrain control module) P219D:00	Cylinder 2 Air-Fuel Ratio Imbalance: No Sub Type Information	Sets when PCM (powertrain control module) detects the minimal air to fuel ratio difference in cylinder 2 is greater than a calculated amount. The air to fuel ratio imbalance torque monitor is designed to detect minimal differences in the air to fuel ratio between cylinders. This DTC (diagnostic trouble code) may be caused by other systems related to cylinder 2. Diagnose any other cylinder 1 related Diagnostic Trouble Codes (DTCs) first. The CKP (crankshaft position) sensor signal is very sensitive to electrical noise.Check the routing of the CKP (crankshaft position) sensor wiring harness.
PCM (powertrain control module) P219E:00	Cylinder 3 Air-Fuel Ratio Imbalance: No Sub Type Information	Sets when PCM (powertrain control module) detects the minimal air to fuel ratio difference in cylinder 3 is greater than a calculated amount. The air to fuel ratio imbalance torque monitor is designed to detect minimal differences in the air to fuel ratio between cylinders. This DTC (diagnostic trouble code) may be caused by other systems related to cylinder 3. Diagnose any other cylinder 1 related Diagnostic Trouble Codes (DTCs) first. The CKP (crankshaft position) sensor signal is very sensitive to electrical noise.Check the routing of the CKP (crankshaft position) sensor wiring harness.

module) P2271:00		monitored by the PCM (powertrain control module) . Check for leaks in the exhaust system. Check for an intermittent HO2S12 signal.
PCM (powertrain control module) P2272:00	O2 Sensor Signal Stuck Lean - Bank 2, Sensor 2: No Sub Type Information	Sets when PCM (powertrain control module) does not detect the output of the HO2S22 in a calibrated amount of time. The HO2S (heated oxygen sensor) bank 2, sensor 2 is forced rich and lean and monitored by the PCM (powertrain control module) . Check for leaks in the exhaust system. Check for an intermittent HO2S22 signal.
PCM (powertrain control module) P2273:00	O2 Sensor Signal Stuck Rich - Bank 2, Sensor 2: No Sub Type Information	Sets when PCM (powertrain control module) detectsdoes not detect the output of the HO2S22 in a calibrated amount of time. The HO2S (heated oxygen sensor) bank 2, sensor 2 is forced rich and lean and monitored by the PCM (powertrain control module) . Check for leaks in the exhaust system. Check for an intermittent HO2S22 signal.
PCM (powertrain control module) P2BEC:00	Fuel Control System 'A' Too Lean Bank 1: No Sub Type Information	Sets when PCM (powertrain control module) detects the adaptive fuel tables reach a rich calibrated limit. The adaptive fuel strategy continuously monitors the fuel delivery hardware. Refer to Fuel Trim for additional information. View the freeze frame data to determine the operating conditions when the DTC (diagnostic trouble code) was set. Observe the LONGFT1 and LONGFT2 PIDs.
PCM (powertrain control module) P2BED:00	Fuel Control System 'A' Too Rich Bank 1: No Sub Type Information	Sets when PCM (powertrain control module) detects the adaptive fuel tables reach a lean calibrated limit. The adaptive fuel strategy continuously monitors the fuel delivery hardware. Refer to Fuel Trim for additional information. View the freeze frame data to determine the operating conditions when the DTC (diagnostic trouble code) was set. Observe the LONGFT1 and LONGFT2 PIDs.
PCM (powertrain control module) P2BEE:00	Fuel Control System 'A' Too Lean Bank 2: No Sub Type Information	Sets when PCM (powertrain control module) detects the adaptive fuel tables reach a rich calibrated limit. The adaptive fuel strategy continuously monitors the fuel delivery hardware. Refer to Fuel Trim for additional information. View the freeze frame data to determine the operating conditions when the DTC (diagnostic trouble code) was set. Observe the LONGFT1 and LONGFT2 PIDs.
PCM (powertrain control module) P2BEF:00	Fuel Control System 'A' Too Rich Bank 2: No Sub Type Information	Sets when PCM (powertrain control module) detects the adaptive fuel tables reach a lean calibrated limit. The adaptive fuel strategy continuously monitors the fuel delivery hardware. Refer to Fuel Trim for additional information. View the freeze frame data to determine

- Fuel filter
- Air filter
- HO2S (heated oxygen sensor) circuitry concern
- EVAP (evaporative emission) purge valve
- Fuel line
- EGR (exhaust gas recirculation) valve
- EVAP (evaporative emission) purge valve
- Fuel pump
- MAF (mass air flow) sensor (if equipped)
- HO2S (heated oxygen sensor) (9G444) or (9Y460)
- Fuel injector (9F593)
- PCM (powertrain control module) (12A650)

Pinpoint Test Steps available in the on-line Workshop Manual.

PCM (powertrain control module)	P0123:00	Throttle/Pedal Position Sensor/Switch A Circuit High: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P0124:00	Throttle/Pedal Position Sensor/Switch A Intermittent: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P0221:00	Throttle/Pedal Position Sensor/Switch B Circuit Range/Performance: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P0222:00	Throttle/Pedal Position Sensor/Switch B Circuit Low: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P0223:00	Throttle/Pedal Position Sensor/Switch B Circuit High: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P0600:00	Serial Communication Link: No Sub Type Information	GO to Pinpoint Test QE
PCM (powertrain control module)	P060A:00	Internal Control Module Monitoring Processor Performance: No Sub Type Information	GO to Pinpoint Test QE
PCM (powertrain control module)	P060B:00	Internal Control Module A/D Processing Performance: No Sub Type Information	GO to Pinpoint Test QE
PCM (powertrain control module)	P060C:00	Internal Control Module Main Processor Performance: No Sub Type Information	GO to Pinpoint Test QE
PCM (powertrain control module)	P061A:00	Internal Control Module Torque Performance: No Sub Type Information	GO to Pinpoint Test QE
PCM (powertrain control module)	P061B:00	Internal Control Module Torque Calculation Performance: No Sub Type Information	GO to Pinpoint Test QE

PCM (powertrain control module)	P2101:00	Throttle Actuator A Control Motor Circuit Range/Performance: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P2107:00	Throttle Actuator A Control Module Processor: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P2109:00	Throttle/Pedal Position Sensor A Minimum Stop Performance: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P2111:00	Throttle Actuator A Control System - Stuck Open: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P2112:00	Throttle Actuator A Control System - Stuck Closed: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P2118:00	Throttle Actuator A Control Motor Current Range / Performance: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P2119:00	Throttle Actuator A Control Throttle Body Range/Performance: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P2135:00	Throttle/Pedal Position Sensor/Switch A/B Voltage Correlation: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P2163:00	Throttle/Pedal Position Sensor A Maximum Stop Performance: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	P2176:00	Throttle Actuator A Control System - Idle Position Not Learned: No Sub Type Information	GO to Pinpoint Test DV
PCM (powertrain control module)	U0300:00	Internal Control Module Software Incompatibility: No Sub Type Information	GO to Pinpoint Test QE

PCM (powertrain control module) P0068:00	MAP / MAF - Throttle Position Correlation: No Sub Type Information	Sets during KOER (key on, engine running) self-test the when the PCM (powertrain control module) detects a comparison of the readings are not consistent with the calibrated load values. An intake air system leak at a hose, line or connection of any intake air system or PCV (positive crankcase ventilation) system component may cause this DTC (diagnostic trouble code) to set. The PCM (powertrain control module) monitors a vehicle operation rationality check by comparing the TP (throttle position) sensor to the MAF (mass air flow) sensor readings (if equipped) or to the MAP (manifold absolute pressure) sensor readings (if equipped). Check for other Diagnostic Trouble Codes (DTCs). Diagnose all other Diagnostic Trouble Codes (DTCs) first.
PCM (powertrain control module) P0120:00	Throttle/Pedal Position Sensor/Switch 'A' Circuit: No Sub Type Information	Sets when the PCM (powertrain control module) detects a concern with the TP (throttle position) signal. This concern exhibits a symptom of limited power.
PCM (powertrain control module) P0121:00	Throttle/Pedal Position Sensor/Switch 'A' Circuit Range/Performance: No Sub Type Information	Sets when the PCM (powertrain control module) detects the TP (throttle position) sensor 1 circuit is out of range in either the closed or WOT (wide open throttle) modes. This concern exhibits a symptom of limited power.
PCM (powertrain control module) P0122:00	Throttle/Pedal Position Sensor/Switch 'A' Circuit Low: No Sub Type Information	Sets when the PCM (powertrain control module) detects the TP (throttle position) 1 signal is too low. This concern exhibits a symptom of limited power. A TP1 PID (parameter identification) reading less than 0.25 volt in ignition ON, engine OFF or ignition ON, engine running indicates a concern is present.
PCM (powertrain control module) P0123:00	Throttle/Pedal Position Sensor/Switch 'A' Circuit High: No Sub Type Information	Sets when the PCM (powertrain control module) detects the TP (throttle position) 1 signal is too high. This concern exhibits a symptom of limited power. A TP1 PID (parameter identification) reading greater than 4.75 volts in ignition ON, engine OFF or ignition ON, engine running indicates a concern is present.

module) P1584:00		Diagnostic Trouble Codes (DTCs). Diagnose other Diagnostic Trouble Codes (DTCs) first.
PCM (powertrain control module) P1588:00	Throttle Control Detected Loss Of Return Spring: No Sub Type Information	Sets when the PCM (powertrain control module) detects the throttle does not return to the default (limp home) position. Visually inspect the throttle plate for an obstruction.
PCM (powertrain control module) P2100:00	Throttle Actuator 'A' Control Motor Circuit /Open: No Sub Type Information	This DTC (diagnostic trouble code) sets when a PCM (powertrain control module) fault flag is set indicating the motor circuit is open.
PCM (powertrain control module) P2101:00	Throttle Actuator 'A' Control Motor Circuit Range/Performance: No Sub Type Information	Sets when the PCM (powertrain control module) detects a PCM (powertrain control module) fault flag is set indicating the motor circuit is open.
PCM (powertrain control module) P2107:00	Throttle Actuator 'A' Control Module Processor: No Sub Type Information	Sets when the PCM (powertrain control module) detects the electronic throttle control area of the PCM (powertrain control module) failed the self-test. The concern could be the result of an incorrect throttle position command, or TAC motor wires shorted together. This DTC (diagnostic trouble code) may be accompanied by other Diagnostic Trouble Codes (DTCs). Diagnose other Diagnostic Trouble Codes (DTCs) first.
PCM (powertrain control module) P2109:00	Throttle / Pedal Position Sensor 'A' Minimum Stop Performance: No Sub Type Information	Sets when the PCM (powertrain control module) detects the throttle plate does not reach the lower mechanical stop position within a calibrated amount of time. Visually inspect the throttle plate for an obstruction.
PCM (powertrain control module) P2111:00	Throttle Actuator 'A' Control System - Stuck Open: No Sub Type Information	Sets when the PCM (powertrain control module) detects the PCM (powertrain control module) fault status indicates the throttle plate is at a greater angle than commanded.

module) U0606:00	'A': No Sub Type Information	
PCM (powertrain control module) U210F:00	Throttle/Pedal Position Sensor/Switch 'A' Communication Circuit Low: No Sub Type Information	Sets when the PCM (powertrain control module) detects the electronic throttle control TP (throttle position) signal is too low. This concern exhibits a symptom of limited power.
PCM (powertrain control module) U2110:00	Throttle/Pedal Position Sensor/Switch 'A' Communication Circuit High: No Sub Type Information	Sets when the PCM (powertrain control module) detects the electronic throttle control TP (throttle position) signal is too high. This concern exhibits a symptom of limited power.

Possible Sources

- Intake air system concern
- PCV (positive crankcase ventilation) system concern
- MAF (mass air flow) sensor (if equipped) circuitry concern
- MAP (manifold absolute pressure) sensor (if equipped) circuitry concern
- TP (throttle position) sensor circuitry concern
- Electronic throttle body circuitry concern
- TP (throttle position) sensor not seated correctly
- Obstruction in the throttle plate movement
- Throttle plate restrictions
- Electronic throttle body (9F991)
- TP (throttle position) sensor (9E928)
- PCM (powertrain control module) (12A650)

Pinpoint Test Steps available in the on-line Workshop Manual.

PINPOINT TEST QE : ELECTRONIC THROTTLE CONTROL (ETC) SYSTEM

Normal Operation and Fault Conditions

Refer to the DTC (diagnostic trouble code) Fault Trigger Conditions.

The informational Diagnostic Trouble Codes (DTCs) are the result of the failure mode effects management operating strategy that maintains limited vehicle function in the event of a PCM (powertrain control module) , harness or component concern.