

RAIL PRESSURE TOO LOW - ENGINE CRANKING - DTC CHART

P00C6 - FUEL RAIL PRESSURE TOO LOW - ENGINE CRANKING - DTC CHART

Description: The high pressure fuel system must reach a minimum pressure threshold before the engine can be started. This DTC sets if the high pressure fuel system cannot achieve this threshold within certain time and crankshaft rotation limits; the PCM attempts to start the engine at fuel pump assembly pressure.

Possible Causes:

- Fuel filter plugged or dirty
- Fuel supply line restricted
- Damaged fuel pump module
- Damaged fuel injection pump

Diagnostic Aids: Diagnose any fuel rail pressure (FRP) and FVR circuit DTCs first.

Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test HP .		

DIAGNOSTIC TROUBLE CODE (DTC) CHARTS AND DESCRIPTIONS > P00CE - INTAKE AIR TEMPERATURE MEASUREMENT SYSTEM - MULTIPLE SENSOR CORRELATION - DTC CHART

P00CE - INTAKE AIR TEMPERATURE MEASUREMENT SYSTEM - MULTIPLE SENSOR CORRELATION - DTC CHART

Description: This DTC sets when the charge air cooler temperature (CACT), intake air temperature (IAT) and the intake air temperature 2 (IAT2) PIDs are each greater than 16.67°C (30°F) different from each other at start up or that each sensor is out of the calibrated range at engine start up after a soak period of at least 6 hours when a block heater is not used.

Possible Causes:

- Damaged CACT, IAT or IAT2 sensors
- Contaminated or restricted CACT, IAT or IAT2 sensors
- Slow responding CACT, IAT or IAT2 sensors

Diagnostic Aids: Compare all sensor readings to the ambient temperature to determine which sensor is reading correctly.

This DTC may be accompanied by other DTCs. Check for other DTCs and diagnose those first.

Application	Key On Engine Off	Key On Engine Running	Continuous Memory
All	GO to Pinpoint Test DN .		