

Download File PDF 2012 Polaris Ranger Engine Error Codes

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EFI DIAGNOSTICS

Instrument Cluster Trouble Code Display

NOTE: The diagnostic mode is accessible only when the check engine MIL has been activated.

Use the following procedure to display diagnostic trouble codes that were activated during current ignition cycle causing the MIL to illuminate. Diagnostic trouble codes will remain stored in the gauge even if MIL turns off until the key is turned off.

NOTE: If there is a diagnostic problem with the power steering system, the power steering MIL will illuminate and blink in place of the check engine MIL.

1. If the trouble code(s) are not displayed, use the MODE button to toggle until "CHK ENG" displays on the information display area.

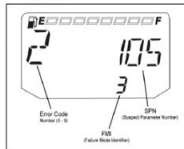


3. A set of three numbers will appear in the information area.

- The first number (located far left) can range from 0 to 9. This number represents the total number of trouble codes present (example: 2 means there are 3 codes present).

- The second number (located top right) can be 2 to 6 digits in length. This number equates to the suspected area of fault (SPN).

- The third number (located bottom right) can be 1 to 2 digits in length. This number equates to the fault mode (FMI).



4. If more than one code exists, press the MODE button to advance to the next trouble code.

2. Press and hold the MODE button to enter the diagnostics code menu.

5. To exit the diagnostic mode, press and hold the MODE button or turn the ignition key OFF once the codes are recorded.

DIAGNOSTIC TROUBLE CODE TABLE

Component	Condition	SPN	FMI	Digital Wrench™ P-Code
Throttle Position Sensor (TPS)	Voltage Too High	51	3	P0123
	Voltage Too Low		4	P0122
Vehicle Speed Signal	Data Erratic or Intermittent (or missing)	84	2	P0503
	Received Vehicle Speed Has Error		19	C1009
Manifold Absolute Pressure Sensor (MAP)	Voltage Too High	102	3	P0108
	Voltage Too Low		4	P0107
Intake Air Temperature (I-MAF)	Voltage Too High	105	3	P0113
	Voltage Too Low		4	P0112

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