



Diagnostic Trouble Code P200200 - Diagnostic Information; US14+OBD16 And Newer Emissions



US14+OBD2016 and newer vehicles are equipped with Particulate Matter (PM) sensors. For these vehicles, the Engine Control Module (EMS) uses the particulate matter sensor input to evaluate any damage in the Diesel Particulate Filter (DPF). P2002 is an indication of possible DPF damage.

IMPORTANT

Premium Tech Tool Should NOT be used for diagnosis of P2002 on vehicles with applicable emissions levels. The information below should be followed instead.

For applicable vehicles with P200200 logged on a DTC Readout:

Review the Detailed Status Information for the relevant code on the DTC Readout.

DTC List (2 Items)

Control Unit ▲	DTC	Status
Brake ECU (MID 136)	SID 69: Axel load sensor, FMI 2: Data erratic, intermittent, or incorrect	Active
Engine Control Module (EMS)	P229F64: NOx Sensor Gas Outlet Removed, Signal Plausibility Failure	Active 0

NOx Sensor Gas Outlet Removed

Detailed status information

Title ▲	Value
Confirmed DTC	True
Pending DTC	False
Test failed	True
Test failed since last clear	True
Test failed this operation cycle	True
Test not completed since last clear	False
Test not completed this operation cycle	False
Warning indicator requested	False

• **If the Confirmed DTC Value for P200200 is "False":** DO NOT diagnose this code. Proceed to diagnosis for any other relevant codes present.

• **If the Confirmed DTC Value for P200200 is "True":** Proceed with the Live UI below.

1. Check for evidence of soot passing through the SCR by inspecting the SCR outlet.

- **If there is no evidence of soot passage through the SCR:** Skip to Step 3.
- **If there is evidence of soot passage through the SCR:** Proceed to the next step (Step 2).

2. Inspect the DPF outlet for evidence of soot bypassing the filter, or damage to the DPF.

- **If there is no evidence of soot passage through the DPF and no visible damage:** Proceed to Step 3.
- **If there is evidence of soot passage through the DPF, and/or damage to the DPF is visible:** Replace the DPF.

3. **If the above steps do not indicate any issues:** Replace the PM sensor.

- The PM sensor is the likely cause specifically when the SCR outlet (near PM sensor) does not show any evidence of black soot.
- The DPF differential pressure (dP) sensor and Exhaust Gas Recirculation (EGR) system have low to no inputs on the P2002 diagnostic routine for vehicles with these emissions levels.

This solution will be updated when further information is available concerning Premium Tech Tool use for diagnosing this code.

 Tags

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