



Roadster DTC P0217 ECM

Printable Version

Rate This Article ☆☆☆☆☆ (Average Rating: No Rating) Version 2

Language English Show Properties

Summary:

Diagnostic trouble code - Engine coolant over temperature condition

Type:

General

TST Detail:

Unless otherwise specified, troubleshooting applies to all vehicle structures.

This document covers 1 vehicle structure. For more information on vehicle structure and DTC TSTs read the following TST [Understanding Roadster DTC diagnostic TSTs](#)**Vehicle Structure (A)**

In relation with ECM information:

BRP assembly number: All

Diagnosis code bytes: All

On 2013 Spyders (all models) we have noticed a cause for this code to be related to heat soak. Heat soak is when an engine is turned off and the coolant temperature increases because the coolant is no longer circulating but the engine is still releasing heat. The circumstance where you would be riding and pull in for a 5-10 minute stop (heat soak taking effect) and upon turning the key on and starting the unit the cluster displays the message "limp home" and "overheat". This happens when the coolant temperature reaches 110C (230F), the P0217 code is triggered. Since the ECM update included in the 2012-8/10 warranty bulletins for 2011/12 and in all 2013 spyders the coolant overheat limp home is passive. This signifies that when the code is triggered, engine power reduction is not noticeable unless the temperature continues to increase. This means that if you ride, the cooled coolant from the radiator will circulate to the engine and bring the coolant temperature sensor reading below the code trigger threshold and the code (check engine, limp home, overheat) will go away.

At this time this situation is controlled by ECM software calibration and an update is not available.

It is important to educate your customer which experiences this by letting them know that they need to continue to ride to cool the engine.

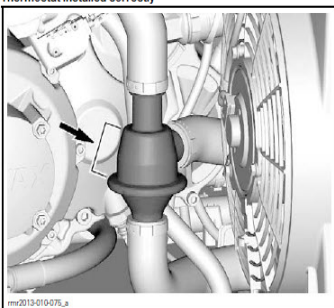
If for some reason there is real coolant system failure (stuck thermostat, low coolant, impeller problem) the temperature will continue to increase, the engine power will be reduced to indicate a problem is present. This is the time to stop the engine and have it diagnosed.

Cause:

- Coolant fluid temperature too high.

Action:

- Check for coolant fluid leak and coolant fluid level.
- Check radiator condition.
- Check thermostat operation and correct position.

Thermostat installed correctly**Thermostat installed incorrectly****Attachment:**

First Published By: Dany Davey on 2012-11-06

Last Modified By: Dany Davey on 2013-06-26