

KIA · POWERTRAIN

P1693

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P1693 · Kia

MIL Circuit Malfunction

P1693 on a Kia indicates that the powertrain control module (PCM) has detected a fault in the malfunction indicator lamp (MIL) circuit, which is the circuit that illuminates the check engine light on the dashboard. The PCM monitors the circuit for expected voltage or continuity when the lamp is commanded on or off, and it sets this code when the actual circuit state does not match the command.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Kia specific	Medium	Intermediate	Computer and output circuits

Symptoms you may notice

- The check engine light may not illuminate at all when the ignition is turned on, failing the bulb check.
- The check engine light may stay illuminated continuously even when no other fault codes are present.
- The check engine light may flicker or behave erratically while driving over bumps.
- Often no symptoms besides the warning light itself, and the vehicle may run normally.
- In some cases, the engine may crank but not start if the PCM inhibits operation due to the MIL circuit fault.
- Other dashboard warning lights may also fail to illuminate if the fault involves a shared ground or power feed.

Common causes, most likely first

- Burned-out or faulty MIL bulb or LED in the instrument cluster.
- Open or shorted wiring between the PCM and the instrument cluster on the MIL control circuit.
- Corroded or loose electrical connector at the PCM or instrument cluster.
- Failed instrument cluster printed circuit board or internal driver for the MIL.
- Internal fault in the PCM affecting the MIL output driver.
- Blown fuse that supplies power to the instrument cluster or PCM.
- Aftermarket alarm or remote start installation that tapped into the MIL circuit.



How to diagnose and fix it

- 1 Verify the MIL bulb or LED by turning the ignition on and checking that the check engine light illuminates during the bulb check; if not, remove the cluster and test the bulb.
- 2 Inspect the fuse that powers the instrument cluster and the PCM, and replace any blown fuse after checking for shorts.
- 3 Disconnect the PCM and instrument cluster connectors and inspect for corrosion, loose pins, or pushed-out terminals; clean and reseat as needed.
- 4 Use a digital multimeter to check for continuity and voltage on the MIL control wire between the PCM and the cluster, looking for opens or shorts to ground or power.
- 5 If wiring and bulb are good, substitute a known-good instrument cluster to see if the MIL operates correctly.
- 6 If the cluster is good, test the PCM output driver with a scan tool or oscilloscope; replace the PCM if the driver is faulty and reprogram as required.
- 7 Clear the code and perform a road test to confirm the MIL circuit operates correctly and the code does not return.

Before you replace the instrument cluster

- A common misdiagnosis is replacing the instrument cluster when the real problem is a chafed wire in the harness near the steering column or a corroded ground point behind the dashboard.
- Aftermarket accessories such as alarm systems or remote starters often splice into the MIL circuit, causing intermittent faults that only appear when the accessory is active.
- The PCM may set P1693 even if the MIL bulb is good, because the code monitors the electrical circuit, not the bulb filament; a shorted driver in the PCM can command the lamp on constantly.
- On some Kia models, a weak battery or poor ground can cause the PCM to misread the MIL circuit voltage, setting a false P1693 without any actual circuit fault.
- Always check for related communication codes (U-codes) first; a faulty CAN bus or cluster power supply can mimic a MIL circuit fault and lead to unnecessary parts replacement.

Can I keep driving with P1693?

You can generally drive with P1693 because the engine and transmission usually operate normally, but you will not have a functioning check engine light to warn you of other problems. Avoid long trips until the circuit is repaired, and do not ignore the code if your local inspection requires a working MIL.



Tools that help

- OBD-II scan tool
- Digital multimeter
- Test light
- Trim removal tools
- Wiring diagram for the specific Kia model
- Oscilloscope (optional for driver testing)

Reading P1693

P	Powertrain: engine, transmission and emissions.
1	Manufacturer-specific code (Kia): its meaning depends on the make.
6	Computer and output circuits.
93	The exact fault within that area.

Often seen with

P1692 MIL Short To Ground · **P1694** MIL Open Short To Ground · **P1692** Turbo Control Solenoid Circuit · **P1694** Turbo Charge Relief Circuit · **P1692** Coolant Gauge Circuit Voltage High · **P1694** Tachometer Circuit Voltage High · **P1694** No CCD Messages Received From ECM · **P0650** Malfunction Indicator Lamp (MIL) Control Circuit Malfunction · **U0100** Lost Communication With ECM/PCM A · **U0155** Lost Communication With Body Control Module

See it working

Watch the animated explainer [Manual Car Driving Simulator: Learn Clutch Control](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/kia-p1693/>

