

GENERIC · POWERTRAIN

P2673

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2673

Injection Pump Timing Calibration Not Learned

P2673 indicates that the engine control module (ECM) has not successfully completed the calibration learning process for the injection pump timing. The ECM expects to see a specific learned value that correlates the pump's commanded timing to actual fuel delivery, but that value is missing or invalid, so the ECM sets this code and may default to a limp timing strategy.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Professional	Computer and output circuits

Symptoms you may notice

- Illumination of the malfunction indicator lamp (MIL) on the dashboard.
- Often no symptoms besides the warning light, especially if the engine still starts and runs normally.
- Rough idle or intermittent misfire when the ECM lacks a valid timing calibration.
- Reduced engine power or limp mode under load.
- Hard starting or extended cranking, particularly when cold.
- Poor fuel economy or increased exhaust smoke.

Common causes, most likely first

- 1 Interrupted or incomplete calibration learn procedure after battery disconnect, ECM replacement, or injection pump service.
- 2 Faulty injection pump timing solenoid or actuator that prevents the ECM from achieving the required calibration conditions.
- 3 Wiring damage or poor connection at the injection pump timing control circuit.
- 4 Sticking or worn injection pump internal components that prevent timing adjustment during the learn routine.
- 5 ECM software issue or corrupted adaptive memory that blocks the calibration learn.
- 6 Low fuel pressure or air in the fuel system preventing stable pump operation during the learn.



How to diagnose and fix it

- 1 Verify battery voltage and charge the battery if low, as many calibration routines require stable voltage above 12.5 volts.
- 2 Connect a scan tool and check for other stored codes, especially fuel pressure or camshaft/crankshaft correlation codes, and repair those first.
- 3 Inspect the injection pump timing actuator connector and wiring for corrosion, chafing, or loose pins.
- 4 Perform the manufacturer-specific injection pump timing calibration learn procedure exactly as outlined in the service information.
- 5 If the learn fails, check fuel pressure and bleed the fuel system to remove air before retrying.
- 6 Test the injection pump timing solenoid or actuator for resistance and function according to the service manual.
- 7 If all else fails, replace the injection pump or ECM as directed by the manufacturer's diagnostic flow chart.

Why the calibration learn keeps failing

- A weak or failing battery is a common culprit because the calibration routine may abort if system voltage drops below a threshold during cranking or the learn cycle.
- Technicians often overlook air in the fuel system; even a small leak on the suction side can prevent the pump from achieving stable timing during the learn.
- The code does not always mean the pump is bad; many cases are resolved by simply completing the learn procedure after a repair or battery service.
- After replacing an ECM or injection pump, the calibration learn must be performed with a capable scan tool; some generic tools cannot initiate this routine.
- A stuck-open EGR valve or intake leak can alter cylinder pressures enough to make the timing learn fail, so check for unrelated engine performance codes first.

Can I keep driving with P2673?

The vehicle may enter limp mode or exhibit reduced power, but it is generally safe to drive to a repair shop at moderate speed. Avoid heavy acceleration or towing until the calibration is restored, as incorrect timing can increase emissions and stress the pump.

Tools that help

- OBD-II scan tool with manufacturer-specific calibration capabilities
- Digital multimeter for circuit testing
- Fuel pressure gauge
- Service information for the specific vehicle
- Basic hand tools for connector and wiring inspection



Reading P2673

- P** Powertrain: engine, transmission and emissions.
- 2** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 6** Computer and output circuits.
- 73** The exact fault within that area.

Often seen with

P0219 Engine Overspeed Condition · **P0251** Injection Pump Fuel Metering Control 'A' (Cam/Rotor/Injector) · **P0252** Injection Pump Fuel Metering Control 'A' Range/Performance (· **P0253** Injection Pump Fuel Metering Control 'A' Low (Cam/Rotor/Inje · **P0254** Injection Pump Fuel Metering Control 'A' High (Cam/Rotor/Inj

See it working

Watch the animated explainer [Readiness Monitors and the OBD-II Drive Cycle](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2673/>

