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New Holland DTC EEM3, FMGR, SGR

[EEM3] – 100 – Boost pressure sensor, signal voltage too low
[EEM3] – 10 – EEPROM error
[EEM3] – 101 – Boost pressure sensor, signal voltage too high
[EEM3] – 102 – Boost pressure too low
[EEM3] – 103 – Boost pressure too high
[EEM3] – 104 – Boost pressure, no signal
[EEM3] – 109 – Coolant sensor — temperature, no signal
[EEM3] – 110 – Coolant sensor — temperature, signal voltage too low
[EEM3] – 111 – Coolant sensor — temperature, signal voltage too high
[EEM3] – 112 – Coolant — temperature too high
[EEM3] – 113 – Coolant — temperature alarm
[EEM3] – 114 – Boost air temperature sensor, signal voltage too low
[EEM3] – 115 – Boost air temperature sensor, signal voltage too high
[EEM3] – 116 – Boost air temperature, value too high
[EEM3] – 117 – Boost air temperature sensor, no signal
[EEM3] – 121 – Water in fuel
[EEM3] – 141 – CAN Bus OFF (vehicle bus)
[EEM3] – 143 – CAN Bus OFF (ID module – EEM3)
[EEM3] – 146 – RPM default through FMGR too low
[EEM3] – 147 – RPM default through FMGR too high
[EEM3] – 17 – Battery voltage is far too low
[EEM3] – 172 – Upgrade protection error
[EEM3] – 18 – Battery voltage is far too high
[EEM3] – 19 – Battery voltage, no signal
[EEM3] – 20 – Temperature in engine controller too high
[EEM3] – 21 – Temperature sensor in engine controller, signal voltage too low
[EEM3] – 211 – Supply voltage 1 too low
[EEM3] – 212 – Supply voltage 1 too high
[EEM3] – 215 – Supply voltage 3 too low
[EEM3] – 216 – Supply voltage 3 too high
[EEM3] – 22 – Temperature sensor in engine controller, signal voltage too high
[EEM3] – 221 – Engine electronics self test, internal error 1
[EEM3] – 222 – Engine electronics self test, internal error 2
[EEM3] – 223 – Engine electronics self test, internal error 3
[EEM3] – 23 – Temperature sensor in engine controller, no signal
[EEM3] – 231 – Engine controller does not switch off
[EEM3] – 233 – Engine controller did not switch off last time
[EEM3] – 235 – Output 1, short circuit to earth
[EEM3] – 237 – Output 3, short circuit to earth
[EEM3] – 241 – Output 1, short circuit to battery +
[EEM3] – 245 – Engine controller short circuits during operation and then carries on working
[EEM3] – 246 – Engine controller short circuits 3 times during operation and then carries on working
[EEM3] – 248 – Water in fuel sensor — supply voltage too low

[EEM3] – 249 – Water in fuel sensor — supply voltage too high
[EEM3] – 251 – Fuel temperature sensor, signal voltage too low
[EEM3] – 252 – Fuel temperature sensor, signal voltage too high
[EEM3] – 253 – Fuel temperature too high
[EEM3] – 261 – Fuel temperature sensor, no signal
[EEM3] – 263 – Rail pressure sensor — signal voltage too low
[EEM3] – 264 – Rail pressure sensor — signal voltage too high
[EEM3] – 265 – Rail pressure too high
[EEM3] – 266 – Rail pressure, no signal
[EEM3] – 269 – Engine RPM, signal faulty
[EEM3] – 271 – Engine RPM sensor signal faulty
[EEM3] – 272 – Engine RPM sensor signal interrupted
[EEM3] – 273 – Engine RPM sensor connections inverted
[EEM3] – 276 – Pressure drop in intake system during engine start-up too high
[EEM3] – 281 – Camshaft position sensor signal faulty
[EEM3] – 282 – Camshaft position sensor signal interrupted
[EEM3] – 283 – Camshaft position sensor connections inverted
[EEM3] – 284 – Camshaft position sensor signal implausible
[EEM3] – 291 – Fuel feed pressure sensor, signal voltage too low
[EEM3] – 292 – Fuel feed pressure sensor, signal voltage too high
[EEM3] – 293 – Fuel feed pressure sensor, no signal
[EEM3] – 311 – Injector 1 — solenoid valve short circuit to earth
[EEM3] – 312 – Injector 1 — solenoid valve short circuit to + supply
[EEM3] – 313 – Injector 1 — solenoid valve circuit open
[EEM3] – 314 – Injector 1 — solenoid valve open too long
[EEM3] – 315 – Injector 1 — solenoid valve error
[EEM3] – 321 – Injector 5 — solenoid valve short circuit to ground
[EEM3] – 322 – Injector 5 — solenoid valve short circuit to + supply
[EEM3] – 323 – Injector 5 — solenoid valve circuit open
[EEM3] – 324 – Injector 5 — solenoid valve open too long
[EEM3] – 325 – Injector 5 — solenoid valve error
[EEM3] – 331 – Injector 3 — solenoid valve short circuit to earth
[EEM3] – 332 – Injector 3 — solenoid valve short circuit to + supply
[EEM3] – 333 – Injector 3 — solenoid valve circuit open
[EEM3] – 334 – Injector 3 — solenoid valve open too long
[EEM3] – 335 – Injector 3 — solenoid valve error
[EEM3] – 341 – Injector 6 — solenoid valve short circuit to ground
[EEM3] – 342 – Injector 6 — solenoid valve short circuit to +supply
[EEM3] – 343 – Injector 6 — solenoid valve circuit open
[EEM3] – 344 – Injector 6 — solenoid valve open too long
[EEM3] – 345 – Injector 6 — solenoid valve error
[EEM3] – 351 – Injector 2 — solenoid valve short circuit to earth
[EEM3] – 352 – Injector 2 — solenoid valve short circuit to + supply
[EEM3] – 353 – Injector 2 — solenoid valve circuit open
[EEM3] – 354 – Injector 2 — solenoid valve open too long
[EEM3] – 355 – Injector 2 — solenoid valve error

[EEM3] – 361 – Injector 4 — solenoid valve short circuit to ground
[EEM3] – 362 – Injector 4 — solenoid valve short circuit to +supply
[EEM3] – 363 – Injector 4 — solenoid valve circuit open
[EEM3] – 364 – Injector 4 — solenoid valve open too long
[EEM3] – 365 – Injector 4 — solenoid valve error
[EEM3] – 371 – Battery voltage is too low
[EEM3] – 372 – Battery voltage is too high
[EEM3] – 381 – Rail pressure too low
[EEM3] – 382 – Rail pressure too high
[EEM3] – 383 – Rail pressure is lower than expected
[EEM3] – 384 – Rail pressure is higher than expected
[EEM3] – 385 – Rail pressure, leakage at idle speed
[EEM3] – 386 – Rail pressure, leakage
[EEM3] – 387 – Rail pressure signal, leakage at overspeed
[EEM3] – 391 – Pressure-relief valve open
[EEM3] – 392 – Pressure-relief valve stuck
[EEM3] – 421 – High-pressure pump solenoid valve, short circuit to ground
[EEM3] – 422 – High-pressure pump solenoid valve, short circuit to + supply
[EEM3] – 423 – Solenoid valve high pressure pump open circuit
[EEM3] – 424 – High-pressure pump solenoid valve, activation temperature too high
[EEM3] – 441 – Fuel pump pressure, value fluctuation
[EEM3] – 442 – Fuel pump pressure sensor, signal dropout
[EEM3] – 445 – Fuel pump pressure, too high
[EEM3] – 446 – Fuel pump pressure, too low
[EEM3] – 451 – Incorrect engine specification
[EEM3] – 452 – Incorrect serial number
[EEM3] – 453 – ID module, no communication
[EEM3] – 454 – ID module incompatible with engine controller
[EEM3] – 455 – ID module, memory 1 defective
[EEM3] – 456 – ID module, supply voltage too high
[EEM3] – 457 – ID module, supply voltage too low
[EEM3] – 458 – ID module, temperature too high
[EEM3] – 459 – ID module, memory 2 defective
[EEM3] – 461 – ID module, internal error 1
[EEM3] – 462 – ID module, start error
[EEM3] – 463 – Missing engine specification
[EEM3] – 464 – Missing serial number
[EEM3] – 465 – Missing ID module, bypass function activated
[EEM3] – 466 – Missing ID module, bypass function deactivated
[EEM3] – 467 – Missing ID module, bypass function timed out
[EEM3] – 471 – Air pressure sensor in engine controller, signal voltage too low
[EEM3] – 472 – Air pressure sensor in engine controller, signal voltage too high
[EEM3] – 473 – Air pressure too high
[EEM3] – 474 – Air pressure sensor in engine controller, no signal
[EEM3] – 80 – Accelerator pedal potentiometer, signal voltage too low
[EEM3] – 81 – Accelerator pedal potentiometer, signal voltage too high

[EEM3] – 92 – Oil pressure too high
[EEM3] – 93 – Oil pressure sensor, no signal
[EEM3] – 94 – Overspeed
[EEM3] – 95 – Oil pressure sensor is faulty
[EEM3] – 96 – Oil pressure sensor, signal voltage too low
[EEM3] – 97 – Oil pressure sensor, signal voltage too high
[EEM3] – 98 – Oil pressure too low
[EEM3] – 99 – Oil pressure too low, alarm
[FMGR] – 1 – Processor error (arithmetic, push, pop, stack)
[FMGR] – 100 – Rotational angle sensor on clutch pedal B17 — signal voltage above valid range
[FMGR] – 103 – Rotational angle sensor on clutch pedal B17 — signal voltage below valid range
[FMGR] – 104 – Signal from plus button (+) stays on too long
[FMGR] – 105 – Signal from minus button (+) stays on too long
[FMGR] – 106 – Signal from cruise control switch OFF/Resume stays on too long
[FMGR] – 109 – Signal from forward switch stays on too long
[FMGR] – 110 – Signal from reverse switch stays on too long
[FMGR] – 112 – Signal from seat sensor S8 interrupted
[FMGR] – 114 – Seat sensor S8 — Signal permanently on +
[FMGR] – 115 – Seat sensor S8 — incorrect input signal phasing
[FMGR] – 116 – Brake switch — signal never changes
[FMGR] – 117 – Brake switch S6 — incorrect signal
[FMGR] – 118 – Brake switch S6 — signal permanently on steady plus instead of duty cycle (PWM)
[FMGR] – 119 – Brake switch S6 — input signal with incorrect phase modulation
[FMGR] – 120 – Brake switch S5— signal never changes
[FMGR] – 12 – Internal processor memory error (RAM address error) on initialisation
[FMGR] – 121 – Brake switch S5 — incorrect signal
[FMGR] – 122 – Brake switch S5 — signal permanently on steady plus instead of duty cycle (PWM)
[FMGR] – 123 – Brake switch S5 — input signal with incorrect phase modulation
[FMGR] – 124 – Parking brake switch S21 — signal permanently on
[FMGR] – 126 – Parking brake switch S21 — signal permanently on +
[FMGR] – 127 – Parking brake switch S21 — input signal with incorrect phasing
[FMGR] – 13 – Internal processor memory error (RAM address error) during operation
[FMGR] – 130 – Manual mode switch — signal permanently on +
[FMGR] – 131 – Manual mode switch — input signal with incorrect phasing
[FMGR] – 134 – Input signal – permanently +
[FMGR] – 135 – Input signal with incorrect phasing
[FMGR] – 138 – 4WD management — signal permanently on steady plus instead of duty cycle (PWM)
[FMGR] – 139 – 4WD management — input signal with incorrect phasing
[FMGR] – 14 – External processor memory error (RAM address error) on initialisation
[FMGR] – 142 – 4WD ON — signal permanently on steady plus instead of duty cycle (PWM)
[FMGR] – 143 – 4WD ON — input signal with incorrect phasing
[FMGR] – 146 – Input signal – permanently +
[FMGR] – 147 – Input signal with incorrect phasing
[FMGR] – 15 – External processor memory error (RAM address error) during operation
[FMGR] – 150 – Swivel seat switch S8/2 (for reversible driving position) — signal permanently on +
[FMGR] – 151 – Swivel seat switch S8/2 (for reversible driving position) — input signal with incorrect

phasing
[FMGR] – 154 – Aggressivity switch – signal permanently +
[FMGR] – 155 – Aggressivity switch – input signal with incorrect phasing
[FMGR] – 156 – Coupling switch 80% — signal never changes
[FMGR] – 157 – Coupling switch 80% — no plausibility with coupling sensor
[FMGR] – 158 – Coupling switch 80% — signal permanently on steady plus instead of duty cycle (PWM)
[FMGR] – 159 – Coupling switch 80% — input signal with incorrect phasing
[FMGR] – 160 – Engine brake switch S20 — signal permanently on
[FMGR] – 16 – Processor memory error (EEPROM checksum 0 manufacturer — and ISO data incorrect)
[FMGR] – 162 – Engine brake switch S20 — signal permanently on +
[FMGR] – 163 – Engine brake switch S20 — input signal with incorrect phasing
[FMGR] – 164 – Parking lock ON — input activated for too long
[FMGR] – 166 – Parking lock ON — signal permanently on steady plus instead of duty cycle (PWM)
[FMGR] – 167 – Parking lock ON — input signal with incorrect phasing
[FMGR] – 168 – Signal from shuttle lever “forward drive” stays on too long
[FMGR] – 170 – Lever position Forwards — signal permanently on steady plus instead of duty cycle (PWM)
[FMGR] – 17 – Processor memory error (EEPROM checksum 1 vehicle data incorrect)
[FMGR] – 171 – Lever position Forwards — input signal with incorrect phasing
[FMGR] – 172 – Signal from shuttle lever “reverse drive” stays on too long
[FMGR] – 174 – Lever position Reverse — signal permanently on steady plus instead of duty cycle (PWM)
[FMGR] – 175 – Lever position Reverse — input signal with incorrect phasing
[FMGR] – 176 – Signal from “neutral sensor” on the shuttle lever stays on too long
[FMGR] – 178 – Lever position Neutral — signal permanently on steady plus instead of duty cycle (PWM)
[FMGR] – 179 – Lever position Forwards — input signal with incorrect phasing
[FMGR] – 18 – Processor memory error (EEPROM checksum 2 history track incorrect)
[FMGR] – 180 – Signal from “shuttle lever raised” stays on too long
[FMGR] – 182 – Lever position Deadman — signal permanently on steady plus instead of duty cycle (PWM)
[FMGR] – 183 – Lever position Deadman — input signal with incorrect phasing
[FMGR] – 200 – Potentiometer on accelerator pedal R8 — supply voltage too low (<4.5V) [FMGR] – 2 – Processor error (register) [FMGR] – 201 – Potentiometer on accelerator pedal R8 — supply voltage too high (>6.5V)
[FMGR] – 202 – Potentiometer on accelerator pedal R8 — voltage supply short circuit to +
[FMGR] – 203 – Potentiometer on accelerator pedal R8 — voltage supply short circuit to ground
[FMGR] – 204 – Load limit potentiometer — supply voltage too low (<4.5V) [FMGR] – 205 – Load limit potentiometer — supply voltage too high (>6.5V)
[FMGR] – 206 – Load limit potentiometer — supply voltage short circuit to +
[FMGR] – 207 – Load limit potentiometer — supply voltage short circuit to ground
[FMGR] – 208 – Rotational angle sensor on clutch pedal B17 — supply voltage too low (<4.5V) [FMGR] – 209 – Rotational angle sensor on clutch pedal B17 — supply voltage too high (>6.5V)
[FMGR] – 210 – Rotational angle sensor on clutch pedal B17 — supply voltage with short to +
[FMGR] – 211 – Rotational angle sensor on clutch pedal B17 — voltage supply short circuit to ground
[FMGR] – 213 – Clocked switch supply GSV 1 — short circuit with another phase
[FMGR] – 214 – Clocked switch supply GSV 1 — short circuit to +
[FMGR] – 215 – Clocked switch supply GSV 1 — short circuit, or short to ground
[FMGR] – 217 – Clocked switch supply GSV 2 — short circuit with another phase
[FMGR] – 218 – Clocked switch supply GSV 2 — short circuit to +

[FMGR] – 219 – Clocked switch supply Group 2 — short circuit or short to ground
[FMGR] – 221 – Clocked switch supply (GSV3) — short circuit with another phase
[FMGR] – 222 – Clocked switch supply (GSV3) — short circuit to +
[FMGR] – 223 – Clocked switch supply (GSV3) — short circuit to ground
[FMGR] – 232 – Solenoid valve brake oil cooling — activation interrupted
[FMGR] – 234 – Solenoid valve 1 brake oil cooling — short to +
[FMGR] – 235 – Solenoid valve 1 brake oil cooling — short to ground
[FMGR] – 236 – Solenoid valve brake oil cooling — activation interrupted
[FMGR] – 238 – Solenoid valve 2 brake oil cooling — short to +
[FMGR] – 239 – Solenoid valve 2 brake oil cooling — short to ground
[FMGR] – 240 – Faulty reception of CAN bus signal (EHS) from vehicle
[FMGR] – 24 – Processor error (external ILLBUS access incorrect)
[FMGR] – 241 – Faulty reception of CAN bus signal EEC2 from vehicle
[FMGR] – 242 – Faulty reception of CAN bus signal EEC1 from vehicle
[FMGR] – 243 – Faulty reception of CAN bus signal DRVST from vehicle
[FMGR] – 245 – Faulty reception of CAN bus signal AUX1 from vehicle
[FMGR] – 246 – Faulty reception of CAN bus signal AUX2 from vehicle
[FMGR] – 247 – Faulty reception of CAN bus signal AUX3 from vehicle
[FMGR] – 248 – Faulty reception of CAN bus signal AUX4 from vehicle
[FMGR] – 249 – Faulty reception of CAN bus signal AUX5 from vehicle
[FMGR] – 25 – Processor error (ILLINA instruction incorrect)
[FMGR] – 251 – Faulty reception of CAN bus signal ECCU1 from vehicle
[FMGR] – 252 – Faulty reception of CAN bus signal ECCU2 from vehicle
[FMGR] – 253 – Faulty reception of CAN bus signal ECCU3 from vehicle
[FMGR] – 255 – CAN Bus OFF
[FMGR] – 26 – Processor error (ILLOPA access to odd address, compiler error)
[FMGR] – 27 – Processor error (PRTFLT memory protection area indicator)
[FMGR] – 28 – Processor error (UNDOPC no valid C167 command)
[FMGR] – 29 – Processor error (STKUF stack sector below requirement)
[FMGR] – 30 – Processor error (STKUF stack sensor above requirement)
[FMGR] – 3 – Processor error (internal watchdog)
[FMGR] – 31 – Unauthorised non-maskable interrupts (NMI) active
[FMGR] – 32 – Local CAN Bus signal TR2 receipt in register 0 is faulty
[FMGR] – 33 – Local CAN Bus signal TR3 receipt in register 1 is faulty
[FMGR] – 34 – Local CAN Bus signal TR4 receipt in register 2 is faulty
[FMGR] – 37 – Local CAN Bus signal TR4 receipt in register 5 is faulty
[FMGR] – 47 – CAN Bus OFF (gear bus)
[FMGR] – 48 – Supply voltage (potential 30) too low
[FMGR] – 49 – Supply voltage (potential 30) too high
[FMGR] – 50 – Internal relay S-Matic (main switch) does not switch
[FMGR] – 5 – Processor error (external watchdog)
[FMGR] – 51 – Internal relay S-Matic (main switch) stuck
[FMGR] – 54 – Incorrect reception of CAN bus signal AUX6 from vehicle
[FMGR] – 55 – Faulty reception of CAN bus signal AUX7 from vehicle
[FMGR] – 56 – Faulty reception of CAN bus signal AUX8 from vehicle
[FMGR] – 63 – SGR sends incorrect response to FMGR query

[FMGR] – 64 – Engine from wrong power class
[FMGR] – 69 – Engine adjustment impossible
[FMGR] – 7 – FMGR status as at factory, no valid parameters
[FMGR] – 8 – Processor memory error (flash checksum) on initialisation
[FMGR] – 84 – Potentiometer on accelerator pedal R8 — signal voltage (analogue 1) above permissible range
[FMGR] – 85 – Accelerator pedal potentiometer R8 — faulty signal
[FMGR] – 87 – Potentiometer on accelerator pedal R8 — signal voltage (analogue 1) below permissible range
[FMGR] – 9 – Processor memory error (flash checksum) during operation
[FMGR] – 93 – Hand throttle — faulty sensor signal
[ICU] – 2 – CAN Bus OFF
[SGR] – 1 – Processor error (arithmetic, push, pop, system stack)
[SGR] – 104 – Lubrication pressure sensor — signal voltage above valid range
[SGR] – 105 – Lubrication pressure sensor — missing lubricant pressure signal
[SGR] – 106 – Lubricant pressure sensor — oil pressure too low
[SGR] – 107 – Lubrication pressure sensor — signal voltage below valid range
[SGR] – 108 – Lubrication pressure sensor — lubricant pressure too high
[SGR] – 112 – System pressure sensor — signal voltage above valid range
[SGR] – 113 – System pressure sensor — System pressure too low
[SGR] – 114 – System pressure sensor — system pressure too low, remedy active
[SGR] – 115 – System pressure sensor — signal voltage below valid range
[SGR] – 116 – System pressure sensor — System pressure too high
[SGR] – 117 – System pressure sensor — pressure drop during gear change
[SGR] – 118 – System pressure sensor — system pressure too low, engine speed increase shows no effect
[SGR] – 12 – Processor memory error (RAM address error) internal on initialisation
[SGR] – 120 – Temperature sensor — interrupted, or short to +
[SGR] – 121 – Temperature sensor — temperature gradient above valid range
[SGR] – 122 – Temperature sensor — temperature too high
[SGR] – 123 – Temperature sensor — short circuit to ground
[SGR] – 124 – Temperature sensor — temperature too low — limited operation
[SGR] – 125 – Temperature sensor — temperature gradient below valid range
[SGR] – 126 – Temperature sensor — temperature too low — no operation
[SGR] – 13 – Processor memory error (RAM address error) internal during operation
[SGR] – 130 – System pressure sensor — pressure drop during gear shift clutch 1
[SGR] – 131 – System pressure sensor — pressure drop during gear shift clutch 2
[SGR] – 132 – System pressure sensor — pressure drop during gear shift clutch 3
[SGR] – 133 – System pressure sensor — pressure drop during gear shift clutch 4
[SGR] – 134 – System pressure sensor — pressure drop during gear shift clutch KV
[SGR] – 135 – System pressure sensor — pressure drop during gear shift clutch KR
[SGR] – 136 – Pressure filter input — pressure filter dirty, change
[SGR] – 14 – Processor memory error (RAM address error) external on initialisation
[SGR] – 144 – HCU — no feedback
[SGR] – 145 – Electronic hydrostat — incorrect reading
[SGR] – 146 – Hydrostat — no feedback from index sensor
[SGR] – 147 – Electronic hydrostat — several initialisation attempts

[SGR] – 148 – Hydrostat — step loss after start switch ON
[SGR] – 149 – Parking lock — engaging operation aborted, first part, too much travel
[SGR] – 150 – Parking lock — engaging operation aborted, second part, too much travel
[SGR] – 15 – Processor memory error (RAM address error) external during operation
[SGR] – 151 – Parking lock — engaging operation aborted, first part, no pressure build-up
[SGR] – 152 – Parking lock — engaging operation aborted, second part, no pressure build-up
[SGR] – 153 – Parking lock — check aborted, first part, too much travel
[SGR] – 154 – Parking lock — check aborted, second part, too much travel
[SGR] – 155 – Parking lock — check aborted, first part, no pressure build-up
[SGR] – 156 – Parking lock — check aborted, second part, no pressure build-up
[SGR] – 157 – Parking lock — check aborted, pressure build-up before engaging neutral, too much travel
[SGR] – 16 – Processor memory error (EEPROM checksum 0) incorrect
[SGR] – 170 – Hydrostat — voltage supply short to +
[SGR] – 17 – Processor memory error (EEPROM checksum 1) incorrect
[SGR] – 171 – Hydrostat — voltage supply short circuit, or short to ground
[SGR] – 176 – Solenoid valve 4WD — address procedure interrupted
[SGR] – 177 – Solenoid valve 4WD — faulty PWM signal
[SGR] – 178 – Solenoid valve 4WD — short to +
[SGR] – 179 – Solenoid valve 4WD — short circuit, short to ground
[SGR] – 18 – Processor memory error (EEPROM checksum 2) incorrect
[SGR] – 184 – Solenoid valve forwards — activation interrupted
[SGR] – 185 – Solenoid valve clutch forwards — faulty PWM signal
[SGR] – 186 – Solenoid valve clutch forwards — short to +
[SGR] – 187 – Solenoid valve clutch forwards — short circuit, or short to ground
[SGR] – 188 – Clutch forwards — clutch does not disengage
[SGR] – 189 – Clutch forwards — clutch does not engage
[SGR] – 190 – Clutch forwards — clutch slips
[SGR] – 192 – Solenoid valve clutch reverse — activation interrupted
[SGR] – 193 – Solenoid valve clutch reverse — faulty PWM signal
[SGR] – 194 – Solenoid valve clutch forwards — short to +
[SGR] – 195 – Solenoid valve clutch reverse — short circuit, or short to ground
[SGR] – 196 – Clutch reverse — clutch does not disengage
[SGR] – 197 – Clutch reverse — clutch does not engage
[SGR] – 198 – Clutch reverse — clutch slips
[SGR] – 2 – Processor error (register)
[SGR] – 200 – Solenoid valve clutch 1 — activation interrupted
[SGR] – 201 – Solenoid valve clutch 1 — faulty PWM signal
[SGR] – 202 – Solenoid valve clutch 1 — short to +
[SGR] – 203 – Solenoid valve clutch 1 — short circuit, or short to ground
[SGR] – 204 – Clutch 1 — clutch does not disengage
[SGR] – 205 – Clutch K1 — clutch does not engage
[SGR] – 206 – Clutch K1 — clutch slips
[SGR] – 208 – Solenoid valve clutch 2 — activation interrupted
[SGR] – 209 – Solenoid valve clutch 2 — faulty PWM signal
[SGR] – 210 – Solenoid valve clutch 2 — short to +
[SGR] – 211 – Solenoid valve clutch 2 — short circuit, or short to ground

[SGR] – 212 – Clutch K2 — clutch does not disengage
[SGR] – 213 – Clutch K2 — clutch does not engage
[SGR] – 214 – Clutch K2 — clutch slips
[SGR] – 216 – Solenoid valve clutch 3 — activation interrupted
[SGR] – 217 – Solenoid valve clutch 3 — faulty PWM signal
[SGR] – 218 – Solenoid valve clutch 3 — short to +
[SGR] – 219 – Solenoid valve clutch 3 — short circuit, or short to ground
[SGR] – 220 – Clutch K3 — clutch does not disengage
[SGR] – 221 – Clutch K3 — clutch does not engage
[SGR] – 222 – Clutch K3 — clutch slips
[SGR] – 224 – Solenoid valve clutch 4 — activation interrupted
[SGR] – 225 – Solenoid valve clutch 4 — faulty PWM signal
[SGR] – 226 – Solenoid valve clutch 4 — short to +
[SGR] – 227 – Solenoid valve clutch 4 — short circuit, or short to ground
[SGR] – 228 – Clutch K4 — clutch does not disengage
[SGR] – 229 – Clutch K4 — clutch does not engage
[SGR] – 230 – Clutch K4 — clutch slips
[SGR] – 232 – Solenoid valve parking lock On — activation interrupted
[SGR] – 234 – Solenoid valve parking lock ON — short to +
[SGR] – 235 – Solenoid valve parking lock On — short circuit, or short to ground
[SGR] – 236 – Parking lock — parking lock cannot be inserted
[SGR] – 237 – Parking lock — parking lock does not lock
[SGR] – 24 – Processor error (external bus access incorrect)
[SGR] – 240 – Solenoid valve parking lock Off — activation interrupted
[SGR] – 242 – Solenoid valve parking lock Off — short to +
[SGR] – 243 – Solenoid valve parking lock — short circuit, or short to ground
[SGR] – 25 – Processor error (instruction incorrect)
[SGR] – 26 – Processor error (access to odd address, compiler error)
[SGR] – 27 – Processor error (protected memory area indicator)
[SGR] – 28 – Programme error (no valid C167 command)
[SGR] – 29 – Processor memory error (falls short of stack range)
[SGR] – 3 – Processor error (internal watchdog)
[SGR] – 30 – Processor memory error (stack range exceeded)
[SGR] – 31 – Non-maskable interrupt illegally active
[SGR] – 32 – Faulty reception of local CAN bus signal 1 SGR
[SGR] – 33 – Faulty reception of local CAN bus signal 2 SGR
[SGR] – 35 – Faulty reception of local CAN bus signal engine
[SGR] – 47 – CAN Bus OFF (gearbox bus)
[SGR] – 48 – Supply voltage (potential 30) too low
[SGR] – 49 – Supply voltage (potential 30) too high
[SGR] – 50 – Main switch for valves does not switch
[SGR] – 5 – Processor error (external watchdog)
[SGR] – 51 – Main switch for valves is permanently on (stuck)
[SGR] – 52 – Hydrostat, calibration data outside of tolerance
[SGR] – 53 – Hydrostat, transmission ratio not attained
[SGR] – 54 – Maximum high pressure for hydrostat reached

[SGR] – 56 – Illegal activation of gear clutches
[SGR] – 60 – Hydrostat calibration error
[SGR] – 61 – Implausible hydrostat calibration data in EEPROM
[SGR] – 63 – FMGR-SGR Check: failed
[SGR] – 64 – Speed sensor B24 cartridge input — interruption or short circuit to ground
[SGR] – 65 – Speed sensor B24 cartridge input — sensor short circuit
[SGR] – 66 – Input speed cartridge too high
[SGR] – 67 – Speed sensor B24 cartridge input — sensor dropout
[SGR] – 68 – Speed sensor B35 planetary carrier 1/2 — interruption or short circuit to ground
[SGR] – 69 – Speed sensor B35 planetary carrier 1/2 — sensor short circuit
[SGR] – 70 – Planetary carrier 1/2 speed too high
[SGR] – 7 – SGR status as at factory, no valid parameters
[SGR] – 71 – Speed sensor B35 planetary carrier 1/2 — signal dropout
[SGR] – 72 – Speed sensor B27 output speed 1 — interruption or short circuit to ground
[SGR] – 73 – Speed sensor B27 output speed 1 — sensor short circuit
[SGR] – 74 – Output speed 1 too high
[SGR] – 75 – Speed sensor B27 output speed 1 — sensor dropout
[SGR] – 76 – Speed sensor B25 planetary carrier 3/4 — interruption or short circuit to ground
[SGR] – 77 – Speed sensor B25 planetary carrier 3/4 — sensor short circuit
[SGR] – 78 – Planetary carrier 3/4 speed too high
[SGR] – 79 – Speed sensor B25 planetary carrier 3/4 — signal dropout
[SGR] – 8 – Processor memory error (Flash checksum) on initialisation
[SGR] – 80 – Speed sensor B26 output speed 2 — interruption or short circuit to ground
[SGR] – 81 – Speed sensor B26 output speed 2 — sensor short circuit
[SGR] – 82 – Output speed 2 too high
[SGR] – 84 – Input speed cartridge — implausible
[SGR] – 85 – Speed of planetary carrier 1-2 — implausible
[SGR] – 86 – Output speed — implausible
[SGR] – 87 – Speed of planetary carrier 3-4 — implausible
[SGR] – 88 – Output speed — incongruent rotational direction
[SGR] – 9 – Processor memory error (Flash checksum) during operation
[SGR] – 90 – Standstill control aborted
[SGR] – 96 – Input A0 (analogue limp home) — voltage too high
[SGR] – 97 – Input A0 (analogue limp home) — faulty signal
[SGR] – 99 – Input A0 (analogue limp home) — voltage too low