

## **New Holland DTC**

- 112 – EGR potentiometer valve could not be completely closed
- 119 – Engine crank signal present for 300 seconds
- 121 – Cold start lamp fault
- 123 – Diagnostic lamp fault
- 126 – Battery voltage fault
- 12B – Grid heater relay fault
- 131 – Coolant temperature sensor fault
- 134 – Intake air pressure sensor fault
- 141 – Engine speed sensor fault
- 186 – EGR valve position sensor fault
- 189 – EGR valve position driver fault
- 1E5 – Sensor voltage supply fault
- 224 – High coolant temperature lamp fault
- 2E5 – Sensor ground fault
  
- 1004 – Hydraulic Filter Restriction Switch – Hydraulic Filter Restricted
- 1009 – Hydraulic Oil Temperature Sender – Over Temperature >210° F
- 1014 – Cluster Battery Monitor: Over Voltage > 16.5 volts
- 1015 – Cluster Battery Monitor: Under Voltage < 11.5 volts
  
- 1025 – Throttle Sensor – Out Of Range Short to Power
  
- 1030 – Throttle Sensor – Out Of Range Short to Ground/ Open Circuit
  
- 1041 – RPM Monitoring – Over Speed
- 1045 – Fuel Level Sensor Open Circuit
  
- 111 – EGR potentiometer valve could not be completely opened
- 112 – EGR potentiometer valve could not be completely closed
- 119 – Engine crank signal present for 300 seconds
  
- 1201 – Hydraulic Filter Restriction Switch – OC
- 1202 – RPM Monitoring – Over Speed (Max)
- 1203 – RPM Monitoring – Open Circuit/ Short to Ground/ Short to Power
- 1204 – Start Sequence – Key Switch State – Engine Running Plausability Fault
- 1205 – Hydraulic Enable (EH Machines) – Hydraulic Enable Output, Short to Power
- 1206 – CAN Connection: Configuration Response Timeout
- 1207 – Memory Parameters – Invalid Configuration Between IC and UCM
- 1208 – Seat Switch – Plausibility Fault

- 1211 – Calibration Functions – Joystick Calibration Not Complete
- 1212 – Calibration Functions – Ground Drive Calibration Not Complete
- 1213 – Calibration Functions – Loader Valve Calibration Not Complete
- 1214 – Calibration Functions – Throttle Calibration Not Complete
- 1221 – Health Monitor Functions – UCM – UCM Temperature / Current Draw Over Limit
- 1222 – Health Monitor Functions – UCM – UCM Sustained Over Temperature Limit
- 1223 – Health Monitor Functions – UCM – UCM Sustained Over Current Limit
- 1224 – Health Monitor Functions – UCM – Internal Memory or Core Monitoring Fault
- 1225 – Health Monitor Functions – UCM – EEPROM Memory Checksum Fault
- 126 – Battery voltage fault 131 – Coolant temperature sensor fault
- 134 – Intake air pressure sensor fault
- 1350 – Hyd Enable Switch – Implausible State (Hardwire vs CAN)
- 141 – Engine speed sensor fault 1511 – Right Brake Lights Open Circuit
- 1512 – Right Brake Lights Short to Ground 1513 – Right Brake Lights Short to Power
- 1521 – Left Brake Lights Open Circuit 1522 – Left Brake Lights Short to Ground
- 1523 – Left Brake Lights Short to Power 1532 – Backup Alarm – Short to Ground
- 1533 – Backup Alarm – Short to Power 186 – EGR valve position sensor fault
- 189 – EGR valve position driver fault
- 1900 – UCM – UCM Ground Fault
- 1901 – UCM – UCM Supply Voltage High
- 1902 – UCM – UCM Supply Voltage Low
- 1903 – UCM – UCM Supply Voltage Below Operational Limit
- 1904 – UCM – Rail 12VB: 5V Regulators Supply Input Power Off
- 1905 – UCM – 5VREF1 Sensor Supply Voltage Out of Range
- 1906 – UCM – 5VREF3 Sensor Supply Voltage Out of Range
- 1907 – UCM – Rail 12VF1: Aux Retract Input Power Off
- 1908 – UCM – Rail 12VF2: Bucket Extend Input Power Off
- 1909 – UCM – Rail 12VF3: Boom Raise/Lower Input Power Off
- 1910 – UCM – Rail 12VH: Ldr Plt Interlk & Port Lock Input Power Off
- 1911 – UCM – Rail 12VH1: Left & Right Pump Reverse Input Power Off

- 1912 – UCM – Rail 12VM: Left & Right Brake Lights & Aux Extend Input Power Off
- 1913 – UCM – Rail 12VS1: Bucket Curl Input Power Off
- 1914 – UCM – Rail 12VS2: Backup Alarm Input Power Off
- 1915 – UCM – Rail 12VT1: Two Speed Input Power Off
- 1916 – UCM – Rail 12VU1: Right & Left Pumps Forward Input Power Off
- 1917 – UCM – Rail 12VU2: Park Brake Solenoid Input Power Off 1E5 – Sensor voltage supply fault  
2E5 – Sensor ground fault
- 3000 – Engine Malfunction – ECU Fault – General/Undefined/Air Filter Restriction
- 3007 – Engine Coolant Temperature Sender – Short to Ground
- 3008 – Engine Coolant Temperature Sender – Open Circuit
- 3027 – Oil pressure signal not plausible
- 3028 – Engine Oil Pressure Switch – Engine Oil Pressure Low
- 3029 – Engine Oil Pressure Switch – Engine Oil Pressure Switch OC
- 3154 – Engine Preheat – Glow Plug – STP
- 3156 – Engine Preheat – Glow Plug – OC
- 3401 – Engine Start – Fuel Solenoid – STP
- 3402 – Engine Start – Fuel Solenoid – OC
- 3403 – Starter: Starter is cranked > 30s
- 3404 – Starter – STP
- 3405 – Starter – STG / OC
- 3405 – ECU Power stages: Open load temperature error on the Turbocharger PWM output power stage
- 3406 – ECU Power stages: Over temperature error on the Turbocharger PWM output power stage
- 3408 – Lambda sensor: Oxygen concentration implausibly high
- 3409 – Oil pressure too low
- 3410 – Permanent governor deviation for valve
- 3411 – Permanent governor deviation for valve
- 3414 – Short circuit in cylinder 1 glow plug
- 3415 – Short circuit in cylinder 2 glow plug
- 3416 – Short circuit in cylinder 3 glow plug
- 3417 – Short circuit in cylinder 4 glow plug
- 3418 – ECU Power stages: SCB error on the Turbocharger PWM output power stage
- 3419 – ECU Power stages: SCG error on the Turbocharger PWM output power stage
- 3425 – Turbocharger: Over boost deviation at P2 too high in pressure charger regulator
- 3426 – Low efficiency in DPF filter
- 3427 – Diesel particulate filter (DPF): Signal range check flow resistance of the particulate filter – low
- 3428 – Diesel Particulate Filter Pressure sensor: not plausibility error
- 3429 – Diesel Particulate filter Pressure sensor: hose line plausibility error

- 3648 – EVGT Boost pressure monitoring for over boost
- 3657 – Timeout Error of CAN-Receive-Frame CM1BC
- 3659 – Battery voltage: Power stage diagnosis could be disabled due to high battery voltage
- 3660 – Battery voltage: Power stage diagnosis could be disabled due to low Battery voltage
- 3663 – EGR command saturation over higher threshold
- 3664 – EGR command saturation over lower threshold
- 3665 – Permanent governor deviation for valve
- 3666 – Permanent governor deviation for valve
- 3667 – Open load error for power stage
- 3668 – Over temperature error for H-bridge
- 3669 – Short circuit to battery on Out1 error for H-bridge
- 3670 – Short circuit to battery on Out2 error for H-bridge
- 3671 – Short circuit to ground on Out1 error for H-bridge
- 3672 – Short circuit to ground on Out2 error for H-bridge
- 3673 – Short circuit over load error for H-bridge
- 3674 – Under voltage error for H-bridge
- 3675 – DFC for long time valve drift at closed position
- 3676 – DFC for valve position sensor voltage SRC high
- 3677 – DFC for valve position sensor voltage SRC low
- 3689 – Faulty diagnostic data transmission or protocol error
- 3691 – No load error for low voltage system
- 3692 – Over temperature error on ECU power stage for glow plug low voltage system
- 3693 – Short circuit to battery error for low voltage system
- 3694 – Short circuit to ground error for low voltage system
- 3695 – Failure in glow plug cylinder 1
- 3696 – Failure in glow plug cylinder 2
- 3697 – Failure in glow plug cylinder 3
- 3698 – Failure in glow plug cylinder 4
- 3702 – Injection control: Detection of failed engine start
- 3703 – Injection control: check of minimum rail pressure
- 3704-3706 – Injector adjustment programming: check of missing injector adjustment value programming
- 3707 – Lambda sensor: Open circuit at the lambda sensor Nernst cell pin
- 3708 – Lambda sensor: Open circuit at the lambda sensor pump current pin
- 3709 – Lambda sensor: Open circuit at the lambda sensor virtual ground pin
- 3710 – Lambda sensor: Fault to indicate dynamics of the sensor signal too small
- 3711 – SCB error of the LSU Heater Power stage
- 3712 – Lambda sensor: SCG error of the LSU heater power stage
- 3713 – Lambda sensor: Open Load error of the LSU Heater Power stage
- 3714 – Lambda sensor: Fault code to indicate SRC High error for O2 calibration
- 3715 – Lambda sensor: SRC Low error for O2 calibration
- 3716 – Lambda sensor: O2 value above the max threshold
- 3720 – Lambda sensor: Low battery voltage at the SPI chip
- 3721 – Lambda sensor: Fault check to indicate SPI chip error of lambda sensor
- 3722 – Lambda sensor: LSU sensor temperature Ri exceeds the maximum limit
- 3723 – Lambda sensor: LSU sensor temperature Ri is below the minimum limit
- 3724 – Lambda sensor: Short to battery at IA, IP, UN, VG

- 3725 – Lambda sensor: Short to ground at IA, IP, UN, VG
- 3736 – O2 concentration is outside the predefined window during Heater coupling detection
- 3737 – Lambda sensor: Over temperature error of the LSU Heater Power stage
- 3766 – Diesel particulate filter pressure sensor: Fault check for the pressure sensor plausibility
- 3771 – Oxidation Catalyst: Up and down stream temperature sensors in Oxidation catalysts exchanged
- 3773 – EVGT Turbocharger Control Underboost Pressure failure
- 3786 – Diesel particulate filter signal range check is high
- 3787 – Diesel particulate filter (DPF) : Signal range check flow resistance of the particulate filter – very high
- 3789 – Regeneration duration exceeds maximum allowed duration
- 3790 – Diesel particulate filter: Signal range check flow resistance of the particulate filter – max
- 3794 – Intake air pressure sensor: Plausibility check for air pressure at the upstream of intake valve sensor
- 3795 – Intake air pressure sensor: Plausibility check for air pressure at the upstream of intake valve sensor
- 3796 – Diesel particulate filter pressure sensor hose line error
- 3798 – Diesel particulate filter pressure sensor: SRC low for differential pressure sensor
- 3799 – Pressure Relief valve: pressure relief valve is forced to open, perform pressure shock
- 3800 – Pressure relief valve: Quantity balance check if a successful PRV opening is ensured
- 3801 – Turbine upstream pressure sensor: SRC high for turbine upstream pressure sensor
- 3802 – Turbine upstream pressure sensor: SRC low for turbine upstream pressure sensor
- 3815 – Low efficiency in DPF filter
- 3818 – Open load error for power stage
- 3820 – Over temperature error for H-bridge
- 3821 – Short circuit to battery on Out1 error for H-bridge
- 3822 – Short circuit to battery on Out2 error for H-bridge
- 3823 – Short circuit to ground on Out1 error for H-bridge
- 3824 – Short circuit to ground on Out2 error for H-bridge
- 3825 – Short circuit over load error for H-bridge
- 3826 – Temperature dependent over current error for H-bridge
- 3827 – Under voltage error for H-bridge
- 3830 – DFC for valve position sensor physical SRC high
- 3831 – DFC for valve position sensor physical SRC low
- 3834 – ECU Power stages: Throttle valve actuator power stage: SRC HighTier
- 3835 – ECU Power stages: Throttle valve actuator power stage: SRC low
- 3838 – Oxidation catalyst upstream temperature shorted to high source
- 3839 – Oxidation catalyst upstream temperature shorted to low source
- 3840 – Diesel particulate filter upstream temperature sensor shorted to high source
- 3841 – Diesel particulate filter upstream temperature sensor shorted to low source
- 3852 – Lambda sensor: The maximum allowed time for blow out is exceeded
- 4043 – Hydraulic Oil Temperature Sender Short To Ground
- 4044 – Hydraulic Oil Temperature Sender Open Circuit
- 4055 – Park Brake Valve (On/Off) – Solenoid Supply Open Circuit
- 4056 – Park Brake Valve (On/Off) – Solenoid Supply Short to Ground
- 4057 – Park Brake Valve (On/Off) – Solenoid Supply Short to Power
- 4061 – Forward Pump Control Valves (Directional) – Solenoid Right (A) Supply Open Circuit
- 4062 – Forward Pump Control Valves (Directional) – Solenoid Right (A) Supply Short to Ground
- 4071 – Forward Pump Control Valves (Directional) – Solenoid Left (B) Supply Open Circuit
- 4072 – Forward Pump Control Valves (Directional) – Solenoid Left (B) Supply Short to Ground

- 4081 – Forward Pump Control Valves (Directional) – Common Solenoid Return Short to Power
- 4082 – Forward Pump Control Valves (Directional) – Pumps Forward Solenoids Short to Ground
- 4083 – Forward Pump Control Valves (Directional) – Common Solenoid Return Open Circuit
- 4309 – Park Brake Button – Park Brake Button Timeout (30 sec)
- 4361 – Reverse Pump Control Valves (Directional) – Solenoid Right (A) Supply Open Circuit
- 4362 – Reverse Pump Control Valves (Directional) – Solenoid Right (A) Supply Short to Ground
- 4371 – Reverse Pump Control Valves (Directional) – Solenoid Left (B) Supply Open Circuit
- 4372 – Reverse Pump Control Valves (Directional) – Solenoid Left (B) Supply Short to Ground
- 4381 – Reverse Pump Control Valves (Directional) – Common Solenoid Return Short to Power
- 4382 – Reverse Pump Control Valves (Directional) – Pumps Reverse Solenoids Short to Ground
- 4383 – Reverse Pump Control Valves (Directional) – Common Solenoid Return Open Circuit
- 4401 – Park Brake (Mechanical Machines) – Park Brake Solenoid – Open Circuit
- 4402 – Park Brake (Mechanical Machines) – Park Brake Solenoid – Short to Power
- 4431 – Park Brake Pressure Switch – Pressure Switch (Plausibility Check With Solenoid Valve)
- 4731 – Right Swash Plate Sensor – Pin A Short to Ground/ Open Circuit
- 4732 – Right Swash Plate Sensor – Pin A Short to Power
- 4734 – Right Swash Plate Angle Sensor – Pin B Short to Ground/ Open Circuit
- 4735 – Right Swash Plate Angle Sensor – Pin B Short to Power
- 4737 – Right Swash Plate Angle Sensor – In Range Fault
- 4741 – Left Swash Plate Angle Sensor – Pin A Short to Ground/ Open Circuit
- 4742 – Left Swash Plate Angle Sensor – Pin A Short to Power
- 4744 – Left Swash Plate Angle Sensor – Pin B Short to Ground/ Open Circuit
- 4745 – Left Swash Plate Angle Sensor – Pin B Short to Power
- 4747 – Left Swash Plate Angle Sensor – In Range Fault
- 4752 – Left Swash Plate Angle Sensor – Implausible Command, Command Does Not Match With Swash Plate Angle
- 4754 – Right Swash Plate Angle Sensor – Implausible Command, Command Does Not Match With Swash Plate Angle
- 4781 – Solenoid Valve – Solenoid Supply Open Circuit
- 4782 – Solenoid Valve – Solenoid Supply Short to Ground
- 4783 – Solenoid Valve – Solenoid Supply Short to Power
- 4951 – Hydraulic Enable (Mechanical Machines) – Hydraulic Interlock Solenoid, Short to Power
- 4952 – Hydraulic Enable (Mechanical Machines) – Hydraulic Interlock Solenoid Open Circuit
- 5051 – Loader Pilot Interlock Valve (On/Off) – Solenoid Supply Open Circuit
- 5052 – Loader Pilot Interlock Valve (On/Off) – Solenoid Supply Short to Ground
- 5053 – Loader Pilot Interlock Valve (On/Off) – Solenoid Supply Short to Power
- 5061 – Port Lock Valve (On/Off) – Solenoid Supply Open Circuit
- 5062 – Port Lock Valve (On/Off) – Solenoid Supply Short to Ground
- 5063 – Port Lock Valve (On/Off) – Solenoid Supply Short to Power
- 5121 – Right Joystick F-B Axis – Pin A Short to Power/ Short to Ground/ Open Circuit
- 5122 – Right Joystick F-B Axis – Pin B Short to Power/ Short to Ground/ Open Circuit
- 5124 – Right Joystick F-B Axis – In Range Fault
- 5131 – Right Joystick R-L Axis (ISO/H Pattern) – Pin A Short to Ground/ Open Circuit
- 5132 – Right Joystick R-L Axis (ISO/H Pattern) – Pin A Short to Power
- 5134 – Right Joystick R-L Axis (ISO/H Pattern) – Pin B Short to Ground/ Open Circuit
- 5135 – Right Joystick R-L Axis (ISO/H Pattern) – Pin B Short to Power

- 5137 – Right Joystick R-L Axis (ISO/H Pattern) – In Range Fault
- 5141 – Aux Thumbwheel Axis – Pin A Short to Ground/ Open Circuit
- 5142 – Aux Thumbwheel Axis – Pin A Short to Power
- 5144 – Aux Thumbwheel Axis – Pin A Short to Ground/ Open Circuit
- 5145 – Aux Thumbwheel Axis – Pin A Short to Power
- 5147 – Aux Thumbwheel Axis – In Range Fault
- 5201 – Left Joystick L-R Axis – Pin A Short to Power/ Short to Ground/ Open Circuit
- 5202 – Left Joystick L-R Axis – Pin B Short to Power/ Short to Ground/ Open Circuit
- 5204 – Left Joystick L-R Axis – In Range Fault
- 5211 – Left Joystick F-B Axis – Pin A Short to Ground/ Open Circuit
- 5212 – Left Joystick F-B Axis – Pin A Short to Power
- 5214 – Left Joystick F-B Axis – Pin B Short to Ground/ Open Circuit
- 5215 – Left Joystick F-B Axis – Pin B Short to Power
- 5217 – Left Joystick F-B Axis – In Range Fault
- 5221 – Loader Arm Valve (Directional) – Solenoid Raise A Supply Open Circuit
- 5222 – Loader Arm Valve (Directional) – Solenoid Raise A Supply Short to Ground
- 5231 – Loader Arm Valve (Directional) – Solenoid Lower B Supply Open Circuit
- 5232 – Loader Arm Valve (Directional) – Solenoid Lower B Supply Short to Ground
- 5241 – Boom Valve (Directional) – Common Solenoid (C) Return Short to Power
- 5242 – Loader Arm Valve (Directional) – Loader Arm Solenoids Short to Ground
- 5243 – Boom Valve (Directional) – Common Solenoid (C) Return Open Circuit
- 5251 – Loader Bucket Valve (Directional) – Solenoid Rollback (A) Supply Open Circuit
- 5252 – Loader Bucket Valve (Directional) – Solenoid Rollback (A) Supply Short to Ground
- 5261 – Bucket Valve (Directional) – Solenoid Dump (B) Supply Open Circuit
- 5262 – Bucket Valve (Directional) – Solenoid Dump (B) Supply Short to Ground
- 5271 – Bucket Valve (Directional) – Common Solenoid (C) Return Short to Power
- 5272 – Loader Bucket Valve (Directional) – Loader Bucket Solenoids Short to Ground
- 5273 – Bucket Valve (Directional) – Common Solenoid (C) Return Open Circuit
- 5281 – Aux Valve (Directional) – Solenoid Forward (A) Supply Open Circuit
- 5282 – Aux Valve (Directional) – Solenoid Forward (A) Supply Short to Ground
- 5291 – Aux Valve (Directional) – Solenoid Reverse (B) Supply Open Circuit
- 5292 – Aux Valve (Directional) – Solenoid Reverse (B) Supply Short to Ground
- 5309 – Float Button – Float Button Timeout (30 sec)
- 5313 – EHF Enable Switch – STP
- 5323 – EHF Fwd / Rev Switch – STP
- 5371 – EHF Pump Control PRV's (Directional) – Forward Solenoid (A) Supply Open Circuit
- 5372 – EHF Pump Control PRV's (Directional) – Forward Solenoid (A) Supply Short to Ground
- 5381 – EHF Pump Control PRV's (Directional) – Reverse Solenoid (B) Supply Open Circuit
- 5382 – EHF Pump Control PRV's (Directional) – Reverse Solenoid (B) Supply Short to Ground
- 5391 – EHF Pump Control PRV's (Directional) – Solenoids Return Open Circuit
- 5392 – EHF Pump Control PRV's (Directional) – EHF Pumps Solenoids Short to Ground
- 5393 – EHF Pump Control PRV's (Directional) – EHF Pumps Solenoids Short to Power
- 5409 – CAN Message Error – Aux Override Disabled Due To Aux Override Button Timeout (30 sec)
- 5501 – Loader Arm Spool Sensor – Sensor Short to Ground/ Open Circuit
- 5502 – Loader Arm Spool Sensor – Sensor Short to Power
- 5503 – Hydraulic Enable (Mechanical Machines) – EH AUX Output, Short to Power

- 5504 – Bucket Valve Spool Sensor – Sensor Short to Ground/ Open Circuit
- 5505 – Bucket Valve Spool Sensor – Sensor Short to Power
- 5507 – Auxiliary Valve Spool Sensor – Sensor Short to Ground/ Open Circuit
- 5508 – Auxiliary Valve Spool Sensor – Sensor Short to Power
- 5511 – Loader Arm Spool Sensor – Implausible State Sensor vs. Loader Arm Command, Stuck Spool/ PRV
- 5512 – Bucket Valve Spool Sensor – Implausible State Sensor vs. Loader Bucket Command
- 5513 – Auxiliary Valve Spool Sensor – Implausible State Sensor vs. Auxiliary Command
- 5601 – Aux Valve (Directional) – Common Solenoid Return Short to Power
- 5602 – Loader Auxiliary Valve (Directional) – Loader Auxiliary Solenoids Short to Ground
- 5603 – Loader Auxiliary Valve Solenoid Return Open Circuit
- 5701 – Pattern Switch – Short to Ground/ Open Circuit
- 5703 – Pattern Switch – Short to Power
- 5811 – Loader Lockout Switch – Implausible State
- 9003 – CAN – J1939 Receive Buffer – Buffer Overflow
- 9004 – Memory Error – Triple Redundant: Hour Meter – Location 1 Corrupt
- 9005 – Memory Error – Triple Redundant: Hour Meter – Location 2 Corrupt
- 9006 – Memory Error – Triple Redundant: Hour Meter – Location 3 Corrupt
- 9151 – CAN Connection: CAN Communication Timed Out After 5 Seconds
- 9152 – CAN Connection – CAN Communication Timed Out After 5 Seconds
- 9158 – H-Pattern Indicator Short to Ground
- 9159 – ISO-Pattern Indicator Short to Ground
- 9160 – H-Pattern Indicator Short to Power
- 9161 – ISO-Pattern Indicator Short to Power
- 9401 – Memory Error – Double Redundant: Memory Corruption Detected and Repaired
- 9403 – Memory Error – Double Redundant: Unrecoverable Memory Corruption Operable
- 9404 – Memory Error – Triple Redundant: Hour Meter – Hour Meter Failure
- 9405 – CAN – DM1 (EH Machines): Loss Of DM1 Message From UCM
- 9406 – CAN – Can Communication Lost (EH Machines): Loss Of All CAN Communication From UCM
- 9407 – Memory Error – ID Errors: Unrecoverable Hardware ID
- 9408 – Memory Error – ID Errors: Unrecoverable Panel ID
  
- 001-04 – “S-10” Hydraulic charge pressure input level LOW
- 002-03 – Hydraulic Reservoir Level Sensor Shorted to High Source
- 003-03 – Hydraulic Oil Temperature Switch Shorted to High Source
- 100-12 – ECU Recovery – Suppressed – Bad Intelligent Device or Component
- 102-03 – Air Filter Restriction Switch Shorted to High Source
- 103-02 – Terminal 15 Failure – Data Erratic, Intermittent or Incorrect
- 106-12 – Coolant Temperature Dynamic Failure – Bad Intelligent Device or Component
- 107-12 – ECU Recovery – Visible – Bad Intelligent Device or Component
- 111-03 – Rail Pressure Sensor Failure – Short to High Source
- 111-04 – Rail Pressure Sensor Failure – Short to Ground
- 112-03 – Offset Between Camshaft and Crankshaft – Short to B+
- 113-03 – Torque Reduction due to Smoke Limitation – Short to B+
- 114-03 – CAN A Bus Off – Short to B+
- 115-03 – Oil Temperature Sensor Failure – Short to B+
- 115-04 – Oil Temperature Sensor Failure – Short to Ground
- 115-12 – Oil Temperature Sensor Failure – Bad Intelligent Device or Component



- 116-03 – Boost Pressure Sensor Failure – Short to B+
- 116-04 – Boost Pressure Sensor Failure – Short to Ground
- 116-12 – Boost Pressure Sensor Failure – Bad Intelligent Device or Component
- 117-02 – Common Rail Pressure Limiting Valve Failure – Data Erratic, Intermittent or Incorrect
- 117-03 – Common Rail Pressure Limiting Valve Failure – Short to B+
- 117-04 – Common Rail Pressure Limiting Valve Failure – Short to Ground
- 118-03 – Oil Pressure Sensor Failure – Short to B+
- 118-04 – Oil Pressure Sensor Failure – Short to Ground
- 118-12 – Oil Pressure Sensor Failure – Bad Intelligent Device or Component
- 119-02 – Crankshaft Speed Signal Failure – Data Erratic, Intermittent or Incorrect
- 119-04 – Crankshaft Speed Signal Failure – Short to Ground
- 121-02 – Camshaft Speed Signal failure – Data Erratic, Intermittent or Incorrect
- 121-04 – Camshaft Speed Signal failure – Short to Ground
- 122-03 – Battery Voltage Failure – Voltage Above Normal or Shorted to High Source
- 122-04 – Battery Voltage Failure – Voltage Below Normal or Shorted to Low Source
- 123-02 – Common Rail Metering Unit Power Stage Failure – Data Erratic, Intermittent or Incorrect
- 123-12 – Common Rail Metering Unit Power Stage Failure – Bad Intelligent Device or Component
- 124-03 – Info: Engine Overspeed Protection – Short to B+
- 125-02 – Injector Cylinder 4 Failure – Data Erratic, Intermittent or Incorrect
- 125-03 – Injector Cylinder 4 Failure – Short to B+
- 125-12 – Injector Cylinder 4 Failure – Bad Intelligent Device or Component
- 126-02 – Injector Cylinder 5 Failure – Data Erratic, Intermittent or Incorrect
- 126-03 – Injector Cylinder 5 Failure – Short to B+
- 126-12 – Injector Cylinder 5 Failure – Bad Intelligent Device or Component
- 127-03 – CAN C Bus Off – Short to B+
- 128-03 – Rail Pressure Positive Deviation High and High Fuel Flow Setpoint Value – Short to B+
- 129-02 – Injector Cylinder 6 Failure – Data Erratic, Intermittent or Incorrect
- 129-03 – Injector Cylinder 6 Failure – Short to B+
- 129-12 – Injector Cylinder 6 Failure – Bad Intelligent Device or Component
- 130-03 – Rail Pressure Negative Deviation too High on Minimum Metering – Short to B+
- 131-03 – Rail Pressure Below Minimum Limit in Controlled Mode – Short to B+
- 132-03 – Rail Pressure Above Maximum Limit in Controlled Mode – Short to B+
- 136-03 – Rail Pressure Drop Rate too High – Short to B+
- 137-03 – Setpoint of Rail Metering Unit not Plausible in Overrun – Short to B+
- 138-02 – Injector Cylinder 1 Failure – Data Erratic, Intermittent or Incorrect
- 138-03 – Injector Cylinder 1 Failure – Short to B+
- 138-12 – Injector Cylinder 1 Failure – Bad Intelligent Device or Component
- 139-03 – Fuel Flow Setpoint of Common Rail Metering Unit too Low – Short to B+
- 143-03 – ECU Hardware: SPI Communication Failure – Short to B+
- 145-12 – ECU Recovery – Locked – Bad Intelligent Device or Component
- 146-12 – ECU Hardware: Microcontroller Watchdog Failure – Bad Intelligent Device or Component
- 147-03 – Overrun Monitoring Failure – Short to B+
- 148-02 – Injector Cylinder 1 Warning – Data Erratic, Intermittent or Incorrect
- 149-12 – ECU Hardware: TPU Monitoring – Bad Intelligent Device or Component
- 150-02 – Injector Cylinder 2 Failure – Data Erratic, Intermittent or Incorrect
- 150-03 – Injector Cylinder 2 Failure – Short to B+

- 150-12 – Injector Cylinder 2 Failure – Bad Intelligent Device or Component
- 151-02 – Injector Cylinder 3 Failure – Data Erratic, Intermittent or Incorrect
- 151-03 – Injector Cylinder 3 Failure – Short to B+
- 151-12 – Injector Cylinder 3 Failure – Bad Intelligent Device or Component
- 153-12 – ECU Hardware: Controller Watchdog Failure – Bad Intelligent Device or Component
- 156-03 – Redundant Engine Speed in Overrun Monitoring – Short to B+
- 158-02 – Injector Cylinder 2 Warning – Data Erratic, Intermittent or Incorrect
- 158-03 – Injector Cylinder 2 Warning – Short to B+
- 159-02 – Injector Cylinder 3 Warning – Data Erratic, Intermittent or Incorrect
- 160-02 – Injector Cylinder 4 Warning – Data Erratic, Intermittent or Incorrect
- 160-03 – Injector Cylinder 4 Warning – Short to B+
- 161-03 – Info fault: High Pressure Test (Rail Pressure Monitoring Deactivated) – Short to B+
- 162-03 – Coolant Temperature Sensor Failure – Short to B+
- 162-04 – Coolant Temperature Sensor Failure – Short to Ground
- 162-12 – Coolant Temperature Sensor Failure – Bad Intelligent Device or Component
- 163-02 – Injector Cylinder 5 Warning – Data Erratic, Intermittent or Incorrect
- 163-03 – Injector Cylinder 5 Warning – Short to B+
- 164-03 – Info: Torque Limitation Due to Engine Protection (Against Excessive Torque, Engine Overspeed and Overheat) – Short to B+
- 165-03 – Boost Air Temperature Sensor Failure – Short to B+
- 165-04 – Boost Air Temperature Sensor Failure – Short to Ground
- 166-02 – Injector Cylinder 6 Warning – Data Erratic, Intermittent or Incorrect
- 166-03 – Injector Cylinder 6 Warning – Short to B+
- 167-03 – Injector Bank 1 Failure – Short to B+
- 167-04 – Injector Bank 1 Failure – Short to Ground
- 167-12 – Injector Bank 1 Failure – Bad Intelligent Device or Component
- 168-03 – Injector Bank 2 Failure – Short to B+
- 168-04 – Injector Bank 2 Failure – Short to Ground
- 168-12 – Injector Bank 2 Failure – Bad Intelligent Device or Component
- 169-02 – ECU Hardware for Injection: CY33X Chip Specific Failure (1) – Data Erratic, Intermittent or Incorrect
- 169-03 – ECU Hardware for Injection: CY33X Chip Specific Failure (1) – Short to B+
- 169-04 – ECU Hardware for Injection: CY33X Chip Specific Failure (1) – Short to Ground
- 169-12 – ECU Hardware for Injection: CY33X Chip Specific Failure (1) – Bad Intelligent Device or Component
- 170-03 – Minimum Injectors Number not Reached – Short to B+
- 171-03 – Info: Torque Limitation Due to OBD Performance Limiter by Legislation – Short to B+
- 172-04 – Engine Runs With Camshaft Speed Only – Short to Ground
- 174-02 – ECU Hardware: EEPROM Failure – Data Erratic, Intermittent or Incorrect
- 174-04 – ECU Hardware: EEPROM Failure – Short to Ground
- 174-12 – ECU Hardware: EEPROM Failure – Bad Intelligent Device or Component
- 175-03 – Fuel Temperature Sensor Failure – Short to B+
- 175-04 – Fuel Temperature Sensor Failure – Short to Ground
- 176-02 – ECU Hardware: Shut Off During Initialization – Data Erratic, Intermittent or Incorrect
- 176-04 – ECU Hardware: Shut Off During Initialization – Short to Ground
- 176-12 – ECU Hardware: Shut Off During Initialization – Bad Intelligent Device or Component
- 177-03 – Info: Torque Limitation Due to Fuel Quantity Limitation Because of Injection System Errors – Short to B+

- 184-03 – Atmospheric Pressure Sensor Failure – Short to B+
- 184-04 – Atmospheric Pressure Sensor Failure – Short to Ground
- 184-12 – Atmospheric Pressure Sensor Failure – Bad Intelligent Device or Component
- 189-12 – Coolant Temperature Test Failure – Bad Intelligent Device or Component
- 190-03 – Rail Pressure Sensor Offset Monitoring – Short to B+
- 190-04 – Rail Pressure Sensor Offset Monitoring – Short to Ground
- 191-12 – Oil Pressure Too Low – Bad Intelligent Device or Component
- 192-12 – Oil Temperature Too High – Bad Intelligent Device or Component
- 193-03 – Common Rail Metering Unit Power Stage – Short to B+
- 194-02 – ECU Hardware for Injection: CY33X Chip Specific Failure (2) – Data Erratic, Intermittent or Incorrect
- 194-03 – ECU Hardware for Injection: CY33X Chip Specific Failure (2) – Short to B+
- 194-04 – ECU Hardware for Injection: CY33X Chip Specific Failure (2) – Short to Ground
- 194-12 – ECU Hardware for Injection: CY33X Chip Specific Failure (2) – Bad Intelligent Device or Component
- 198-04 – Common Rail Metering Unit Power Stage – Short to Ground
- 200-12 – Header Speed Sensor Bad Intelligent Device
- 300-03 – Fuel sender...voltage above normal, or shorted to high source
- 301-04 – Fuel Water Switch Shorted to Low Source
- 404-03 – MFH Position Sensor Shorted to High Source
- 404-04 – MFH Position Sensor Shorted to Low Source
- 404-14 – MFH Position Sensor Special Instructions
- 405-03 – Pintle Arm Position Sensor Shorted to High Source
- 406-03 – Propulsion Cylinder Position Pot A Shorted to High Source
- 406-04 – Propulsion Cylinder Position Pot A Shorted to Low Source
- 406-13 – Propulsion Cylinder Position Pot A and Pot B needs Calibration
- 407-03 – Propulsion Cylinder Position Pot B Shorted to High Source
- 407-04 – Propulsion Cylinder Position Pot B Shorted to Low Source
- 407-13 – Propulsion Cylinder Position Pot A and Pot B Needs Calibration
- 408-03 – MFH Neutral Switch Shorted to High Source
- 408-07 – MFH Neutral Switch Mechanical Out of Range
- 409-03 – Park Brake Switch Shorted to High Source
- 411-13 – Propulsion Cylinder Position Pot A Needs Calibration
- 412-13 – Propulsion Cylinder Position Pot A Needs Calibration
- 413-13 – Propulsion Cylinder Position Pot A Needs Calibration
- 414-13 – Propulsion Cylinder Position Pot B Needs Calibration
- 415-13 – Propulsion Cylinder Position Pot B Needs Calibration
- 416-13 – Propulsion Cylinder Position Pot B Needs Calibration
- 418-03 – MFH Position Sensor Shorted to High Source
- 418-04 – MFH Position Sensor Shorted to Low Source
- 418-13 – MFH Position Sensor Needs Calibration
- 419-03 – MFH Position Sensor Shorted to High Source
- 419-04 – MFH Position Sensor Shorted to Low Source
- 419-07 – MFH Position Sensor Mechanical Out of Range
- 419-13 – MFH Position Sensor Needs Calibration
- 420-03 – MFH Position Sensor Shorted to High Source
- 420-04 – MFH Position Sensor Shorted to Low Source
- 420-07 – MFH Position Sensor Mechanical Out of Range

- 420-13 – MFH Position Sensor Needs Calibration
- 421-03 – MFH Position Sensor Shorted to High Source
- 421-04 – MFH Position Sensor Shorted to Low Source
- 421-13 – MFH Position Sensor Needs Calibration
- 424-03 – Propulsion Forward Solenoid L-14p Shorted to High Source
- 424-04 – Propulsion Forward Solenoid L-14p Shorted to Low Source
- 424-13 – Propulsion Forward Coil Needs Calibration
- 425-03 – Propulsion Forward Solenoid L-14t Shorted to High Source
- 425-04 – Propulsion Forward Solenoid L-14t Shorted to Low Source
- 425-13 – Propulsion Forward Coil Needs Calibration
- 426-03 – Propulsion Reverse Solenoid L-15p Shorted to High Source
- 426-04 – Propulsion Reverse Solenoid L-15p Shorted to Low Source
- 426-13 – Propulsion Reverse Coil Needs Calibration
- 427-03 – Propulsion Reverse Solenoid L-15t Shorted to High Source
- 427-04 – Propulsion Reverse Solenoid L-15t Shorted to Low Source
- 427-13 – Propulsion Reverse Coil Needs Calibration
- 428-03 – Propulsion Cylinder Position Sensor R-23A Shorted to High Source
- 429-03 – Propulsion Cylinder Position Sensor R-23A Shorted to High Source
- 430-03 – Propulsion Cylinder Position Sensor R-23A Shorted to High Source
- 431-03 – MFH Position Sensor R-18 Shorted to High Source
- 432-03 – MFH Position Sensor R-18 Shorted to High Source
- 433-03 – Propulsion Cylinder Shorted to High Source
- 434-03 – Propulsion Cylinder Shorted to High Source
- 435-03 – Propulsion Enable Relay K-35 Shorted to High Source
- 435-04 – Propulsion Enable Relay K-35 Shorted to Low Source