

ERROR CODE U19. ARM. ATC, INST, TMF, TRANS,

ERROR CODE U19 - TRANSMISSION OIL TEMPERATURE IS BELOW 10 DEGREES CENTIGRADE

ERROR CODE U20 - INCORRECT SEQUENCE, CYCLE SHUTTLE LEVER AND CLUTCH PEDAL

ERROR CODE U21 - ENGINE SPEED IS TOO LOW, INCREASE ENGINE SPEED

ERROR CODE U22 - ENGINE SPEED IS TOO HIGH, REDUCE ENGINE SPEED

ERROR CODE U23 - SHUTTLE LEVER IS IN NEUTRAL, SHIFT LEVER TO FORWARD

ERROR CODE U24 - INCORRECT RANGE SELECTED

ERROR CODE U25 - MAIN GEAR LEVER IS IN NEUTRAL

ERROR CODE U26 - CLUTCH PEDAL DEPRESSED, RELEASE CLUTCH PEDAL

ERROR CODE U31 - WHEEL SPEED SENSED

ERROR CODE U33 - PARKING BRAKE IS NOT APPLIED

ERROR CODE U34 - OPERATOR PRESENT SEAT SWITCH OPEN

ERROR CODE U36 - CALIBRATION VALUE TOO HIGH

ERROR CODE U37 - CALIBRATION VALUE TOO LOW

ERROR CODE U38 - RANGE LEVER IS IN NEUTRAL

ERROR CODE 2011 - CLUTCH PEDAL POTENTIOMETER SIGNAL LOW

ERROR CODE 2012 - CLUTCH PEDAL POTENTIOMETER SIGNAL HIGH

ERROR CODE 2014 - VOLTAGE FROM THE GEAR NEUTRAL POSITION SWITCH IS HIGH

ERROR CODE 2015 - VOLTAGE FROM THE GEAR NEUTRAL POSITION SWITCH IS LOW

ERROR CODE 2016 - VOLTAGE FROM THE RANGE POSITION SWITCH (R1) IS HIGH

ERROR CODE 2017 - VOLTAGE FROM THE RANGE POSITION SWITCH (R1) IS LOW

ERROR CODE 2018 - VOLTAGE FROM THE RANGE POSITION SWITCH (R2) IS HIGH

ERROR CODE 2019 - VOLTAGE FROM THE RANGE POSITION SWITCH (R2) IS LOW

ERROR CODE 2021 - TRANSMISSION HARNESS DISCONNECTED

ERROR CODE 2022 - CLUTCH A SOLENOID SHORT CIRCUIT

ERROR CODE 2023 - CLUTCH B SOLENOID SHORT CIRCUIT

ERROR CODE 2024 - ALL CLUTCHES REQUIRE CALIBRATION

ERROR CODE 2025 - ENGINE REV/MIN HIGH

ERROR CODE 2026 - CLUTCH D NOT CALIBRATED

ERROR CODE 2027 - CLUTCH C NOT CALIBRATED

ERROR CODE 2028 - CLUTCH B NOT CALIBRATED

ERROR CODE 2029 - CLUTCH A NOT CALIBRATED

ERROR CODE 2031 - CLUTCH C SOLENOID SHORT CIRCUIT

ERROR CODE 2032 - CLUTCH D SOLENOID SHORT CIRCUIT

ERROR CODE 2033 - PRESSURE ON CLUTCH A WOULD NOT DECREASE

ERROR CODE 2034 - WHEEL SPEED TOO LOW

ERROR CODE 2035 - WHEEL SPEED TOO HIGH

ERROR CODE 2036 - ENGINE REV/MIN LOW

ERROR CODE 2037 - CLUTCH DISCONNECT SWITCH OPEN CIRCUIT

ERROR CODE 2038 - CLUTCH B SOLENOID SHORT TO +12 VOLTS

ERROR CODE 2039 - CLUTCH B SOLENOID OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2040 - INCONSISTENT RANGE LEVER STATUS SWITCHES (R1 AND R2)

ERROR CODE 2041 - CLUTCH A SOLENOID OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2042 - CLUTCH A SOLENOID SHORT TO +12 VOLTS

ERROR CODE 2043 - PRESSURE ON CLUTCH B WOULD NOT DECREASE

ERROR CODE 2047 - CLUTCH DISCONNECT SWITCH SET TOO HIGH

ERROR CODE 2048 - CLUTCH DISCONNECT SWITCH SET TOO LOW

ERROR CODE 2049 - WHEEL SPEED SENSOR VOLTAGE TOO HIGH

ERROR CODE 2051 - OIL TEMPERATURE SENSOR OPEN CIRCUIT

ERROR CODE 2052 - OIL TEMPERATURE SENSOR SHORT CIRCUIT

ERROR CODE 2053 - 5 VOLT REFERENCE VOLTAGE SUPPLY TOO HIGH

ERROR CODE 2054 - 5 VOLT REFERENCE VOLTAGE SUPPLY TOO LOW

ERROR CODE 2055 - SHUTTLE LEVER FORWARD SWITCH VOLTAGE HIGH

ERROR CODE 2056 - SHUTTLE LEVER FORWARD SWITCH VOLTAGE LOW

ERROR CODE 2057 - SHUTTLE LEVER REVERSE SWITCH VOLTAGE HIGH

ERROR CODE 2058 - SHUTTLE LEVER REVERSE SWITCH VOLTAGE LOW

ERROR CODE 2059 - SHUTTLE LEVER SWITCHES DISAGREE

ERROR CODE 2061 - NO SEAT SAFETY SWITCH TRANSITION IN THE LAST 25 HOURS OF WORK

ERROR CODE 2065 - CLUTCH C SOLENOID OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2066 - CLUTCH D SOLENOID OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2067 - CLUTCH D SOLENOID SHORT TO +12 VOLTS

ERROR CODE 2068 - CLUTCH C SOLENOID SHORT TO +12 VOLTS

ERROR CODE 2069 - WHEEL SPEED SENSOR VOLTAGE TOO LOW

ERROR CODE 2073 - 12VF SUPPLY VOLTAGE IS TOO HIGH

ERROR CODE 2074 - 12VF SUPPLY VOLTAGE IS TOO LOW

ERROR CODE 2076 - CONTROLLER FAILURE

ERROR CODE 2077 - 8 VOLT REFERENCE VOLTAGE SUPPLY TOO HIGH

ERROR CODE 2078 - 8 VOLT REFERENCE VOLTAGE SUPPLY TOO LOW

ERROR CODE 2081 - CLUTCH A SAFETY PRESSURE SWITCH OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2082 - CLUTCH A SAFETY PRESSURE SWITCH SHORT CIRCUIT

ERROR CODE 2083 - CLUTCH B SAFETY PRESSURE SWITCH OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2084 - CLUTCH B SAFETY PRESSURE SWITCH SHORT CIRCUIT

ERROR CODE 2085 - BLOWN FUSE

ERROR CODE 2090 - BREAK IN CAN COMMUNICATION BETWEEN THE ADIC AND THE MCM TRANSMISSION CONTROL UNIT

ERROR CODE 2092 - SHORT CIRCUIT TO +12V FROM THE CLUTCH CUT-OUT SWITCH

ERROR CODE 2093 - SHORT TO +12VF FROM THE CONTROL UNIT TO THE CLUTCH CUT-OUT SWITCH

ERROR CODE 2094 - SHORT TO GROUND FROM THE CONTROL UNIT TO THE CLUTCH CUT-OUT SWITCH

ERROR CODE 2095 - CLUTCH CUT-OUT SWITCH (NORMALLY OPEN) JAMMED SHUT

ERROR CODE 5007 - PTO CLUTCH SOLENOID SHORT TO +12 VOLTS

ERROR CODE 5008 - PTO CLUTCH SOLENOID OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 5033 - REAR PTO CAB NORMALLY CLOSED SWITCH OPEN CIRCUIT

ERROR CODE 5034 - OPEN CIRCUIT OR SHORT TO GROUND TO THE PTO SWITCHES ON THE MUDGUARDS

ERROR CODE 5035 - SHORT TO + 12V FROM THE PTO SWITCHES ON THE MUDGUARDS

ERROR CODE 5037 - REAR PTO CAB NORMALLY OPEN SWITCH STUCK CLOSED

ERROR CODE 6023 - FOUR WHEEL DRIVE CLUTCH SOLENOID OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 6025 - FOUR WHEEL DRIVE CLUTCH SOLENOID SHORT TO +12 VOLTS

ERROR CODE 7014 - DIFFERENTIAL LOCK SWITCH ERROR

ERROR CODE 7017 - DIFFERENTIAL LOCK SOLENOID OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 7018 - DIFFERENTIAL LOCK SOLENOID SHORT TO +12 VOLTS

ERROR CODE 14001 - REAR POWER TAKE OFF (PTO) SPEED SENSOR OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14002 - REAR POWER TAKE OFF (PTO) SPEED SENSOR SHORT TO GROUND

ERROR CODE 14011 - ENGINE SPEED SENSOR OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14012 - ENGINE SPEED SENSOR SHORT TO GROUND

ERROR CODE 14021 - RADAR GROUND SPEED OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14022 - RADAR GROUND SPEED SHORT TO GROUND

ERROR CODE 14041 - ENGINE COOLANT TEMPERATURE SENSOR OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14042 - ENGINE COOLANT TEMPERATURE SENSOR SHORT TO GROUND

ERROR CODE 14051 - FUEL TANK LEVEL SENDER OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14052 - FUEL TANK LEVEL SENDER SHORT TO GROUND

ERROR CODE 14061 - PNEUMATIC BRAKE PRESSURE SENSOR SHORTED TO + 12V OR SENSOR NOT CONNECTED

ERROR CODE 14091 - WHEEL SPEED SENSOR OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14092 - WHEEL SPEED SENSOR SHORT TO GROUND

ERROR CODE 14100 - PNEUMATIC BRAKE PRESSURE SENSOR DETECTED BUT NOT CONFIGURED

ERROR CODE 14101 - FUEL CONTAMINATED SENDER DISCONNECTED

ERROR CODE 14200 - ERROR WITH ELECTRICALLY ERASABLE PROGRAMMABLE READ ONLY MEMORY (EEPROM)

ERROR CODE 14900 - MCM CONTROLLER DISCONNECTED

ERROR CODE 14905 - INSTRUMENT CLUSTER KEYPAD DISCONNECTED

ERROR CODE 11 - LIFT CONTROL SOLENOID VALVE OPEN CIRCUIT

ERROR CODE 12 - LOWERING CONTROL SOLENOID VALVE OPEN CIRCUIT

ERROR CODE 15 - LIFT CONTROL EXTERNAL SWITCHES SHORT TO GROUND

ERROR CODE 16 - LIFT CONTROL PANEL POWER SUPPLY LOW

ERROR CODE 17 - CONTROLLER POWER SUPPLY HIGH

ERROR CODE 22 - LIFT ARMS POSITION SENSOR VOLTAGE LOW

ERROR CODE 23 - WORKING DEPTH ADJUSTMENT POTENTIOMETER IS FAULTY

ERROR CODE 24 - LIFT ARMS UPPER LIMIT ADJUSTMENT POTENTIOMETER IS FAULTY

ERROR CODE 28 - LIFT/LOWER CONTROL LEVER FAULTY

ERROR CODE 31 - DRAFT RIGHT-HAND SENSOR VOLTAGE LOW

ERROR CODE 32 - DRAFT LEFT-HAND SENSOR VOLTAGE LOW

ERROR CODE 34 - LIFT ARMS DESCENT SPEED ADJUSTMENT POTENTIOMETER IS FAULTY

ERROR CODE 36 - POSITION/DRAFT MIX POTENTIOMETER IS FAULTY

ERROR CODE 37 - LIFT DOES NOT RAISE

ERROR CODE 41 - RADAR SIGNAL NOT PRESENT

ERROR CODE 42 - SPEED SENSOR SIGNAL NOT PRESENT

ERROR CODE U19 - TRANSMISSION OIL TEMPERATURE IS BELOW 10 DEGREES CENTIGRADE

ERROR CODE U20 - INCORRECT SEQUENCE, CYCLE SHUTTLE LEVER AND PEDAL SWITCH

ERROR CODE U21 - ENGINE SPEED IS TOO LOW, INCREASE ENGINE SPEED

ERROR CODE U22 - ENGINE SPEED IS TOO HIGH, REDUCE ENGINE SPEED

ERROR CODE U23 - SHUTTLE LEVER IS IN NEUTRAL, SHIFT LEVER TO FORWARD

ERROR CODE U24 - INCORRECT RANGE SELECTED

ERROR CODE U25 - MAIN GEAR LEVER IS IN NEUTRAL

ERROR CODE U26 - CLUTCH PEDAL IS NOT UP, RELEASE CLUTCH PEDAL

ERROR CODE U31 - WHEEL SPEED DETECTED

ERROR CODE U33 - HANDBRAKE IS NOT ENGAGED

ERROR CODE U34 - OPERATOR PRESENT SEAT SWITCH OFF

ERROR CODE U36 - CALIBRATION VALUE TOO HIGH

ERROR CODE U37 - CALIBRATION VALUE TOO LOW

ERROR CODE U38 - RANGE LEVER IS IN NEUTRAL

ERROR CODE 1002 - RADAR SIGNAL NOT PRESENT

ERROR CODE 1003 - NO SIGNAL FROM SPEED SENSOR

ERROR CODE 1004 - SPEED SENSOR SIGNAL TOO HIGH

ERROR CODE 1006 - SLIP CONTROL POTENTIOMETER SIGNAL TOO LOW (SHORT OR OPEN CIRCUIT)

ERROR CODE 1007 - SLIP CONTROL POTENTIOMETER SIGNAL TOO HIGH (SHORT TO + 12 VOLT)

ERROR CODE 1008 - RAISE / LOWER SWITCH FAILURE

ERROR CODE 1009 - BOTH EXTERNAL SWITCHES OPERATED AT SAME TIME

ERROR CODE 1010 - HEIGHT LIMIT POTENTIOMETER SIGNAL TOO LOW (SHORT OR OPEN CIRCUIT)

ERROR CODE 1011 - HEIGHT LIMIT POTENTIOMETER SIGNAL TOO HIGH (SHORT TO + 12 VOLT)

ERROR CODE 1012 - DROP RATE POTENTIOMETER SIGNAL TOO LOW (SHORT OR OPEN CIRCUIT)

ERROR CODE 1013 - DROP RATE POTENTIOMETER SIGNAL TOO HIGH (SHORT TO + 12 VOLT)

ERROR CODE 1014 - R/H LOAD SENSING PIN SIGNAL TOO LOW (SHORT OR OPEN CIRCUIT)

ERROR CODE 1015 - R/H LOAD SENSING PIN SIGNAL TOO HIGH (SHORT TO + 12 VOLT)

ERROR CODE 1016 - L/H LOAD SENSING PIN SIGNAL TOO LOW (SHORT OR OPEN CIRCUIT)

ERROR CODE 1017 - L/H LOAD SENSING PIN SIGNAL TOO HIGH (SHORT TO + 12 VOLT)

ERROR CODE 1018 - BOTH LOAD SENSING PINS DISCONNECTED

ERROR CODE 1019 - LOAD SENSING PIN VOLTAGE TOO LOW (SHORT OR OPEN CIRCUIT)

ERROR CODE 1020 - LOAD SENSING PIN VOLTAGE TOO HIGH (SHORT TO + 12 VOLT)

ERROR CODE 1021 - SENSITIVITY CONTROL POTENTIOMETER SIGNAL TOO LOW (SHORT OR OPEN CIRCUIT)

ERROR CODE 1022 - SENSITIVITY CONTROL POTENTIOMETER SIGNAL TOO HIGH (SHORT TO + 12 VOLT)

ERROR CODE 1023 - CONTROL PANEL DISCONNECTED

ERROR CODE 1024 - CALIBRATE THE HYDRAULIC LIFT

ERROR CODE 1025 - POSITION CONTROL POTENTIOMETER CONTROL VOLTAGE TOO LOW (SHORT OR OPEN CIRCUIT)

ERROR CODE 1026 - POSITION CONTROL POTENTIOMETER CONTROL VOLTAGE TOO HIGH (SHORT TO + 12 VOLT)

ERROR CODE 1027 - LIFT ARM POSITION SENSING CONTROL VOLTAGE LOW (SHORT OR OPEN CIRCUIT)

ERROR CODE 1028 - LIFT ARM POSITION SENSING CONTROL VOLTAGE HIGH (SHORT TO + 12 VOLT)

ERROR CODE 1029 - HYDRAULIC CONTROL VALVE DISCONNECTED

ERROR CODE 1030 - BREAK IN THE GROUND CIRCUIT

ERROR CODE 1031 - CHASSIS HARNESS DISCONNECTED

ERROR CODE 1032 - DRAFT CONTROL POTENTIOMETER CONTROL VOLTAGE HIGH (SHORT TO + 12 VOLT)

ERROR CODE 1033 - DRAFT CONTROL POTENTIOMETER CONTROL VOLTAGE LOW (SHORT OR OPEN CIRCUIT)

ERROR CODE 1049 - WHEEL SPEED SENSOR OPEN OR SHORT CIRCUIT

ERROR CODE 1053 - CONTROLLER 5 VOLT REFERENCE SHORTED TO POSITIVE VOLTAGE

ERROR CODE 1054 - CONTROLLER 5 VOLT REFERENCE SHORTED TO GROUND

ERROR CODE 1059 - REFERENCE VOLTAGE TO 8 VOLT LOAD SENSING PINS, TOO HIGH (> +9V), TOO LOW (< +7V)

ERROR CODE 1063 - EDC HYDRAULIC VALVE LOWER SOLENOID OPEN CIRCUIT

ERROR CODE 1064 - EDC HYDRAULIC VALVE RAISE SOLENOID OPEN CIRCUIT

ERROR CODE 1065 - EDC HYDRAULIC VALVE LOWER SOLENOID SHORT CIRCUIT

ERROR CODE 1066 - EDC HYDRAULIC VALVE RAISE SOLENOID SHORT CIRCUIT

ERROR CODE 1067 - EDC CONTROL VALVE SUPPLY VOLTAGE LOW

ERROR CODE 1068 - HEIGHT LIMIT CALIBRATION ERROR

ERROR CODE 1069 - SLIP CONTROL CONFIGURATION ERROR

ERROR CODE 2011 - CLUTCH PEDAL POTENTIOMETER SIGNAL LOW

ERROR CODE 2012 - CLUTCH PEDAL POTENTIOMETER SIGNAL HIGH

ERROR CODE 2014 - VOLTAGE FROM THE GEAR NEUTRAL POSITION SWITCH IS HIGH

ERROR CODE 2015 - VOLTAGE FROM THE GEAR NEUTRAL POSITION SWITCH IS LOW

ERROR CODE 2016 - VOLTAGE FROM THE RANGE POSITION SWITCH (R1) IS HIGH

ERROR CODE 2017 - VOLTAGE FROM THE RANGE POSITION SWITCH (R1) IS LOW

ERROR CODE 2018 - VOLTAGE FROM THE RANGE POSITION SWITCH (R2) IS HIGH

ERROR CODE 2019 - VOLTAGE FROM THE RANGE POSITION SWITCH (R2) IS LOW

ERROR CODE 2021 - TRANSMISSION HARNESS DISCONNECTED

ERROR CODE 2024 - ALL CLUTCHES REQUIRE CALIBRATION

ERROR CODE 2025 - ENGINE SPEED (RPM) HIGH

ERROR CODE 2026 - CLUTCH D NOT CALIBRATED

ERROR CODE 2027 - CLUTCH C NOT CALIBRATED

ERROR CODE 2028 - CLUTCH B NOT CALIBRATED

ERROR CODE 2029 - CLUTCH A NOT CALIBRATED

ERROR CODE 2030 - CRITICAL CODE ON TRANSMISSION

ERROR CODE 2033 - PRESSURE ON CLUTCH A WOULD NOT DECREASE

ERROR CODE 2035 - WHEEL SPEED TOO HIGH

ERROR CODE 2036 - ENGINE SPEED (RPM) LOW

ERROR CODE 2037 - CLUTCH DISCONNECT SWITCH OPEN CIRCUIT

ERROR CODE 2038 - CLUTCH B SOLENOID VALVE SHORT TO +12 VOLTS

ERROR CODE 2039 - CLUTCH B SOLENOID VALVE OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2040 - INCONSISTENT RANGE LEVER STATUS SWITCHES (R1 AND R2)

ERROR CODE 2041 - CLUTCH A SOLENOID VALVE OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2042 - CLUTCH A SOLENOID VALVE SHORT TO +12 VOLTS

ERROR CODE 2043 - PRESSURE ON CLUTCH B WOULD NOT DECREASE

ERROR CODE 2047 - CLUTCH DISCONNECT SWITCH SET TOO HIGH

ERROR CODE 2048 - CLUTCH DISCONNECT SWITCH SET TOO LOW

ERROR CODE 2049 - WHEEL SPEED SENSOR VOLTAGE TOO HIGH

FAULT CODE 2051 - OIL TEMPERATURE SENSOR OPEN CIRCUIT

ERROR CODE 2052 - OIL TEMPERATURE SENSOR SHORT CIRCUIT

ERROR CODE 2053 - 5 VOLT REFERENCE VOLTAGE TOO HIGH

ERROR CODE 2054 - + 5 VOLT REFERENCE VOLTAGE TOO LOW

ERROR CODE 2055 - SHUTTLE LEVER FORWARD SWITCH VOLTAGE HIGH

ERROR CODE 2056 - SHUTTLE LEVER FORWARD SWITCH VOLTAGE LOW

ERROR CODE 2057 - SHUTTLE LEVER REVERSE SWITCH VOLTAGE HIGH

ERROR CODE 2058 - SHUTTLE LEVER REVERSE SWITCH VOLTAGE LOW

ERROR CODE 2059 - SHUTTLE LEVER SWITCHES DISAGREE

FAULT CODE 2061 - NO SEAT SAFETY SWITCH TRANSITION IN THE LAST 25 HOURS OF WORK.

ERROR CODE 2065 - CLUTCH C SOLENOID VALVE OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2066 - CLUTCH D SOLENOID VALVE OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2067 - CLUTCH D SOLENOID VALVE SHORT TO +12 VOLTS

ERROR CODE 2068 - CLUTCH D SOLENOID VALVE SHORT TO +12 VOLTS

ERROR CODE 2069 - WHEEL SPEED SENSOR VOLTAGE TOO LOW

ERROR CODE 2081 - CLUTCH A SAFETY PRESSURE SWITCH OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2082 - CLUTCH A SAFETY PRESSURE SWITCH SHORT CIRCUIT

ERROR CODE 2083 - CLUTCH B SAFETY PRESSURE SWITCH OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2084 - CLUTCH B SAFETY PRESSURE SWITCH SHORT CIRCUIT

ERROR CODE 2085 - NO SUPPLY TO PRESSURE SWITCHES FOR CLUTCHES A AND B - BLOWN FUSE

FAULT CODE 2090 - BREAK IN CAN COMMUNICATION BETWEEN THE ADIC AND THE TRANSMISSION CONTROL UNIT (XCM)

FAULT CODE 2092 - SHORT CIRCUIT TO +12V FROM THE CLUTCH CUT-OUT SWITCH

FAULT CODE 2093 - SHORT TO +12VF TO THE GEAR LEVER SWITCH SUPPLY SIGNAL

FAULT CODE 2094 - SHORT TO GROUND TO THE GEAR LEVER SWITCH SUPPLY SIGNAL

ERROR CODE 2095 - CLUTCH CUT-OUT SWITCH (NORMALLY OPEN) STUCK CLOSED

ERROR CODE 2097 - SHORT TO +12 VOLTS OF THE DUMP SOLENOID VALVE

ERROR CODE 2098 - DUMP SOLENOID VALVE OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 2430 - CREEPER UNIT SWITCH VOLTAGE TOO LOW

ERROR CODE 2431 - CREEPER UNIT SWITCH VOLTAGE TOO HIGH

ERROR CODE 2450 - CONFIGURATION ERROR

ERROR CODE 5007 - PTO CLUTCH SOLENOID VALVE SHORT TO + 12 VOLTS

ERROR CODE 5008 - PTO CLUTCH SOLENOID VALVE OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 5033 - PTO CAB NORMALLY CLOSED SWITCH OPEN CIRCUIT

FAULT CODE 5034 - OPEN CIRCUIT OR SHORT TO GROUND TO THE PTO SWITCHES ON THE MUDGUARDS

FAULT CODE 5035 - SHORT TO + 12V FROM THE PTO SWITCHES ON THE MUDGUARDS

ERROR CODE 5037 - CAB PTO SWITCH JAMMED ON (NORMALLY OFF)

ERROR CODE 5043 - SWITCH ON MUDGUARDS JAMMED ON

ERROR CODE 6023 - FOUR-WHEEL DRIVE CLUTCH SOLENOID VALVE OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 7017 - DIFFERENTIAL LOCK SOLENOID VALVE OPEN CIRCUIT OR SHORT TO GROUND

ERROR CODE 14001 - REAR POWER TAKE-OFF SPEED SENSOR OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14002 - REAR POWER TAKE-OFF SPEED SENSOR SHORT TO GROUND

ERROR CODE 14011 - ENGINE SPEED SENSOR OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14012 - ENGINE SPEED SENSOR SHORT TO GROUND

ERROR CODE 14015 - 5V SUPPLY VOLTAGE IS TOO HIGH

ERROR CODE 14016 - 5V SUPPLY VOLTAGE IS TOO LOW

ERROR CODE 14041 - ENGINE COOLANT TEMPERATURE SENSOR OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14042 - ENGINE COOLANT TEMPERATURE SENSOR SHORT TO GROUND

ERROR CODE 14051 - FUEL TANK LEVEL SENDER OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14052 - FUEL TANK LEVEL SENDER SHORT TO GROUND

FAULT CODE 14061 - PNEUMATIC BRAKE PRESSURE SENSOR SHORTED TO + 12V OR SENSOR NOT CONNECTED

ERROR CODE 14091 - WHEEL SPEED SENSOR OPEN CIRCUIT OR SHORT TO HIGH VOLTAGE

ERROR CODE 14092 - WHEEL SPEED SENSOR SHORT TO GROUND

ERROR CODE 14093 - SEAT SWITCH SIGNAL SHORT TO + 12V OR OPEN CIRCUIT

ERROR CODE 14094 - SEAT SWITCH SIGNAL SHORT TO GROUND

FAULT CODE 14100 - PNEUMATIC BRAKE PRESSURE SENSOR DETECTED BUT NOT CONFIGURED

ERROR CODE 14101 - CONTAMINATED FUEL SENDER DISCONNECTED

ERROR CODE 14200 - ERROR WITH EEPROM (ELECTRICALLY ERASABLE PROGRAMMABLE READ ONLY MEMORY)

ERROR CODE 14900 - CONTROL UNIT (XCM) DISCONNECTED

ERROR CODE 14905 - INSTRUMENT CLUSTER (ADIC) KEYPAD DISCONNECTED

ERROR CODE 14911 - ENHANCED CLUSTER WITHOUT KEYPAD

ERROR CODE 14912 - BASIC CLUSTER WITH KEYPAD

1002 - Poor or no signal from radar

1003 - Speed sensor error

1004 - Wheel Speed Sensor Signal Too High

1005 - speed sensor signal too low

1006 - Slip Control Potentiometer Voltage Too Low

1007 - Slip Control Potentiometer Voltage Too High

1008 - Raise / Work Switch Failure (Command Arm)

1009 - Both external switches operated at the same time

1010 - Height Limit Control Potentiometer Voltage Too Low

1011 - Height Limit Control Potentiometer Voltage Too High

1012 - Drop Rate Control Potentiometer Voltage Too Low

1013 - Drop Rate Control Potentiometer Voltage Too High

1014 - Right hand load sensing pin - signal too low

1015 - Right hand load sensing pin - signal too high

1016 - Left Hand Load Sensing Pin Signal Too Low

1017 - Left Hand Load Sensing Pin Signal Too High

1018 - Both Load Sensing Pins Disconnected

1019 - Load Sensing Pin 8V Reference Voltage Too Low

1020 - Load Sensing Pin 8V Reference Voltage Too High

1021 - Draft Sensitivity Control Potentiometer Voltage Too Low

1022 - Draft Sensitivity Control Potentiometer Voltage Too High

1023 - CONTROL PANEL DISCONNECTED

1024 - Perform The Hydraulic Lift Calibration

1025 - Position Control Potentiometer Voltage Too Low

1026 - Position Control Potentiometer Voltage Too High

1027 - Lift arm position sensing control voltage low (short or open circuit)

1028 - Lift Arm Position Sensing Control Voltage Too High

1029 - Hydraulic Control Valve Disconnected

1030 - Signal Ground Open Circuit

1031 - Chassis Harness Disconnected

1032 - Draft Control Potentiometer Voltage Too High

1033 - Draft Control Potentiometer Voltage Too Low

1049 - Wheel speed sensor open or short circuit

1053 - 5 volt reference shorted to +VE voltage

1054 - CONTROLLER 5 VOLT REFERENCE SHORT TO GROUND

1057 - Module failure

1059 - 8 volt reference open circuit

1063 - EDC Hydraulic Valve Lower Solenoid Open Circuit

1064 - EDC Hydraulic Valve Raise Solenoid Open Circuit

1065 - EDC Hydraulic Valve Lower Solenoid Short Circuit

1066 - EDC Hydraulic Valve Raise Solenoid Short Circuit

1067 - EDC hydraulic valve supply voltage too low

1068 - Height limit calibration error

14015 - 5V supply voltage - too high

14016 - 5V supply voltage - too low

14021 - Cranking line - shorted to +12V

14022 - Cranking line - shorted to GND

14051 - Fuel tank level sender open circuit or short to high voltage

14052 - Fuel tank level sender short to ground

14058 - Seat Switch Closed for Over 25 Hours

14093 - Seat switch signal short to + 12V or open circuit

14094 - Seat switch signal short to ground

14100 - Pneumatic brake pressure sensor detected but not configured

14107 - Front hitch present but not configured

14108 - Rear PTO sensor present but not configured

14109 - EDC present but not configured

14200 - Battery isolator switch closed to battery at Key ON for more than 30 seconds

14900 - Control unit (XCM) disconnected

14901 - Engine controller missing

2006 - Radar no signal fault

2011 - Clutch pedal potentiometer signal too low

2012 - Clutch pedal potentiometer signal too high

2014 - Voltage from the gear neutral position switch is high

2015 - Voltage from the gear neutral position switch is low

2016 - Voltage from the range position switch (R1) is high

2017 - Voltage from the range position switch (R1) is low

2018 - Voltage from the range position switch (R2) is high

2019 - Voltage from the range position switch (R2) is low

2021 - drive line harness disconnected

2024 - All clutches not calibrated

2025 - Over limit value , Engine speed (rpm) high

2026 - Not calibrated , clutch D not calibrated

2027 - Not calibrated , Clutch C not calibrated

2028 - Not calibrated , Clutch B not calibrated

2029 - Not calibrated , Clutch A not calibrated

2030 - Unidentified failure , Critical code on transmission

2033 - Pressure on clutch A would not decrease

2035 - Wheel speed too high

2036 - Engine speed (rpm) low

2037 - Clutch disconnect switch circuit open

2038 - Clutch B solenoid valve short to +12 V

2039 - Clutch B solenoid valve open circuit or short to ground

2040 - Inconsistent gear lever status switches

2041 - Clutch A solenoid valve open circuit or short to ground

2042 - Clutch A solenoid valve short to +12 V

2043 - Pressure on clutch B would not decrease

2047 - Clutch disconnect switch set too high

2048 - Clutch disconnect switch set too low

2049 - Wheel speed sensor voltage too high

2051 - Oil temperature sensor - open circuit

2052 - Oil Temperature Sensor - Short Circuit

2053 - 5 Volt sensor supply too high

2054 - 5 Volt sensor supply too low

2055 - Shuttle lever forward switch voltage high

2056 - Shuttle lever forward switch voltage low

2057 - Shuttle lever reverse switch voltage high

2058 - Shuttle lever reverse switch voltage low

2059 - Shuttle lever switches disagree

2065 - Clutch C solenoid valve open circuit or short to ground

2066 - Clutch D solenoid valve open circuit or short to ground

2067 - Clutch D solenoid valve short to +12 V

2068 - Clutch C solenoid valve short to +12 V

2069 - Wheel speed sensor voltage too low

2081 - Clutch A safety pressure switch open circuit or short to ground

2082 - Clutch A safety pressure switch short circuit

2083 - Clutch B safety pressure switch open circuit or short to ground

2084 - Clutch B safety pressure switch short circuit

2085 - No supply to pressure switches for clutch A and B

2090 - Break in CAN communication between the ADIC and the XCM transmission control unit

2092 - Short circuit to + 12V from the clutch cut-out switch

2093 - Short circuit to +12VF to the gear lever switch feed signal

2094 - Short circuit to ground to the gear lever switch feed signal

2095 - Clutch cut-out button jammed closed

2097 - Short circuit to +12V to the discharge (dump) solenoid valve

2098 - Short circuit to ground or circuit open to the discharge (dump) solenoid valve

2110 - Shuttle lever neutral switch voltage too low

2111 - Shuttle lever neutral switch voltage too high

2419 - reactivity switch disagreement

2422 - Multicontroller configuration error

2429 - Creeper switch always on

2430 - Creeper unit status switch voltage too low

2431 - Creeper unit status switch voltage too high

2450 - Configuration error

3001 - Foot throttle sensor - signal not plausible

3002 - Foot throttle sensor - signal above range maximum

3003 - Foot throttle sensor - signal below range minimum

3006 - Coolant temperature signal - signal not plausible (compared with engine oil temperature)

3007 - Coolant temperature sensor - signal above range maximum

3008 - Coolant temperature signal - signal below range minimum

3010 - Boost temperature sensor - signal above range maximum

3011 - Boost temperature sensor - signal below range minimum

3015 - Fuel temperature sensor - signal above range maximum

3016 - Fuel temperature sensor - signal below range minimum

3019 - Boost pressure sensor - signal above range maximum

3024 - Atmospheric pressure sensor - signal above range maximum

3025 - Atmospheric pressure sensor - signal below range minimum

3027 - Oil pressure sensor: Defect fault check for plausibility from digital sensor

3037 - Boost pressure sensor - signal low

3051 - Battery voltage to ECU - voltage too high

3052 - Battery voltage to ECU - voltage too low

3059 - ECU main relay: Stuck main relay error

3063 - Cylinder1 - injector cable short circuit (high side to ground)

3071 - Cylinder 3 - injector cable short circuit (high side to ground)

3079 - Cylinder 2 - injector cable short circuit (high side to ground)

3083 - Cylinder 4 - injector cable short circuit (high side to ground)

3088 - Crankshaft sensor - no signal

3089 - Crankshaft sensor - invalid signal

3090 - Camshaft sensor - no signal

3091 - Camshaft sensor - invalid signal

3093 - Offset between camshaft and crankshaft - outside boundaries

3096 - ECM Busoff on vehicle CAN

3102 - Rail pressure sensor CP3 - signal below range min

3104 - Rail pressure relief valve - open

3105 - Rail pressure relief valve - pressure shock requested

3106 - Pressure relief valve reached maximum allowed opening count

3107 - Fuel metering unit - short circuit to battery

3108 - Fuel metering unit - short circuit to ground

3112 - Rail pressure sensor CP3 - signal above range maximum

3126 - Hand throttle - channel 1 signal above range max

3127 - Hand throttle - channel 1 signal below range min

3137 - Metering unit - open load

3139 - Metering unit signal range check - signal too high

3140 - Metering unit signal range check - signal too low

3141 - Fuel flow setpoint too low - fuel metering unit: leakage is detected based on fuel quantity balance

3146 - Water sensor in the fuel filter : Water in fuel level sensor defect detection

3157 - Engine control unit (ECU) not detected on the CANbus or the engine dataset registration information was not available from the engine within the time required

3158 - Invalid ECM checksum (the engine dataset does not match the dataset registered for this machine. Register the new dataset if the dataset has just been updated)

3166 - Fuel filter heater relay - short circuit to battery

3167 - Fuel filter heater relay - short circuit to ground

3168 - Fuel filter heater relay - no load

3169 - Fuel filter heater relay - signal not plausible

3176 - Fuel metering unit: Set point of metering unit in overrun mode not plausible

3177 - Engine overspeed detected

3179 - Timeout of CAN message BC2EDC2

3180 - Timeout of CAN message VCM2EDC

3188 - Injector cylinder 1 warning - open load

3192 - Injector cylinder 2 warning - open load

3196 - Injector cylinder 3 warning - open load

3200 - Injector cylinder 4 warning - open load

3210 - Bank 1 - general short circuit on injection cable

3218 - Bank 2 - general short circuit on injection cable

3230 - Injection processor (CY33X) error - SPI communication failure

3235 - Number of injections limited - by charge balance

3236 - Number of injections limited - by quantity balance

3237 - Number of injections limited - by software

3238 - ECU power stages: Errors of the power failure detection of CY320

3239 - Engine controller EEPROM - read operation failure

3240 - Engine controller EEPROM - write operation failure

3241 - Engine controller EEPROM - read/write error

3242 - ECU internal: Visibility of software resets in DSM

3243 - ECU internal: Visibility of software resets in DSM

3244 - ECU recovery (visible) - recovery occurred

3245 - ECM processor - watchdog not plausible

3252 - Controller watchdog - SPI communication failure

3253 - Analog digital converter (ADC) : Diagnostic fault check to report the error in voltage ratio in ADC monitoring

3255 - Analog digital converter (ADC) : Diagnostic fault check to report the ADC test error

3256 - Analog Digital Converter (ADC) : Diagnostic fault check to report the NTP error in ADC monitoring

3265 - Overrun monitoring - injection time too long

3266 - Engine speed : Diagnostic fault check to report the engine speed error

3283 - Sensor supply voltage 2 - high

3285 - Sensor supply voltage 3 - high

3293 - Fuel Metering Unit: maximum positive deviation of rail pressure exceeded

3301 - Fuel metering unit: Maximum negative rail pressure deviation with metering unit on lower limit is exceeded

3305 - Fuel metering unit: Minimum rail pressure exceeded

3309 - Fuel metering unit: Maximum rail pressure exceeded

3334 - Timeout of CAN message TSC1-PE torque (when active)

3335 - Timeout of CAN message TSC1-PE torque (when inactive)

3338 - Timeout of CAN message TSC1-VE speed (when inactive)

3339 - Timeout of CAN message TSC1-VE speed (when active)

3358 - CAN transmit timeout

3361 - ECM EEPROM - general error

3362 - Torque to quantity map - not plausible

3368 - Info: Torque limitation due to OBD performance limiter by legislation

3374 - Injection quantity adjustment failure - invalid EEPROM adjustment value checksum

3402 - Rail pressure sensor: Maximum rail pressure exceeded

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 switch: Oil pressure too low (at engine running)

3410 - Permanent governor deviation for valve

3411 - Permanent governor deviation for valve

3414 - Short circuit in glow plug 1

3415 - Short circuit in glow plug 3

3416 - Short circuit in glow plug 4

3417 - Short circuit in glow plug 2

3418 - ECU power stages: short circuit to battery error on the turbocharger PWM output power stage

3419 - ECU power stages: Short circuit to ground error on the turbocharger PWM output power stage

3420 - CAN Bus received frames: DFC of auxiliary engine shutdown switch message

3425 - Turbocharger: Over boost deviation at P2 too high in pressure charger regulator

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: Hoseline plausibility error

3430 - EGR inducement less severe derating level

3431 - EGR Inducement most severe derating level

3433 - Diesel particulate filter (DPF) inducement less severe derating level

3434 - Diesel particulate filter (DPF) inducement most severe derating level

3517 - Ambient air temperature sensor - signal too high

3518 - Ambient air temperature sensor - signal too low

3616 - Torque limitation due to turbo charger protection

3648 - Turbocharger: P2 pressure errors in PCR - pressure deviation too high

3650 - Battery voltage: Source high for battery voltage sensor

3651 - Battery voltage: Source low for battery voltage sensor

3652 - CAN Bus: Bus off of CAN node A

3655 - Torque limitation, engine protection: General report of the event of torque limitations

3656 - Torque limitation, engine protection: Torque limitation caused by particulate filter

3657 - CAN Bus Received frames: Timeout error of CAN receive-frame CM1BC

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 - Long time EGR valve drift at closed position

3676 - EGR valve position sensor voltage source high

3677 - EGR valve position sensor voltage source low

3680 - Injection cut off: Injection cut off demand for shut off coordinator

3688 - Water sensor in the fuel filter: WIF sensor check is failed

3689 - DFC for 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

3699 - EEPROM: Error in EEPROM block EEPROMData1, SD correction can not be calculated

3702 - Injection control: Detection of failed engine start

3703 - Injection control: Check of minimum rail pressure

3704 - Injector adjustment programming: Check of missing injector adjustment value programming

3705 - Injector adjustment programming: Check of missing injector adjustment value programming

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 - IP (lambda = 1 detection)

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 source high error for O2 calibration

3715 - Lambda sensor: Fault code to indicate source 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 temperature Ri exceeds the maximum limit

3723 - Lambda 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

3727 - Info: Low oil viscosity

3728 - Info: Too low oil viscosity

3735 - Fuel metering unit: Over temperature of device driver of metering unit

3736 - Lambda sensor: O2 concentration is outside the predefined window during heater coupling detection

3737 - Lambda sensor: Over temperature error of the LSU heater power stage

3738 - Analog digital convertor (ADC): Diagnostic fault check to report multiple errors while checking the complete ROM-memory

3739 - Power stages, injector: Loss of synchronization

3740 - Power stages, injector: DFC to set a torque limitation once an error is detected before MoCSOP's error reaction is set

3741 - Power stages, injector: Wrong set response time

3742 - Power stages, injector: Too many SPI errors during MoCSOP execution

3743 - Power stages, injector: Diagnostic fault check to report the error in under voltage monitoring

3744 - Power stages, injector: Diagnostic fault check to report the error in over voltage monitoring

3745 - Power stages, injector: Diagnostic fault check to report that WDA is not working correctly

3746 - Power stages, injector: OS timeout in the shut off path test. Failure setting the alarm task period

3747 - Power stages, injector: Diagnostic fault check to report that the positive test failed

3748 - Power stages, injector: Diagnostic fault check to report the timeout in the shut off path test

3750 - Injection control: Error in the plausibility of the injection energizing time

3751 - Injection control: Error in the plausibility of the start of energizing angles

3752 - Zero Fuel Calibration (ZFC): Error in the plausibility of the energizing times of the zero fuel quantity calibration

3753 - Level 2 monitoring: Diagnostic fault check to report the error due to injection quantity correction

3754 - Level 2 monitoring: Diagnostic fault check to report the plausibility error in rail pressure monitoring

3755 - Level 2 monitoring: Diagnostic fault check to report the error due to torque comparison

3756 - Level 2 monitoring: Diagnosis fault check to report the demand for normal mode due to an error in the post injection 2 quantity

3757 - Level 2 monitoring: Diagnosis fault check to report the error to demand for an ICO due to an error in the post injection 2 shut off

3758 - Level 2 monitoring: Diagnosis fault check to report the error to demand for an ICO due to an error in the post injection 3 efficiency factor

3759 - Level 2 monitoring: Diagnosis of curr path limitation forced by ECU monitoring level 2

3760 - Level 2 monitoring: Diagnosis air path limitation due to a functional control unit monitoring forced by ECU monitoring level 2

3761 - Level 2 monitoring: Diagnosis quantity path limitation due to a functional control unit monitoring (level 2)

3762 - Level 2 monitoring: Reported overvoltage of supply

3763 - Level 2 monitoring: Reported under voltage of supply

3764 - Main relay: Early opening defect of main relay

3766 - Diesel particulate filter pressure sensor: Fault check for the pressure sensor plausibility

3767 - ECU internal: Diagnostic fault check to report 'WDA active' due to errors in query/response communication

3768 - ECU internal: Diagnostic fault check to report 'ABE active' due to under voltage detection

3769 - ECU internal: Diagnostic fault check to report 'ABE active' due to overvoltage detection

3770 - ECU internal: Diagnostic fault check to report 'WDA/ABE active' due to unknown reason

3773 - Turbocharger: Under boost detected in pressure charger regulator

3786 - Diesel particulate filter (DPF): Signal range check flow resistance of the particulate filter - 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 (DPF): Signal range check flow resistance of the particulate filter - maximum

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

3797 - Diesel particulate filter pressure sensor: SRC high for PFI differential pressure sensor

3798 - Diesel particulate filter pressure sensor: SRC low for PFI 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: Source high for turbine upstream pressure sensor

3802 - Turbine upstream pressure sensor: Source low for turbine upstream pressure sensor

3803 - ECU internal: Error on R2S2 module (low level chip driver for the power stage chips)

3808 - Fuel metering unit: set point of metering unit not plausible

3810 - Fuel pressure sensor: rail pressure raw value is intermittent

3811 - ECU sensor supply monitor: ECU internal: Error sensor supplies 1

3812 - Physical range check high for ECU temperature sensor

3813 - Physical range check low for ECU temperature sensor

3814 - ECU temperature sensor: SPI Error ECU temperature sensor (LM71)

3818 - Open load error for power stage

3819 - Over current error for H-bridge

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

3834 - ECU Power stages: Throttle valve actuator power stage source high

3835 - ECU Power stages: Throttle valve actuator power stage source low

3838 - Oxidation catalyst upstream temperature sensor short to high source

3839 - Oxidation catalyst upstream temperature sensor short to low source

3840 - Diesel particulate filter upstream temperature sensor short to high source

3841 - Diesel particulate filter upstream temperature sensor shorted to low source

3842 - Turbine upstream temperature sensor: Source high for turbine upstream temperature sensor

3843 - Turbine upstream temperature sensor: Source low for turbine upstream temperature sensor

3844 - Error state on comparing energizing time to maximum value injector 1

3845 - Error state on comparing energizing time to maximum value injector 2

3846 - Error state on comparing energizing time to maximum value injector 3

3847 - Error state on comparing energizing time to maximum value injector 4

3848 - Error state on comparing energizing time to minimum value injector 1

3849 - Error state on comparing energizing time to minimum value injector 2

3850 - Error state on comparing energizing time to minimum value injector 3

3851 - Error state on comparing energizing time to minimum value injector 4

3852 - Lambda (oxygen) sensor: The maximum allowed time for blow out is exceeded

3870 - Timeout for BC2EDC1

3899 - Info: Engine temperature exceeded pre-warn level

3900 - Info: Engine temperature exceeded warn level

3906 - Injector: Number of injections is limited by quantity balance of high pressure pump

3910 - Fuel metering unit: Error check for loose contact between metering unit and ECU

3915 - Pressure Relief Valve: Averaged rail pressure is outside the expected range with open PRV

3916 - Pressure Relief Valve: Open time of PRV for wear out monitoring had exceeded maximum value

3999 - Unknown ECM SPN error code

5007 - PTO clutch solenoid valve short to + 12V

5008 - PTO clutch solenoid valve open circuit or short to ground

5027 - PTO speed sensor open circuit or short circuit to VBAT

5033 - Rear PTO Cab Normally Closed Switch Open Circuit

5034 - Rear PTO fender switch - open circuit/short to ground

5035 - Rear PTO Fender Switch Input Short To 12V+

5037 - Cab rear PTO switch jammed on (normally off)

5043 - Rear PTO fender switch stuck on

5044 - PTO speed sensor short circuit to ground

5045 - Ground speed PTO switch open/short to GND

5046 - Ground speed PTO switch short to 12V

5047 - Ground speed PTO configuration error

5098 - Rear PTO fender switch option not enabled

6023 - Four-wheel drive clutch solenoid valve open circuit or short to ground

7017 - Differential lock solenoid valve open circuit or short to ground

CH - HOT OIL WARNING: displayed above 100 degrees C

CL - COLD OIL WARNING: displayed below 20 degrees C

U17 - Seat switch not activated

U18 - Correct start up procedure not used

U19 - Oil temperature < 10 °C, calibration is not possible

U20 - Parking brake not applied

U21 - ERPM is below 1250, increase throttle

U22 - ERPM is above 1350, reduce throttle

U23 - Shuttle lever is in neutral, shift lever to forward

U24 - Incorrect range selected

U25 - Main gear lever is in neutral

U26 - Clutch pedal is not up, release clutch pedal

U31 - Wheel speed sensed

U36 - Calibration value too high

U37 - Calibration value too low

131 - ENG 131 - Foot throttle position potentiometer voltage is too high

431 - GOV 431 - Foot throttle idle validation switches are both closed

432 - GOV 432 - Foot throttle idle validation switches disagree

ARM 10091 - Controller internal failure

ARM 1029 - Remote hydraulic control selection switch 5 failure

ARM 1039 - PTO on/off control switch failure

ARM 1049 - Hitch up/down switch failure

ARM 1059 - Slip limit switch failure

ARM 1069 - MFD switch failure

ARM 1079 - Diff lock switch failure

ARM 1089 - Programmable up/down switch failure

ARM 109 - 3rd remote hydraulic flow control failure

ARM 1099 - Remote set switch failure

ARM 1109 - Hand throttle idle validation switch failure

ARM 1119 - HTS record/play switch failure

ARM 1129 - Invalid configuration: implement depth control switch failure

ARM 119 - 4th remote hydraulic flow control failure

ARM 12013 - Communication lost with the data bus

ARM 12081 - HTS capability message not received

ARM 129 - 5th remote hydraulic flow control potentiometer failure

ARM 139 - Remote hydraulic timer control failure

ARM 149 - Hitch upper limit control failure

ARM 159 - Hitch drop rate control failure

ARM 169 - Hitch travel control failure

ARM 19 - Throttle lever potentiometer failure

ARM 29 - 1st remote hydraulic control lever potentiometer failure

ARM 39 - 2nd remote hydraulic control lever potentiometer failure

ARM 49 - 3rd remote hydraulic control lever potentiometer failure

ARM 59 - 4th remote hydraulic control lever potentiometer failure

ARM 65535 - Memory not cleared from factory

ARM 69 - Hitch position control lever potentiometer failure

ARM 79 - Hitch load control potentiometer failure

ARM 8011 - Battery voltage low

ARM 89 - 1st remote hydraulic flow control failure

ARM 9011 - Controller memory error: Loss of hitch position command calibration

ARM 9012 - Controller memory error: Loss of aux remote lever calibration

ARM 9013 - Controller memory error: Loss of throttle calibration

ARM 9014 - Controller memory error: Loss of MFD switch configuration

ARM 9015 - Controller memory error: Loss of trans switches configuration

ARM 9021 - Hitch position command potentiometer calibration error

ARM 9031 - Hand throttle potentiometer calibration error

ARM 9041 - EDC drop rate potentiometer calibration error

ARM 99 - 2nd remote hydraulic flow control failure

ATC 111 - Cab temp sensor open or shorted to power

ATC 112 - Cab temp sensor shorted to ground

ATC 115 - Evap temp sensor open or shorted to power

ATC 116 - Evap temp sensor shorted to ground

ATC 120 - Blower speed selector open or shorted to power

ATC 121 - Temperature select pot open or shorted to power

ATC 125 - High pressure switch (+) shorted to power

ATC 126 - High pressure switch (+) shorted to ground

ATC 127 - High pressure switch (-) shorted to power

ATC 128 - High pressure switch (-) shorted to ground

ATC 129 - High pressure switch cycling error (2 times in 1 minute)

ATC 130 - Low pressure switch (+) shorted to power

ATC 131 - Low pressure switch (+) shorted to ground

ATC 132 - Low pressure switch (-) shorted to power

ATC 133 - Low pressure switch (-) shorted to ground

ATC 134 - Low pressure switch open for more than 1 minute

INST 10031 - Controller memory error - loss of valid engine hours EEPROM checksum

INST 10032 - Controller memory error - vehicle configuration information lost

INST 10033 - Controller memory error - customer configuration information lost

INST 10034 - Controller memory error - loss of valid fuel table information

INST 10035 - Controller memory error - loss of valid radar configuration information

INST 10036 - Controller memory error - loss of valid area, distance and timer information

INST 10037 - Controller memory error - loss of valid implement width information

INST 10038 - Controller memory error - loss of valid remote timer information

INST 1015 - Seat switch stuck closed

INST 11011 - Fuel level sensor signal too low

INST 12011 - Communication lost with armrest controller

INST 12043 - Communication lost with data bus and all other controllers

INST 12051 - Communication lost with TMF controller

INST 12071 - Communication lost with transmission controller

INST 12091 - Communication lost with engine controller

INST 12111 - Communication lost with ATC controller

INST 12121 - Color display off line

INST 13010 - Engine coolant temperature sensor failed in engine controller

INST 13011 - Engine coolant temperature sensor signal too low

INST 13012 - Engine coolant temperature sensor signal too high

INST 13021 - Transmission oil temperature sensor signal too low

INST 13022 - Transmission oil temperature sensor signal too high

INST 13040 - Air intake temperature sensor failed in engine controller

INST 13051 - Air to air intake temperature sensor signal too low

INST 13052 - Air to air intake temperature sensor signal too high

INST 3010 - PTO shaft speed sensor failure

INST 3020 - Engine speed sensor failed in engine controller

INST 3022 - Engine overspeed

INST 5010 - Engine oil pressure sensor failed in engine controller

INST 5011 - Engine oil pressure sensor signal too low

INST 53001 - Standard instrumentation configuration is incorrect

INST 53005 - Engine shutdown activated

INST 65535 - Memory not cleared from the factory

TMF 106 - TMF controller has received the electro hydraulic #5 control extend switch data in the error state

TMF 107 - TMF controller has received the electro hydraulic #5 control retract switch data in the error state

TMF 108 - Electro hydraulic remote #1 lever position control pot data is set to the error state

TMF 109 - Electro hydraulic remote #2 lever position control pot data is set to the error state

TMF 110 - Electro hydraulic remote #3 lever position control pot data is set to the error state

TMF 11 - TMF controller is disconnected from can bus

TMF 111 - Electro hydraulic remote #4 lever position control pot data is set to the error state

TMF 112 - Electro hydraulic remote #1 lever flow control pot data is set to the error state

TMF 113 - Electro hydraulic remote #2 lever flow control pot data is set to the error state

TMF 114 - Electro hydraulic remote #3 lever flow control pot data is set to the error state

TMF 115 - Electro hydraulic remote #4 lever flow control pot data is set to the error state

TMF 116 - Electro hydraulic remote #5 lever flow control pot data is set to the error state

TMF 12 - Communication lost with the armrest controller

TMF 120 - Electro hydraulic remote top link switch is stuck on

TMF 123 - Current sensed when the aux #1 driver is off, retract/lower coil shorted to 12 volts

TMF 124 - Aux #1 driver is on and no current is sensed, retract/lower coil open or shorted to ground

TMF 125 - Current sensed when the Aux #1 driver is off, extend/raise coil shorted to 12 volts

TMF 126 - Aux #1 driver is on and no current is sensed, extend/raise coil open or shorted to ground

TMF 127 - Current sensed when the aux #2 driver is off, retract/lower coil shorted to 12 volts

TMF 128 - Aux #2 driver is on and no current is sensed, retract/lower coil open or shorted to ground

TMF 129 - Current sensed when the Aux #2 driver is off, extend/raise coil shorted to 12 volts

TMF 130 - Aux #2 driver is on and no current is sensed, extend/raise coil open or shorted to ground

TMF 131 - Current sensed when the aux #3 driver is off, retract/lower coil shorted to 12 volts

TMF 132 - Aux #3 driver is on and no current is sensed, retract/lower coil open or shorted to ground

TMF 133 - Current sensed when the Aux #3 driver is off, extend/raise coil shorted to 12 volts

TMF 134 - Aux #3 driver is on and no current is sensed, extend/raise coil open or shorted to ground

TMF 135 - Current sensed when the aux #4 driver is off, retract/lower coil shorted to 12 volts

TMF 136 - Aux #4 driver is on and no current is sensed, retract/lower coil open or shorted to ground

TMF 137 - Current sensed when the Aux #4 driver is off, extend/raise coil shorted to 12 volts

TMF 138 - Aux #4 driver is on and no current is sensed, extend/raise coil open or shorted to ground

TMF 139 - Current sensed when the aux #5 driver is off, retract/lower coil shorted to 12 volts

TMF 14 - 5 volt reference is above the upper voltage limit

TMF 140 - Aux #5 driver is on and no current is sensed, retract/lower coil open or shorted to ground

TMF 141 - Current sensed when the Aux #5 driver is off, extend/raise coil shorted to 12 volts

TMF 142 - Aux #5 driver is on and no current is sensed, extend/raise coil open or shorted to ground

TMF 147 - Out of range error: high on the #1 feedback

TMF 148 - Out of range error: low on the #1 feedback

TMF 149 - Out of range error: high on the #2 feedback

TMF 15 - 5 volt reference is below the lower voltage limit

TMF 150 - Out of range error: low on the #2 feedback

TMF 151 - No data transmission from transmission controller is received

TMF 152 - EHR top link switch short

TMF 153 - EHR top link switch conflict

TMF 154 - PTO switch interlock

TMF 155 - Auto PTO switch data is set to the error state

TMF 156 - Auto PTO switch stuck on condition

TMF 157 - PTO remote fender switch short

TMF 158 - PTO remote fender switch open

TMF 159 - PTO remote fender switch stuck on

TMF 160 - PTO clutch is slipping excessively for the duration of 5 seconds or longer

TMF 161 - PTO rpm is too high

TMF 162 - Engine speed is too low for the PTO to be in the on state

TMF 163 - PTO is commanded off but the PTO speed is greater than zero

TMF 164 - The software has not detected PTO shaft speed for 3.6 seconds since the PTO initial fill valve was commanded

TMF 165 - PTO speed is detected when the PTO is in the off state without engine rpm

TMF 166 - PTO driver is on and no current is sensed

TMF 167 - Current sensed when PTO driver is off

TMF 168 - PTO off switch data is set to the error state

TMF 169 - Both PTO on and off switches are simultaneously off, one of the PTO switches is shorted to ground

TMF 170 - Both PTO on and off switches are simultaneously on, one of the PTO switches is shorted to 12 volts

TMF 17 - Hitch position command potentiometer failure

TMF 171 - PTO software fault condition detected

TMF 172 - PTO solenoid circuit shorted to B+ when PTO is in off state

TMF 173 - PTO solenoid circuit shorted to ground when PTO is in off state

TMF 174 - Current flowing in the sense resistor when the high side was off

TMF 175 - PTO clutch did not lock up after 6 seconds of clutch motion

TMF 178 - PTO speed sensor has been changed

TMF 179 - PTO is configured as a two speed and no shaft size frequency was detected when the PTO was switched on

TMF 180 - PTO is configured as a single speed and shaft size frequency was detected when the PTO was switched on, shaft size frequency input is only used for two speed PTO

TMF 18 - Rockshaft position potentiometer is outside normal operating range

TMF 19 - Upper limit potentiometer failure

TMF 2 - Hitch raise solenoid shorted to 12 volts

TMF 21 - Load command potentiometer failure

TMF 22 - Single draft pin sensor failed when configured for one draft pin sensor

TMF 23 - Both draft pins failed

TMF 24 - Communication lost with the instrument controller

TMF 25 - Hitch up/down switch failure

TMF 26 - Up/down fender switch failure

TMF 28 - Travel range potentiometer failure

TMF 29 - Drop rate command potentiometer failure

TMF 30 - Right draft pin voltage is outside the normal operating range

TMF 31 - Left draft pin no load offset voltage outside normal range

TMF 32 - Ground speed failure, value received from data bus indicates failure condition

TMF 33 - Slip set switch failure

TMF 34 - Slip select switch failure

TMF 35 - Percent slip error

TMF 37 - The armrest controller reports EDC transport lock is faulty or not available

TMF 4 - Hitch raise solenoid failed open or shorted to ground

TMF 41 - The armrest controller specified tractor without draft control, but detected draft pins

TMF 42 - Engine speed too low for hitch lower calibration

TMF 43 - Hitch is calibrated as position only

TMF 44 - Calibration aborted due to tractor moving

TMF 45 - Electronic draft control calibration aborted due to low engine speed error

TMF 47 - PWM raise threshold is too high during calibration

TMF 48 - PWM raise threshold is too low during calibration

TMF 5 - Hitch lower solenoid shorted to 12 volts

TMF 50 - Hitch pot signal not within expected range for maximum hitch position

TMF 51 - Hitch lower valve threshold is too high during calibration

TMF 52 - Hitch lower valve threshold is too low during calibration

TMF 53 - The time allowed for calibration has expired

TMF 54 - Hitch position is not at minimum

TMF 55 - Range of the hitch position is not within specification

TMF 56 - Ratio of position command to rockshaft range is not within specification

TMF 57 - Right draft pin no load offset voltage out of range

TMF 58 - Left draft pin no load offset voltage out of range

TMF 59 - No load offset voltage out of range for both draft pins

TMF 60 - The selected pin is connected to the left side rather than the right side

TMF 61 - TMF controller requires calibration

TMF 62 - No communication with performance monitor (instrument controller)

TMF 63 - 8 volt reference is above 8.8 volts

TMF 64 - 8 volt reference is below 7.2 volts

TMF 65 - 12VH voltage supply is below 8 volts

TMF 66 - 12VF voltage supply is below 8 volts

TMF 7 - Hitch raise/lower solenoids circuit failed open or shorted to ground

TMF 80 - MFD software fault condition

TMF 81 - MFD solenoid high side driver is commanded on but no current was sensed

TMF 82 - Diff lock solenoid high side driver is commanded on but no current was sensed

TMF 83 - Brake light relay high side driver is commanded on but no current was sensed

TMF 86 - Wheel slip sensing error in the instrument controller

TMF 87 - Ground speed signal failed in the instrument controller

TMF 88 - Auto differential switch is faulty

TMF 89 - Diff lock switch failure

TMF 90 - Both differential lock auto and on switches are active

TMF 92 - MFD switch failure

TMF 93 - Both auto MFD and MFD on switches are active

TMF 94 - Differential lockout software fault condition

TMF 95 - Steering angle sensor fault - voltage above normal operating range

TMF 96 - Steering angle sensor fault - voltage below normal operating range

TMF 98 - 12VD voltage supply is below 8 volts

TMF 99 - 12VT voltage supply is below 8 volts

TRANS 103 - Odd clutch solenoid or its wiring failed open or shorted to ground

TRANS 104 - Even clutch solenoid or its wiring failed open or shorted to ground

TRANS 105 - C1-2 clutch solenoid or its wiring failed open or shorted to ground

TRANS 106 - C3-4 clutch solenoid or its wiring failed open or shorted to ground

TRANS 107 - C5-6 clutch solenoid or its wiring failed open or shorted to ground

TRANS 108 - Master clutch solenoid or its wiring failed open or shorted to ground

TRANS 109 - Low clutch solenoid or its wiring failed open or shorted to ground

TRANS 11 - Master clutch potentiometer open circuit or short to ground

TRANS 110 - Mid clutch solenoid or its wiring failed open or shorted to ground

TRANS 111 - High clutch solenoid or its wiring failed open or shorted to ground

TRANS 112 - Reverse clutch solenoid or its wiring failed open or shorted to ground

TRANS 113 - Creeper clutch solenoid or its wiring failed open or shorted to ground

TRANS 114 - Even clutch solenoid coil shorted or its wiring shorted to power

TRANS 115 - Odd clutch solenoid coil shorted or its wiring shorted to power

TRANS 116 - C1-2 clutch solenoid coil shorted or its wiring shorted to power

TRANS 117 - C3-4 clutch solenoid coil shorted or its wiring shorted to power

TRANS 118 - C5-6 clutch solenoid coil shorted or its wiring shorted to power

TRANS 119 - Master clutch solenoid coil shorted or its wiring shorted to power

TRANS 120 - Low clutch solenoid coil shorted or its wiring shorted to power

TRANS 12 - Master clutch potentiometer short to 12 volts or short to 5 Vreff

TRANS 121 - Mid clutch solenoid coil shorted or its wiring shorted to power

TRANS 122 - High clutch solenoid coil shorted or its wiring shorted to power

TRANS 123 - Reverse clutch solenoid coil shorted or its wiring shorted to power

TRANS 124 - Creeper clutch solenoid coil shorted or its wiring shorted to power

TRANS 125 - Odd clutch is not calibrated

TRANS 126 - Even clutch is not calibrated

TRANS 127 - C1-2 clutch is not calibrated

TRANS 128 - C3-4 clutch is not calibrated

TRANS 129 - C5-6 clutch is not calibrated

TRANS 130 - Low range clutch is not calibrated

TRANS 131 - Mid range clutch is not calibrated

TRANS 132 - High range clutch is not calibrated

TRANS 133 - Reverse clutch is not calibrated

TRANS 134 - Master clutch is not calibrated

TRANS 135 - Communication lost with the armrest controller

TRANS 136 - Communication lost with the instrument controller

TRANS 137 - Front suspension pump tank (WK) selector solenoid circuit shorted or open

TRANS 138 - Front suspension raise solenoid circuit shorted or open circuit

TRANS 139 - Front suspension rod side (SV-R) solenoid circuit shorted or open

TRANS 140 - Front suspension position is above the expected absolute limit

TRANS 141 - Front suspension position is below the expected absolute limit

TRANS 142 - Front suspension travel range has not been calibrated

TRANS 143 - Front suspension does not raise when commanded by the control

TRANS 144 - Front suspension position does not lower when commanded by the control

TRANS 145 - Pressure sensor piston side (DA-K) out of range high

TRANS 146 - System pressure below 689 kPa (99 psi)

TRANS 147 - Regulated system pressure below 2268 kPa (329 psi)

TRANS 148 - Backup alarm circuit shorted or open

TRANS 149 - Pressure sensor piston side open circuit

TRANS 150 - Pressure sensor rod side (DA-R) out of range high

TRANS 151 - Pressure sensor rod side open circuit

TRANS 152 - Front suspension pressure control cannot increase pressure on the rod side

TRANS 153 - Front suspension pressure control cannot decrease pressure on the rod side

TRANS 154 - Front suspension lock valve is stuck On (suspension does not lock)

TRANS 155 - Front suspension lock valve is stuck Off (suspension does not unlock)

TRANS 156 - Front suspension lock valve was installed but removed

TRANS 24 - Transmission clutches are not calibrated

TRANS 37 - BOC switch open circuit or neutral relay stuck open

TRANS 38 - Shuttled to reverse when no wheel speed signal

TRANS 47 - Clutch position sensor not agree with BOC switch

TRANS 48 - BOC switch or neutral relay short circuit

TRANS 49 - Autoguidance isolation valve driver fault

TRANS 50 - Park brake is powered off when in park

TRANS 51 - FNR pod indicates forward OR reverse is on when park is on

TRANS 52 - Park brake is stuck on when commanded off

TRANS 53 - 5 volt reference voltage too high

TRANS 54 - 5 volt reference voltage too low

TRANS 59 - FNR pod in illogical state (two positions on at same time)

TRANS 60 - FNR pod in illogical state (in no position)

TRANS 61 - System pressure valve solenoid circuit is open circuit or shorted to ground

TRANS 62 - System pressure solenoid is shorted to B+

TRANS 66 - FNR pod forward switch is shorted to ground or open circuit

TRANS 67 - FNR pod forward switch is shorted to power

TRANS 68 - FNR pod reverse switch is shorted to ground or open circuit

TRANS 69 - FNR pod reverse switch is shorted to power

TRANS 70 - Battery voltage is too low for clutch solenoid operation

TRANS 72 - Hot transmission oil temperature

TRANS 73 - Software is out of calibration mode and park brake request is still active

TRANS 74 - The park brake is commanded on and gear is engaged, but there is no park brake request from calibration

TRANS 77 - No signal from wheel speed sensor

TRANS 78 - Transmission regulated pressure accumulator is discharged

TRANS 79 - Engine rpm from the alternator is measured too high

TRANS 80 - Wheel speed sensor is measured too high

TRANS 81 - Transmission clutches are slipping

TRANS 82 - Creep clutch is not calibrated