

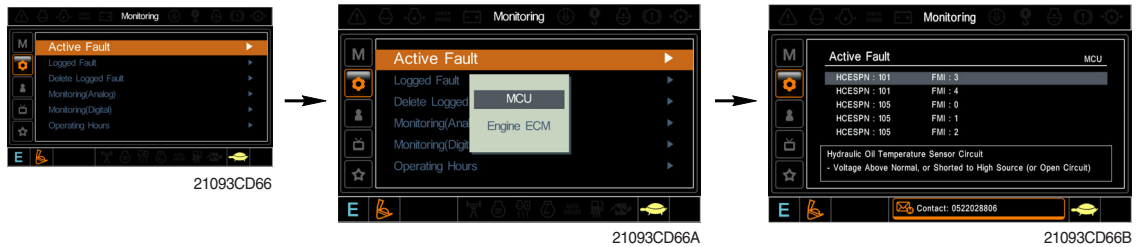
GROUP 11 SELF-DIAGNOSTIC SYSTEM

1. OUTLINE

When any abnormality occurs in the NEW CAPO system caused by electric parts malfunction and by open or short circuit, the MCU diagnoses the problem and sends the error codes to the cluster and also stores them in the memory.

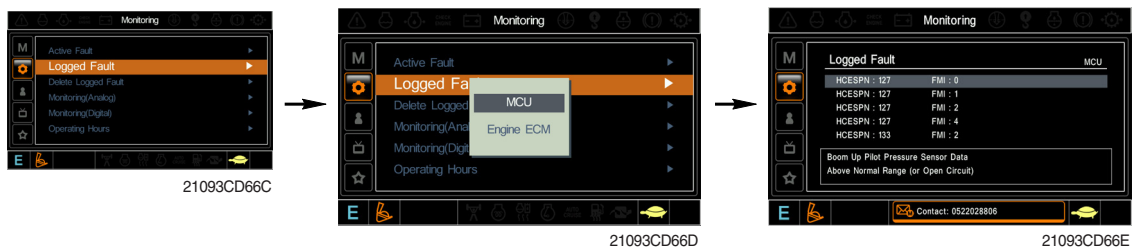
2. MONITORING

1) Active fault



- The active faults of the MCU or engine ECM can be checked by this menu.

2) Logged fault



- The logged faults of the MCU or engine ECM can be checked by this menu.

3) Delete fault



- The logged faults of the MCU or engine ECM can be deleted by this menu.

3. MACHINE ERROR CODES TABLE

Error code		Description
HCESPN	FMI	
101	3	Hydraulic oil temperature sensor circuit - Voltage above normal, or shorted to high source.
	4	Hydraulic oil temperature circuit - Voltage below normal, or shorted to low source.
105	0	Working pressure sensor data above normal range.
	1	Working pressure sensor data below normal range.
	2	Working pressure sensor data error.
	4	Working pressure sensor circuit - Voltage below normal, or shorted to Low source.
108	0	Travel oil pressure sensor data above normal range.
	1	Travel oil pressure sensor data below normal range.
	2	Travel oil pressure sensor data error.
	4	Travel oil pressure sensor circuit - Voltage below normal, or shorted to low source.
120	0	Main pump 1 (P1) pressure sensor data above normal range.
	1	Main pump 1 (P1) pressure sensor data below normal range.
	2	Main pump 1 (P1) pressure sensor data error.
	4	Main pump 1 (P1) pressure sensor circuit - Voltage below normal, or shorted to low source.
121	0	Main pump 2 (P2) pressure sensor data above normal range.
	1	Main pump 2 (P2) pressure sensor data below normal range.
	2	Main pump 2 (P2) pressure sensor data error.
	4	Main pump 2 (P2) pressure sensor circuit - Voltage below normal, or shorted to low source.
122	0	Overhead pressure sensor data above normal range.
	1	Overhead pressure sensor data below normal range.
	2	Overhead pressure sensor data error.
	4	Overhead pressure sensor circuit - Voltage below normal, or shorted to low source.
123	0	Negative 1 pressure sensor data above normal range.
	1	Negative 1 pressure sensor data below normal range.
	2	Negative 1 pressure sensor data error.
	4	Negative 1 pressure sensor circuit - Voltage below normal, or shorted to low source.
124	0	Negative 2 Pressure sensor data above normal range.
	1	Negative 2 Pressure sensor data below normal range.
	2	Negative 2 Pressure sensor data error.
	4	Negative 2 Pressure sensor circuit - Voltage below normal, or shorted to low source.
125	0	Pilot pump (P3) pressure sensor data above normal range.
	1	Pilot pump (P3) pressure sensor data below normal range.
	2	Pilot pump (P3) pressure sensor data error.
	4	Pilot pump (P3) pressure sensor circuit - Voltage below normal, or shorted to low source.
127	0	Boom up pilot pressure sensor data above normal range.
	1	Boom up pilot pressure sensor data below normal range.
	2	Boom up pilot pressure sensor data error.
	4	Boom up pilot pressure sensor circuit - Voltage below normal, or shorted to low source.
133	0	Arm in/out & bucket in pilot pressure sensor data above normal range.
	1	Arm in/out & bucket in pilot pressure sensor data below normal range.
	2	Arm in/out & bucket in pilot pressure sensor data error.
	4	Arm in/out & bucket in pilot pressure sensor circuit - Voltage below normal, or shorted to low source.

Error code		Description
HCESPN	FMI	
135	0	Swing pilot pressure sensor data above normal range.
	1	Swing pilot pressure sensor data below normal range.
	2	Swing pilot pressure sensor data error.
	4	Swing pilot pressure sensor circuit - Voltage below normal, or shorted to low source.
138	0	Attachment pilot pressure sensor data above normal range.
	1	Attachment pilot pressure sensor data below normal range.
	2	Attachment pilot pressure sensor data error.
	4	Attachment pilot pressure sensor circuit - Voltage below normal, or shorted to low source.
140	5	Pump EPPR valve circuit - Current below normal, or open circuit.
	6	Pump EPPR valve circuit - Current above normal.
141	5	Boom priority EPPR valve circuit - Current below normal, or open circuit.
	6	Boom priority EPPR valve circuit - Current above normal.
143	5	Travel EPPR valve circuit - Current below normal, or open circuit.
	6	Travel EPPR valve circuit - Current above normal.
144	5	Attachment flow EPPR valve circuit - Current below normal, or open circuit.
	6	Attachment flow EPPR valve circuit - Current above normal.
145	5	Remote cooling fan EPPR valve circuit - Current below normal, or open circuit.
	6	Remote cooling fan EPPR valve circuit - Current above normal.
150	5	Left rotate EPPR valve circuit - Current below normal, or open circuit.
	6	Left rotate EPPR valve circuit - Current above normal.
151	5	Right rotate EPPR valve circuit - Current below normal, or open circuit.
	6	Right rotate EPPR valve circuit - Current above normal.
152	5	Left tilt EPPR valve circuit - Current below normal, or open circuit.
	6	Left tilt EPPR valve circuit - Current above normal.
153	5	Right tilt EPPR valve circuit - Current below normal, or open circuit.
	6	Right tilt EPPR valve circuit - Current above normal.
166	5	Power max solenoid circuit - Current below normal, or open circuit.
	6	Power max solenoid circuit - Current above normal.
167	5	Travel speed solenoid circuit - Current below normal, or open circuit.
	6	Travel speed solenoid circuit - Current above normal.
168	5	Attachment pressure solenoid circuit - Current below normal, or open circuit.
	6	Attachment pressure solenoid circuit - Current above normal.
169	5	Attachment conflux solenoid circuit - Current below normal, or open circuit.
	6	Attachment conflux solenoid circuit - Current above normal.
170	5	Arm regeneration solenoid circuit - Current below normal, or open circuit.
	6	Arm regeneration solenoid circuit - Current above normal.
171	5	Attachment safety solenoid circuit - Current below normal, or open circuit.
	6	Attachment safety solenoid circuit - Current above normal.
181	5	Remote cooling fan reverse solenoid circuit - Current below normal, or open circuit.
	6	Remote cooling fan reverse solenoid circuit - Current above normal.
301	5	Fuel level sensor circuit - Voltage above normal, or shorted to high source.
	6	Fuel level sensor circuit - Voltage below normal, or shorted to low source.
304	3	Engine coolant temperature sensor circuit - Voltage above normal, or shorted to high source.
	4	Engine coolant temperature sensor circuit - Voltage below normal, or shorted to low source.
310	8	Engine speed signal error - Abnormal frequency or pulse width.
322	3	Engine preheat relay circuit - Voltage above normal, or shorted to high source.
	4	Engine preheat relay circuit - Voltage below normal, or shorted to low source.
325	3	Fuel warmer relay circuit - Voltage above normal, or shorted to high source.
	4	Fuel warmer relay circuit - Voltage below normal, or shorted to low source.

Error code		Description
HCESPN	FMI	
340	3	Potentiometer (G/A) circuit - Voltage above normal, or shorted to high source.
	4	Potentiometer (G/A) circuit - Voltage below normal, or shorted to low source.
341	5	Governor actuator circuit - Current below normal, or open circuit.
	6	Governor actuator circuit - Current above normal.
501	0	Transmission oil pressure sensor data above normal range.
	1	Transmission oil pressure sensor data below normal range.
	2	Transmission oil pressure sensor data error.
	4	Transmission oil pressure sensor circuit - Voltage below normal, or shorted to low source.
503	0	Brake pressure sensor data above normal range.
	1	Brake pressure sensor data below normal range.
	2	Brake pressure sensor data error.
	4	Brake pressure sensor circuit - Voltage below normal, or shorted to low source.
505	0	Working brake pressure sensor data above normal range.
	1	Working brake pressure sensor data below normal range.
	2	Working brake pressure sensor data error.
	4	Working brake pressure sensor circuit - Voltage below normal, or shorted to low source.
506	3	Working brake lamp circuit - Voltage above normal, or shorted to high source.
	4	Working brake lamp circuit - Voltage below normal, or shorted to low source.
520	3	Ram lock lamp circuit - Voltage above normal, or shorted to high source.
	4	Ram lock lamp circuit - Voltage below normal, or shorted to low source.
525	5	Ram lock solenoid circuit - Current below normal, or open circuit.
	6	Ram lock solenoid circuit - Current above normal.
530	0	Travel F pilot pressure sensor data above normal range.
	1	Travel F pilot pressure sensor data below normal range.
	2	Travel F pilot pressure sensor data error.
	4	Travel F pilot pressure sensor circuit - Voltage below normal, or shorted to low source.
531	0	Travel R pilot pressure sensor data above normal range.
	1	Travel R pilot pressure sensor data below normal range.
	2	Travel R pilot pressure sensor data error.
	4	Travel R pilot pressure sensor circuit - Voltage below normal, or shorted to low source.
701	3	Hourmeter circuit - Voltage above normal, or shorted to high source.
	4	Hourmeter circuit - Voltage below normal, or shorted to low source.
705	0	MCU input voltage high.
	1	MCU input voltage low.
707	1	Alternator node I voltage low.
714	3	Acc. dial circuit - Voltage above normal, or shorted to high source.
	4	Acc. dial circuit - Voltage below normal, or shorted to low source.
715	3	Rotate signal input circuit - Voltage above normal, or shorted to high source.
	4	Rotate signal input circuit - Voltage below normal, or shorted to low source.
716	3	Tilt signal input circuit - Voltage above normal, or shorted to high source.
	4	Tilt signal input circuit - Voltage below normal, or shorted to low source.
722	3	Travel alarm (buzzer) circuit - Voltage above normal, or shorted to high source.
	4	Travel alarm (buzzer) circuit - Voltage below normal, or shorted to low source.
830	12	MCU internal memory error.
840	2	Cluster communication data error.
841	2	ECM communication data error.
843	2	Option #1 (CAN 2) communication data error.
850	2	RCM communication data error.

4. ENGINE FAULT CODE

Fault code J1939 SPN J1939 FMI	Reason	Effect (only when fault code is active)
111 629 12	Engine control module critical internal failure - Bad intelligent device or component. Error internal to the ECM related to memory hardware failures or internal ECM voltage supply circuits.	Possible no noticeable performance effects, engine dying, or hard starting.
115 612 2	Engine magnetic crankshaft speed/position lost both of two signals - Data erratic, intermittent, or incorrect. The ECM has detected that the primary engine speed sensor and the backup engine speed sensor signals are reversed.	Fueling to injectors is disabled and the engine can not be started.
122 102 3	Intake manifold 1 pressure sensor circuit - Voltage above normal, or shorted to high source. High signal voltage detected at the intake manifold pressure circuit.	Engine power derate.
123 102 4	Intake manifold 1 pressure sensor circuit - Voltage below normal, or shorted to low Source. Low signal voltage or open circuit detected at the intake manifold pressure circuit.	Engine power derate.
124 102 16	Intake manifold 1 pressure - Data valid but above normal operational range - Moderately severe level. Intake manifold pressure has exceeded the maximum limit for the given engine rating.	Engine power derate.
131 91 3	Accelerator pedal or lever position sensor 1 circuit - Voltage above normal, or shorted to high source. High voltage detected at accelerator pedal position circuit.	Severe derate in power output of the engine. Limp home power only.
132 91 4	Accelerator pedal or lever position sensor 1 circuit - Voltage below normal, or shorted to low source. Low voltage detected at accelerator pedal position signal circuit.	Severe derate in power output of the engine. Limp home power only.
133 974 3	Remote accelerator pedal or lever position sensor 1 circuit - Voltage above normal, or shorted to high source. High voltage detected at remote accelerator pedal position circuit.	Remote accelerator will not operate. Remote accelerator position will be set to zero percent.
134 974 4	Remote accelerator pedal or lever position sensor 1 circuit - Voltage below normal, or shorted to low source. Low voltage detected at remote accelerator pedal position signal circuit.	Remote accelerator will not operate. Remote accelerator position will be set to zero percent.
135 100 3	Engine oil rifle pressure 1 sensor circuit - Voltage above normal, or shorted to high source. High signal voltage detected at the engine oil pressure circuit.	None on performance. No engine protection for oil pressure.
141 100 4	Engine oil rifle pressure 1 sensor circuit - Voltage below normal, or shorted to low source. Low signal voltage detected at engine oil pressure circuit.	None on performance. No engine protection for oil pressure.
143 100 18	Engine oil rifle pressure - Data valid but below normal operational range - Moderately severe level.	None on performance.
144 110 3	Engine coolant temperature 1 sensor circuit - Voltage above normal, or shorted to high source. High signal voltage or open circuit detected at engine coolant temperature circuit.	Possible white smoke. Fan will stay ON if controlled by ECM. No engine protection for engine coolant temperature.

Fault code J1939 SPN J1939 FMI	Reason	Effect (only when fault code is active)
145 110 4	Engine Coolant Temperature 1 Sensor Circuit - Voltage Below Normal, or Shorted to Low Source. Low signal voltage detected at engine coolant temperature circuit.	Possible white smoke. Fan will stay ON if controlled by ECM. No engine protection for engine coolant temperature.
146 110 16	Engine Coolant Temperature - Data Valid but Above Normal Operational Range - Moderately Severe Level. Engine coolant temperature signal indicates engine coolant temperature is above engine protection warning limit.	Progressive power derate increasing in severity from time of alert.
147 91 1	Accelerator Pedal or Lever Position 1 Sensor Circuit Frequency - Data Valid but Below Normal Operational Range - Most Severe Level. A frequency of less than 100 Hz has been detected at the frequency throttle input to the ECM.	Severe derate in power output of the engine. Limp home power only.
148 91 0	Accelerator Pedal or Lever Position Sensor 1 - Data Valid but Above Normal Operational Range - Most Severe Level. A frequency of more than 1500 Hz has been detected at the frequency throttle input to the ECM.	Severe derate in power output of the engine. Limp home power only.
151 110 0	Engine Coolant Temperature - Data Valid but Above Normal Operational Range - Most Severe Level. Engine coolant temperature signal indicates engine coolant temperature above engine protection critical limit.	Progressive power derate increasing in severity from time of alert. If Engine Protection Shutdown feature is enabled, engine will shut down 30 seconds after Red Stop Lamp starts flashing.
153 105 3	Intake Manifold 1 Temperature Sensor Circuit - Voltage Above Normal, or Shorted to High Source. High signal voltage detected at intake manifold air temperature circuit.	Possible white smoke. Fan will stay ON if controlled by ECM. No engine protection for intake manifold air temperature.
154 105 4	Intake Manifold 1 Temperature Sensor Circuit - Voltage Below Normal, or Shorted to Low Source. Low signal voltage detected at intake manifold air temperature circuit.	Possible white smoke. Fan will stay ON if controlled by ECM. No engine protection for intake manifold air temperature.
155 105 0	Intake Manifold 1 Temperature - Data Valid but Above Normal Operational Range - Most Severe Level. Intake manifold air temperature signal indicates intake manifold air temperature above engine protection critical limit.	Progressive power derate increasing in severity from time of alert. If Engine Protection Shutdown feature is enabled, engine will shut down 30 seconds after Red Stop Lamp starts flashing.
187 520195 4	Sensor Supply 2 Circuit - Voltage Below Normal, or Shorted to Low Source. Low voltage detected at the sensor supply number 2 circuit.	Engine power derate.
195 111 3	Coolant Level Sensor 1 Circuit - Voltage Above Normal, or Shorted to High Source. High signal voltage detected at engine coolant level circuit.	None on performance.
196 111 4	Coolant Level Sensor 1 Circuit - Voltage Below Normal, or Shorted to Low Source. Low signal voltage detected at engine coolant level circuit.	None on performance.
197 111 18	Coolant Level - Data Valid but Below Normal Operational Range - Moderately Severe Level. Low coolant level has been detected.	None on performance.
221 108 3	Barometric Pressure Sensor Circuit - Voltage Above Normal, or Shorted to High Source. High signal voltage detected at barometric pressure circuit.	Engine power derate.

Fault code J1939 SPN J1939 FMI	Reason	Effect (only when fault code is active)
222 108 4	Barometric Pressure Sensor Circuit - Voltage Below Normal, or Shorted to Low Source. Low signal voltage detected at barometric pressure circuit.	Engine power derate.
227 520195 3	Sensor Supply 2 Circuit - Voltage Above Normal, or Shorted to High Source. High voltage detected at sensor supply number 2 circuit.	Engine power derate.
234 190 0	Engine Crankshaft Speed/Position - Data Valid but Above Normal Operational Range - Most Severe Level. Engine speed signal indicates engine speed above engine protection limit.	Fuel injection disabled until engine speed falls below the overspeed limit.
235 111 1	Coolant Level - Data Valid but Below Normal Operational Range - Most Severe Level. Low engine coolant level detected.	Progressive power derate increasing in severity from time of alert. If Engine Protection Shutdown feature is enabled, engine will shut down 30 seconds after Red Stop Lamp starts flashing.
237 644 2	External Speed Command Input (Multiple Unit Synchronization) - Data Erratic, Intermittent, or Incorrect. Communication between multiple engines may be intermittent.	
238 520196 4	Sensor Supply 3 Circuit - Voltage Below Normal, or Shorted to Low Source. Low voltage detected on the +5 volt sensor supply circuit to the engine speed sensor.	Possible hard starting and rough running.
241 84 2	Wheel-based vehicle speed - Data erratic, intermittent, or incorrect. The ECM lost the vehicle speed signal.	Engine speed limited to ,maximum engine speed without VSS parameter value. Cruise control, gear-down protection, and road speed governor will not work.
242 84 10	Wheel-based vehicle speed sensor circuit tampering has been detected - Abnormal rate of change. Signal indicates an intermittent connection or VSS tampering.	Engine speed limited to maximum engine speed without VSS parameter value. Cruise control, gear-down protection, and road speed g+H53overnor will not work.
245 647 4	Fan control circuit - Voltage below normal, or shorted to low source. Low signal voltage detected at the fan control circuit when commanded on.	The fan may stay on continuously or not run at all.
271 1347 4	Fuel pump pressurizing assembly 1 circuit - Voltage below normal, or shorted to low source. Low signal voltage detected at the fuel pump actuator circuit.	Engine will run poorly at idle. Engine will have low power. Fuel pressure will be higher than commanded.
272 1347 3	Fuel pump pressurizing assembly 1 circuit - Voltage above normal, or shorted to high source. High signal voltage or open circuit detected at the fuel pump actuator circuit.	Engine will not run or engine will run poorly.
281 1347 7	Fuel pump pressurizing assembly 1 - Mechanical system not responding properly or out of adjustment.	Engine will not run or possible low power.
285 639 9	SAE J1939 multiplexing PGN timeout error - Abnormal update rate. The ECM expected information from a multiplexed device but did not receive it soon enough or did not receive it at all.	At least one multiplexed device will not operate properly.
286 639 13	SAE J1939 multiplexing configuration error - Out of calibration. The ECM expected information from a multiplexed device but only received a portion of the necessary information.	At least one multiplexed device will not operate properly.

Fault code J1939 SPN J1939 FMI	Reason	Effect (only when fault code is active)
287 91 19	SAE J1939 multiplexed accelerator pedal or lever sensor system - received network data In error. The OEM vehicle electronic control unit (VECM) detected a fault with its accelerator pedal.	Engine may only idle or engine will not accelerate to full speed.
288 974 19	SAE J1939 Multiplexing Remote Accelerator Pedal or Lever Position Sensor Circuit - Received Network Data In Error. The OEM vehicle electronic control unit (VECM) detected a fault with the remote accelerator.	The engine will not respond to the remote throttle. Engine may only idle. The primary or cab accelerator may be able to be used.
292 441 14	Auxiliary temperature Sensor Input 1 - Special instructions.	Possible engine power derate.
293 441 3	Auxiliary temperature sensor input 1 circuit - Voltage above normal, or shorted to high source. High signal voltage or open circuit detected at the OEM auxiliary temperature circuit.	None on performance.
294 441 4	Auxiliary temperature sensor input 1 circuit - Voltage below normal, or shorted to low source. Low signal voltage detected at the OEM auxiliary temperature circuit.	None on performance.
296 1388 14	Auxiliary pressure sensor input 1 - Special instructions.	Possible engine power derate.
297 1388 3	Auxiliary pressure sensor input 1 circuit - Voltage above normal, or shorted to high source. High signal voltage detected at the OEM pressure circuit.	None on performance.
298 1388 4	Auxiliary pressure sensor input 1 circuit - Voltage below normal, or shorted to low source. Low signal voltage or open circuit detected at the OEM pressure circuit.	None on performance.
319 251 2	Real time clock power interrupt - Data erratic, intermittent, or incorrect. Real time clock lost power.	None on performance. Data in the ECM will not have accurate time and date information.
322 651 5	Injector solenoid driver cylinder 1 circuit - Current below normal, or open circuit. High resistance detected on injector number 1 circuit or no current detected at number 1 injector driver or return pin when the voltage supply at the harness is on.	Engine can possibly misfire or run rough.
323 655 5	Injector solenoid driver cylinder 5 circuit - Current below normal, or open circuit. High resistance detected on injector number 5 circuit or no current detected at number 5 injector driver or return pin when the voltage supply at the harness is on.	Engine can possibly misfire or run rough.
324 653 5	Injector solenoid driver cylinder 3 circuit - Current below normal, or open circuit. High resistance detected on injector number 3 circuit or no current detected at number 3 injector driver or return pin when the voltage supply at the harness is on.	Engine can possibly misfire or run rough.
325 656 5	Injector solenoid driver cylinder 6 circuit - Current below normal, or open circuit. High resistance detected on injector number 6 circuit or no current detected at number 6 injector driver or return pin when the voltage supply at the harness is on.	Engine can possibly misfire or run rough.

Fault code J1939 SPN J1939 FMI	Reason	Effect (only when fault code is active)
331 652 5	Injector solenoid driver cylinder 2 circuit - Current below normal, or open circuit. High resistance detected on injector number 2 circuit or no current detected at number 2 injector driver or return pin when the voltage supply at the harness is on.	Engine can possibly misfire or run rough.
332 654 5	Injector solenoid driver cylinder 4 circuit - Current below normal, or open circuit. High resistance detected on injector number 4 circuit or no current detected at number 4 injector driver or return pin when the voltage supply at the harness is on.	Engine can possibly misfire or run rough.
334 110 2	Engine coolant temperature - Data erratic, intermittent, or incorrect. The engine coolant temperature reading is not changing with engine operating conditions.	The ECM will estimate engine coolant temperature.
342 630 13	Electronic calibration code incompatibility - Out of calibration. An incompatible calibration has been detected in the ECM.	Possible no noticeable performance effects, engine dying, or hard starting.
343 620 12	Engine control module warning internal hardware failure - Bad intelligent device or component. Internal ECM failure.	No performance effects or possible severe power derate.
351 627 12	Injector power supply - Bad intelligent device or component. The ECM measured injector boost voltage is low.	Possible smoke, low power, engine misfire, and/or engine will not start.
352 1079 4	Sensor supply 1 circuit - Voltage below normal, or shorted to low source. Low voltage detected at sensor supply number 1 circuit.	Engine power derate.
386 1079 3	Sensor supply 1 circuit - Voltage above normal, or shorted to high source. High voltage detected at sensor supply number 1 circuit.	Engine power derate.
415 100 1	Engine oil rifle pressure - Data valid but below normal operational range - Most severe level. Oil pressure signal indicates oil pressure below the engine protection critical limit.	Progressive power derate increasing in severity from time of alert. If engine protection shutdown feature is enabled, engine will shut down 30 seconds after red stop lamp starts flashing.
418 97 15	Water in fuel indicator - Data valid but above normal operational range - Least severe level. water has been detected in the fuel filter.	Possible white smoke, loss of power, or hard starting.
428 97 3	Water in fuel indicator sensor circuit - Voltage above normal, or shorted to high source. High voltage detected at the water in fuel circuit.	None on performance. No water in fuel warning available.
429 97 4	Water in fuel indicator sensor circuit - Voltage below normal, or shorted to low source. Low voltage detected at the water in fuel circuit.	None on performance. No water in fuel warning available.
431 558 2	Accelerator pedal or lever idle validation switch - Data erratic, intermittent, or incorrect. Voltage detected simultaneously on both idle validation and off-idle validation switches.	Engine will only idle.
432 558 13	Accelerator pedal or lever idle validation circuit - Out of calibration. Voltage at idle validation on-idle and off-idle circuit does not match accelerator pedal position.	Engine will only idle.

Fault code J1939 SPN J1939 FMI	Reason	Effect (only when fault code is active)
435 100 2	Engine oil rifle pressure - Data erratic, intermittent, or incorrect. An error in the engine oil pressure switch signal was detected by the ECM.	None on performance. No engine protection for oil pressure.
441 168 18	Battery 1 voltage - Data valid but below normal operational range - Moderately severe level. ECM supply voltage is below the minimum system voltage level.	Engine may stop running or be difficult to start.
442 168 16	Battery 1 Voltage - Data valid but above normal operational range - Moderately severe level. ECM supply voltage is above the maximum system voltage level.	Possible electrical damage to all electrical components.
449 157 0	Injector metering rail 1 pressure - Data valid but above normal operational range - Most severe level.	None or possible engine noise associated with higher injection pressures (especially at idle or light load). Engine power is reduced.
451 157 3	Injector metering rail 1 pressure sensor circuit - Voltage above normal, or shorted to high source. High signal voltage detected at the rail fuel pressure sensor circuit.	Power and or speed derate.
452 157 4	Injector metering rail 1 pressure sensor circuit - Voltage below normal, or shorted to low source. Low signal voltage detected at the rail fuel pressure sensor circuit.	Power and or speed derate.
488 157 16	Intake manifold 1 temperature - Data valid but above normal operational range - Moderately severe level. Intake manifold air temperature signal indicates intake manifold air temperature is above the engine protection warning limit.	Progressive power derate increasing in severity from time of alert.
497 1377 2	Multiple unit synchronization switch - Data erratic, intermittent, or incorrect.	
523 611 2	Auxiliary intermediate (PTO) speed switch validation - Data erratic, intermittent, or incorrect.	None on performance.
527 702 3	Auxiliary input/output 2 circuit - Voltage above normal, or shorted to high source. High signal voltage or open circuit has been detected at the auxiliary input/output 2 circuit.	None on performance.
528 93 2	Auxiliary alternate torque validation switch - Data erratic, intermittent, or incorrect.	None on performance.
529 703 3	Auxiliary input/output 3 circuit - Voltage above normal, or shorted to high source. Low signal voltage has been detected at the auxiliary input/output 2 circuit.	
553 157 16	Injector metering rail 1 pressure - Data valid but above normal operational range - Moderately severe level. The ECM has detected that fuel pressure is higher than commanded pressure.	The ECM will estimate fuel pressure and power is reduced.
554 157 2	Injector metering rail 1 pressure - Data erratic, Intermittent, or incorrect. The ECM has detected that the fuel pressure signal is not changing.	Possibly hard to start, low power, or engine smoke.

Fault code J1939 SPN J1939 FMI	Reason	Effect (only when fault code is active)
559 157 18	Injector metering rail 1 pressure - Data Valid but Below Normal Operational Range - Moderately Severe Level. The ECM has detected that fuel pressure is lower than commanded pressure.	Either the engine will not start or the engine will not have starter lockout protection.
584 677 3	Starter relay driver circuit - Voltage above normal, or shorted to high source. Open circuit or high voltage detected at starter lockout circuit.	The engine will not have starter lockout protection.
585 677 4	Starter relay driver circuit - Voltage below normal, or shorted to low source. Low voltage detected at starter lockout circuit.	Engine power derate. The ECM uses an estimated turbocharger speed.
595 103 16	Turbocharger 1 speed - Data valid but above normal operational range - Moderately severe level. High turbocharger speed has been detected.	Amber lamp will light until high battery voltage condition is corrected.
599 640 14	Auxiliary commanded dual output shutdown - Special instructions.	None or possible engine noise associated with higher injection pressures (especially at idle or light load). Engine power is reduced.
687 103 18	Turbocharger 1 speed - Data valid but below normal operational range - Moderately severe level. Low turbocharger speed detected by the ECM.	Engine can run rough. Possibly poor starting capability. Engine runs using backup speed sensor. Engine power is reduced.
689 190 2	Engine crankshaft speed/position - Data erratic, intermittent, or incorrect. Loss of signal from crankshaft sensor.	Engine power derate.
691 1172 3	Turbocharger 1 compressor inlet temperature circuit - Voltage above normal, or shorted to high source. High signal voltage detected at turbocharger compressor inlet air temperature circuit.	Engine power derate.
692 1172 4	Turbocharger 1 compressor inlet temperature circuit - Voltage below normal, or shorted to low source. Low signal voltage detected at turbocharger compressor inlet air tempera	Engine will run derated. Excessive black smoke, hard start, and rough idle possible.
731 723 7	Engine speed / position camshaft and crankshaft misalignment - Mechanical system not responding properly or out of adjustment. mechanical misalignment between the crankshaft and camshaft engine speed sensors.	Possible no noticeable performance effects, engine dying, or hard starting.
757 611 31	Electronic control module data lost - Condition exists. Severe loss of data from the ECM.	Possible poor starting. Engine power derate.
778 723 2	Engine camshaft speed / position sensor - Data erratic, intermittent, or incorrect. The ECM has detected an error in the camshaft position sensor signal.	Possible engine power derate.
779 703 11	Auxiliary equipment sensor input 3 - Root cause not known.	Possible no noticeable performance effects or engine dying or hard starting. Fault information, trip information, and maintenance monitor data may be inaccurate.

Fault code J1939 SPN J1939 FMI	Reason	Effect (only when fault code is active)
1117 627 2	Power supply lost with ignition on - Data erratic, intermittent, or incorrect. Supply voltage to the ECM fell below 6.2 volts momentarily, or the ECM was not allowed to power down correctly (retain battery voltage for 30 seconds after key OFF).	Engine will shut down.
1633 625 2	OEM datalink cannot transmit - Data erratic, intermittent, or incorrect. Communications within the OEM datalink network is intermittent.	Engine will only idle.
2185 520197 3	Sensor supply 4 circuit - Voltage above normal, or shorted to high source. High voltage detected at +5 volt sensor supply circuit to the accelerator pedal position sensor.	Engine will only idle.
2186 520197 4	Sensor supply 4 circuit - Voltage below normal, or shorted to low source. Low voltage detected at +5 volt sensor supply circuit to the accelerator pedal position sensor.	Possibly hard to start, low power, or engine smoke.
2249 157 1	Injector metering rail 1 pressure - Data valid but below normal operational range - Most severe level. The ECM has detected that fuel pressure is lower than commanded pressure.	Engine may be difficult to start.
2265 1075 3	Electric lift pump for engine fuel supply circuit - Voltage above normal, or shorted to high source. High voltage or open detected at the fuel lift pump signal circuit.	Engine may be difficult to start.
2266 1075 4	Electric lift pump for engine fuel supply circuit - Voltage below normal, or shorted to low source. Low signal voltage detected at the fuel lift pump circuit.	Possible low power.
2311 633 31	Electronic fuel injection control valve circuit - Condition exists. Fuel pump actuator circuit resistance too high or too low.	Engine may exhibit misfire as control switches from the primary to the backup speed sensor. Engine power is reduced while the engine operates on the backup speed sensor.
2321 190 2	Engine crankshaft speed/position - Data erratic, intermittent, or incorrect. crankshaft engine speed sensor intermittent synchronization.	Possible low power.
2322 723 2	Engine camshaft speed / position sensor - Data erratic, intermittent, or incorrect. Camshaft engine speed sensor intermittent synchronization.	Engine power derate.
2345 103 10	Turbocharger 1 Speed - Abnormal rate of change. The turbocharger speed sensor has detected an erroneous speed value.	Engine power derate.
2346 2789 15	Turbocharger turbine inlet temperature (Calculated) - Data valid but above normal operational range - Least severe level. Turbocharger turbine inlet temperature has exceeded the engine protection limit.	Engine power derate.
2347 2790 15	Turbocharger compressor outlet temperature (Calculated) - Data valid but above normal operational range - Least severe level.	Engine brake on cylinders 1, 2, and 3 can not be activated or exhaust brake will not operate.
2377 647 3	Fan control circuit - Voltage above normal, or shorted to high source. Open circuit or high voltage detected at the fan control circuit.	Variable geometry turbocharger will go to the open position.

Fault code J1939 SPN J1939 FMI	Reason	Effect (only when fault code is active)
2384 641 4	VGT actuator driver circuit - Voltage below normal, or shorted to low source. Low voltage detected at turbocharger control valve circuit.	Variable geometry turbocharger may be in either the open or closed position.
2385 641 3	VGT actuator driver circuit - Voltage above normal, or shorted to high source. Open circuit or high voltage detected at turbocharger control valve circuit.	The intake air heaters may be ON or OFF all the time.
2555 729 3	Intake air heater 1 circuit - Voltage above normal, or shorted to high source. High voltage detected at the intake air heater signal circuit.	The intake air heaters may be ON or OFF all the time.
2556 729 4	Intake air heater 1 circuit - Voltage below normal, or shorted to low source. Low voltage detected at the intake air heater signal circuit.	Can not control transmission.
2557 697 3	Auxiliary PWM driver 1 circuit - Voltage above normal, or shorted to high source. High signal voltage detected at the analog torque circuit.	Can not control transmission.
2558 697 4	Auxiliary PWM driver 1 circuit - Voltage below normal, or shorted to low source. Low signal voltage detected at the analog torque circuit.	Power derate and possible engine shutdown if engine protection shutdown feature is enabled.
2973 102 2	Intake manifold 1 pressure - Data erratic, intermittent, or incorrect. The ECM has detected an intake manifold pressure signal that is too high or low for current engine operating conditions.	