

CASE STX Steiger 350/400/450/500/550/600 Fault Codes list

Fault Code list ordered by Control Module

- 1002 - Short circuit to 12 V or malfunction of the winding chain of the lift valve hitch
- 1003 - Electromagnet lifting hitch: open circuit or short circuit to ground
- 1004 - Short to 12 V windings of the valve of lowering of a coupling device
- 1005 - Winding of the lowering valve of the coupling device - short to ground or chain termination
- 1006 - Stimulation of the exciter of low voltage electronic traction control in view of his refusal
- 1007 - Error checking low voltage exciter control module
- 1008 - The low-voltage side of the lifting electromagnet is connected to the "mass"
- 1009 - The low-voltage side of the lowering solenoid is connected to the "mass"
- 1011 - The tractor control unit is disconnected from the CAN bus
- 1012 - Loss of communication with the armrest controller
- 1013 - Loss of communication with the instrument controller
- 1014 - Reference voltage 5 V exceeds the upper permissible limit
- 1015 - Reference voltage 5 V below the lower limit
- 1017 - Faulty position control potentiometer
- 1018 - The balance axle potentiometer signal is outside the normal range working range
- 1019 - Failure of top-end potentiometer
- 1021 - Load potentiometer failure
- 1024 - Loss of communication with the instrument controller
- 1025 - Failure of the hoisting / lowering switch
- 1026 - Failure of the lift / lower switch on the wing
- 1028 - Failure of motion control potentiometer
- 1029 - Failure of the lowering speed adjustment potentiometer
- 1032 - Wrong driving speed. The value obtained from the data bus indicates malfunction
- 1033 - Failure of the slip adjustment switch
- 1034 - Failure of the slip-on switch
- 1035 - Incorrect percentage of slippage
- 1036 - The armrest controller signaled a malfunction of the slow switch lifting traction
- 1037 - Failure of the slow-down switch
- 1065 - The armrest controller determined that the tractor is not equipped with a system traction control, but found traction contacts
- 1066 - Engine speed too low to calibrate the lower coupling devices
- 1067 - The possibility of adjusting the thrust is provided, but the thrust contact sensor (s) could not be detected
- 1068 - Throttle adjustment calibration interrupted due to tractor movement
- 1069 - Calibration of electronic traction control interrupted due to low speed the engine
- 1071 - Pulse width modulation (PWM) growth threshold during calibration too tall
- 1072 - Pulse width modulation (PWM) growth threshold during calibration too low
- 1074 - The clutch potentiometer signal is outside the expected range when

the maximum raised position of the coupling device

1075 - Throttle lowering valve response threshold during calibration too high

1076 - PWM lower threshold is too low

1077 - The operator did not respond to the electronic traction control calibration procedure

1078 - The coupler is not in the minimum lowered position

1079 - The range of the hitch is not in accordance with the specification

1080 - Ratio of hitch and range of commands

position control does not meet the allowable limits

1085 - Calibration of electronic traction control system required

1086 - There is no communication with the performance monitor (instrumentation controller)

1087 - Reference voltage 8 V above 8,8 V

1088 - Reference voltage 8 V below 7.2 V

1089 - Supply of voltage 12VH1 to the towing and lowering windings of the coupling device below 8 V

14002 - The oil filter sensor in the gearbox is closed to earth when it is switched on supply

14003 - The oil filter sensor of the hydraulic system closes to ground when power on

14005 - Faulty shaft speed sensor error

14006 - Engine speed error GOV

14007 - Engine speed limit exceeded

14008 - Engine oil pressure sensor error

14009 - Engine operating hours lost

14010 - The IOM controller is disconnected from the network

14011 - Total loss of communication

14013 - The gearbox is disconnected from the mains

14014 - Engine coolant temperature sensor error

14015 - Engine Inlet Air Temperature Sensor Error

14016 - Engine shutdown procedure activated

14017 - The fuel level sensor voltage is below the permissible range

14018 - The GOV is disconnected from the network

14019 - The automatic temperature control system is disconnected from the network

14020 - Loss of CAN messages sent by the auxiliary system controller steering system

14021 - Auxiliary steering is present, but no CAN messages received

15500 - Low pressure primary steering system - auxiliary steering system works

15501 - High pressure assist steering system when idle pump

15502 - Low pressure primary steering system - auxiliary the steering system is faulty

15510 - Increased pressure of the primary steering system pressure sensor management

15512 - Undervoltage of the pressure sensor of the primary steering system management

15520 - Error in checking the pressure of the auxiliary control pump

15530 - Increased voltage of the auxiliary steering system pressure sensor management

15532 - Undervoltage of the auxiliary steering system pressure sensor management

15540 - Auxiliary system bypass electrical circuit rupture steering system

15544 - Short circuit to + BAT of the solenoid of the bypass valve

auxiliary control system

15550 - Short circuit to the "mass" of the auxiliary system bypass solenoid steering system

15552 - Short circuit to + BAT of the pump relay of the auxiliary steering system management

15553 - Open circuit of the pump drive relay

15554 - Short to ground of the auxiliary pump relay of the steering pump

15560 - Voltage monitoring device VF3

15580 - No pressure was produced in the assist steering system

15590 - No auxiliary steering system equipment found

15591 - The battery voltage is insufficient to start the auxiliary pump steering systems

15592 - The battery voltage is insufficient to start the auxiliary pump steering systems

15994 - The engine is running, and the crankshaft rotation input signal is constantly high level

18007 - Multi-function lever - switch error

18010 - Throttle valve Powershift - too low voltage

18011 - Throttle valve Powershift - too high voltage

18012 - Rotor variator speed switch error (CVT)

18015 - Rear position adjustment potentiometer - too high voltage

18016 - Backward linkage traction control potentiometer - too low voltage

18017 - Rear traction control potentiometer - too high voltage

18018 - Rear linkage potentiometer - too low voltage

18019 - Rear hitch height potentiometer - too high voltage

18020 - Quick-lowering potentiometer for rear hitch - too low voltage

18021 - Potentiometer for quick lowering of the rear hitch - too high voltage

18022 - Rear suspension adjustment potentiometer - Too low voltage

18023 - Rear suspension adjustment potentiometer - too high a voltage

18024 - Error of position of the code flow sensor EHR (remote valve management)

18025 - Back wheel slip adjustment potentiometer - Too low voltage

18026 - Rear linkage slip adjustment potentiometer - too high a voltage

18027 - EHR lever position (remote control valve) 5 - too low voltage

18028 - EHR lever position (remote control valve) 5 - too high voltage

18029 - EHR lever position (remote control valve) 6 - too low voltage

18030 - EHR lever position (remote control valve) 6 - too high voltage

18040 - EHR lever position (remote control valve) 1 - too low voltage

- 18041 - EHR lever position (remote control valve) 1 - too high voltage
- 18042 - EHR lever position (remote control valve) 2 - too low voltage
- 18043 - EHR lever position (remote control valve) 2 - too high voltage
- 18044 - EHR lever position (remote control valve) 3 - too low voltage
- 18045 - EHR lever position (remote control valve) 3 - too high voltage
- 18046 - Error of lateral swing control switch EHR (remote valve management)
- 18047 - EHR lever position (remote control valve) 4 - too low voltage
- 18048 - EHR lever position (remote control valve) 4 - too high voltage
- 18049 - Control lever 1, X axis - Undervoltage
- 18050 - Control lever 1, X axis - too high voltage
- 18051 - Control lever 1, Y axis too low voltage
- 18052 - Control lever 1, Y axis too high voltage
- 18053 - Control lever 1, proportional rocker switch - too low voltage
- 18054 - Control lever 1, proportional rocker switch - too high voltage
- 18055 - Control lever 2, X axis too low voltage
- 18056 - Control lever 2, X axis too high voltage
- 18057 - Control lever 2, Y axis too low voltage
- 18058 - Control lever 2, Y axis too high voltage
- 18059 - Control lever 2, proportional rocker switch - too low voltage
- 18060 - Control lever 2, proportional rocker switch - too high voltage
- 18061 - Reference voltage - short circuit to 0 V
- 18062 - Reference voltage - short circuit to 12 V
- 18063 - EEPROM error
- 18064 - Multifunction lever communication error (MFH)
- 18065 - Basic check error of multifunction lever (MFH)
- 18066 - Error of lever invalidation (remote control valve) 1
- 18067 - Error of lever invalidation (remote control valve) 2
- 18068 - Error of lever invalidation (remote control valve) 3
- 18069 - Error of lever invalidation (remote control valve) 4
- 18070 - Error of lever invalidation (remote control valve) 5
- 18071 - Failed lever invalid signal (remote control valve) 6
- 18072 - EDC Mouse Up / Malfunction Switch Malfunction
- 19001 - Reading battery voltage (electrical) - high signal value - by the battery voltage rating P0563 is exceeded the upper limit value
- 19002 - Reading battery voltage (electrical) - low signal value - by battery voltage estimation P0562 the lower limit value is not reached
- 19010 - Temperature sensor after neutralizer (electrical)
- 19011 - Temperature sensor after neutralizer (electrical)
- 19019 - Temperature sensor in front of the neutralizer (electrical) - high signal value - high value on the circuit of the neutralizer temperature sensor P0428
- 19020 - Temperature sensor before neutralizer (electric) - low signal value - Low value on the circuit of the neutralizer temperature sensor P0427

- 19037 - Supply of sensor 2 (internal 5 V circuit, urea pressure sensors) - too high supply voltage - reagent P204D - pressure sensor - short circuit on high voltage source
- 19038 - Supply of sensor 2 (internal 5 V circuit, urea pressure sensors) - too low supply voltage - reagent P204C - pressure sensor - short to low voltage source
- 19046 - Urea pressure sensor in the unit (electrical) - voltage failure power supply - Reagent P204A - pressure sensor - open circuit
- 19047 - Urea pressure sensor in the unit (electrical) - high signal level - Reagent P204D - pressure sensor - short to high voltage source
- 19048 - Urea pressure sensor in the unit (electrical) - low signal level - Reagent P204C - pressure sensor - short to low voltage source
- 19055 - Urea pressure sensor in the unit (electrical) - high signal level - reagent P2045 - Pump module temperature sensor - short to high voltage source
- 19056 - Urea pressure sensor in the unit (electrical) - low signal level - reagent P2044 - Pump module temperature sensor - short to low voltage source
- 19064 - Supply voltage of internal heaters 1 (UB1), electric. - breaking the circuit UB1 - pump module P20C5 - internal heating - chain breaking
- 19065 - Supply voltage of internal heaters 1 (UB1), electric. - a short short circuit for power supply of the battery at UB1, switch 15 in position Off - module pump P20C8 - internal heating - short circuit to a high source stresses
- 19073 - Supply voltage 2 - tubular heaters (UB2), electric. - closure on battery power with UB2 and disconnected key 15 - reagent P20C4 - preheating suction pipe - short to high voltage source
- 19074 - Supply voltage 2 - tubular heaters (UB2), electric. - open circuit UB2 - Reagent P20C1 - preheating the suction pipe - breaking the chain
- 19075 - Supply voltage 2 - tubular heaters (UB2), electric. - closure on "mass" UB2 - Reagent P20C3 - preheating the suction pipe - breaking the chain
- 19082 - Supply voltage 3 - coolant control valve and valve reversing mechanism (UB3), electric. - short to battery UB3 with key 15 in the "off" position (off) - P20A3 vapor escape valve (control valve Air conditioner) - short circuit to a high voltage source
- 19083 - Supply voltage 3 - coolant control valve and valve reversing mechanism (UB3), electric. - open circuit UB3 - Vapor extraction valve P20A0 (the control valve of the air-reducing agent) - breaking the chain
- 19084 - Supply voltage 3 - coolant control valve and valve reversing mechanism (UB3), electric. - short circuit to earth "UB3 - tap valve vapor P20A2 (control valve of the air conditioner) - short to the source low voltage
- 19091 - Voltage monitoring VDD11 / VDD25 - Dosing valve / pump motor - low supply voltage VD11 - P0659, supply voltage 12 V for the module dosing - the lower limit value is not reached
- 19092 - Voltage monitoring VDD11 / VDD25 - Dosing valve / pump motor - high supply voltage VD11 - P0658, supply voltage 12 V for the module dosing - the lower limit value has been exceeded
- 19100 - Urea level sensor (electrical) - supply voltage error - level sensor P203E - unreliable / unstable circuit
- 19101 - Urea level sensor (electrical) - high signal level - P203D reagent - level sensor in the tank - short to high voltage source
- 19102 - Urea level sensor (electrical) - low signal level - P203C reagent - level sensor in the tank - short to low voltage source
- 19109 - Urea temperature sensor in the tank (electrical) - high signal level - reagent P205D - temperature sensor in the tank (reagent temperature - solution in the tank)
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short circuit to a high voltage source

19110 - Urea temperature sensor in the tank (electric) - low signal level - reagent

P205C - temperature sensor in the tank (reagent temperature - solution in the tank) - short short to low voltage

19145 - Dosing valve (electrical) - short to positive terminal

battery - Rejector nozzle P2049 - short to high voltage source

19146 - Dosing valve (electrical) - short circuit to earth - injector

P2048 - short to low voltage source

19147 - Dosing valve (electrical)

19148 - Dosing valve (electrical) - metering valve permanently on

(detected as a result of the output of a rapidly disappearing error) - reagent P209B - pressure in

dosing valve nozzle too high

19154 - Urea pump speed - the pump motor is disconnected - The pump does not feed reagent P208B

19155 - Speed of the urea pump - blocking of the pump motor - pump reagent P208A

19156 - Urea pump speed - permissible speed exceeded

pump - exceeding the permissible frequency of the pump of the reagent P208D

19157 - Urea pump speed - Hall sensor defective - The pump does not feed reagent P208B

19163 - Short circuit of the cooling control valve for voltage

battery (UBat) or open load - short to battery - tap valve

vapor P20A3 (control valve purge reductant) - short circuit to high voltage source

19164 - Short circuit of the cooling control valve for voltage

battery or open load - open load - vapor outlet valve P20A0 (control valve of the air conditioner) - open circuit

19181 - Reversing valve (4-2-way valve) Electric. - short circuit to

battery - vapor outlet valve P20A3 (control valve of the air reducer) - short circuit to a high voltage source

19182 - Reversing valve (4-2-way valve), electric. - short circuit to

"mass" - the vapor outlet valve P20A2 (control valve of the air reducer) - short to low voltage source

19183 - The reversing valve (4-2-way valve) electric. - open load -

the vapor outlet valve P20A3 (control valve of the air reducer) - an open circuit

19262 - Tank heating valve - Short to battery - Reagent P20B4 -

tank heating valve - short to high voltage source

19263 - Tank heating valve - short circuit to earth - reagent P20B3 - valve

tank heating - short to low voltage source

19264 - Tank heating valve - Open load - Reagent P20B1 - Tank heating valve - open load

19265 - Tank heating valve - short circuit to earth - reagent P20B3 - valve

tank heating - short to low voltage source

19289 - The temperature at the outlet of the neutralizer is too low - the temperature after neutralizer - physical. (error of the neutralizer heating time) - range / operation

P042B Neutralizer Temperature Sensor Circuit

19298 - Urea pressure too low when starting the system

19307 - Urea pressure too high - Urea pressure not reliable

(urea pressure too high) - Reagent P204B - Pressure above the limit

meanings

19316 - The temperature of the URE in the pump unit is outside the permissible range range

19325 - The temperature of the URE in the tank is outside the permissible range

19334 - The system froze and was not released on time - the heating and determination mode
malfunctions (failure of heating of the inlet pipeline) - Reagent P20C2 -
heating of the suction pipe - heating detection mode

19335 - The system froze and was not released on time - the heating and detection mode
faults (failure to heat the intake manifold) - Reagent P20BE -
heating of the pipe under pressure - the mode of determining the heating

19336 - The system froze and was not released on time - the heating and detection mode
faults (pressure error in the detection mode) - Reagent P20C5 -
internal heating - chain breaking

19337 - The system froze and was not released on time - the heating and detection mode
faults (error of heating the pipeline with a reverse flow) - Reagent P20B9 -
Reheating tube - breaking the circuit

19343 - The control valve of a cooling liquid, механич. - stuck in the open
position - the vapor outlet valve P20A3 (control valve purging the reducing agent) -
short circuit to a high voltage source

19344 - The control valve of a cooling liquid, механич. - stalled in a closed
position - the vapor outlet valve P20A0 (blowdown purge control valve) -
chain termination

19352 - Reversing valve (4-2-way valve) mechanical. - the valve does not open -
the vapor outlet valve P20A0 (control valve of the air reducer) - an open circuit

19361 - DCU 24 V battery / Power supply - Too high voltage

19362 - DCU 24 V battery / Power supply - Too low voltage

19370 - Urea pressure too low (during commissioning) - error
pump motor during commissioning (the pump does not provide the required supply) -
Reagent P208B - pump does not provide the required supply

19379 - Urea during commissioning too low - values
The temperatures during commissioning are not reliable

19415 - Empty urea tank - empty urea tank - P203F reagent - liquid level in
the tank is too low

19514 - Urea temperature sensor in the tank - Out of range

19532 - Backflow line obstruction - P2063 reagent - dosing valve - short
short to low voltage

19541 - Mechanical blocking of the coolant control valve -
Check of validity of operation of the valve of tap of steams P20A1 (at start)

19550 - Discharge line obstruction - discharge line obstruction - P209B reagent - metering
nozzle - too high pressure

19559 - Low level of Uterine 1 (warning)

19568 - Low urea level 2 (warning) - level of urea below the value
"Limit 2" - reagent P203F - liquid level in the tank - too low

19577 - Reception CAN, frame E2SCR (dosing, exhaust volume, temperature
exhaust, suspension error, heater, long failure) - check SAE J1939
to receive the CAN signal: (urea quality out of range) - the channel is serial
connection P0600

19578 - Reception CAN, frame E2SCR (dosing, volume of exhaust gases, temperature
exhaust, suspension error, heater, long failure) - check SAE J1939
to receive a CAN signal: (dosing outside the range) - serial communication channel
P0600

19579 - Reception CAN, frame E2SCR (dosing, volume of exhaust gases, temperature
Exhaust gas, suspension error, heater, long failure) - time out - channel
serial communication P0600

19580 - Reception CAN, frame E2SCR (dosing, exhaust volume, temperature
Exhaust gas, suspension error, heater, long failure) - too much
messages CAN - Serial communication channel P0600

19581 - Reception CAN, frame E2SCR (dosing, volume of exhaust gases, temperature exhaust, suspension error, heater, long failure) - check SAE J1939 to receive CAN signal - serial communication channel P0600

19595 - Reception CAN, frame EEC1 (driver request, engine speed, torque engine) - check SAE J1939 for receiving CAN signal: (engine torque out of range) - Serial communication channel P0600

19596 - Reception CAN, frame EEC1 (driver request, engine speed, torque engine) - check SAE J1939 for receiving CAN signal: (engine speed out of range) - serial communication channel P0600

19597 - Reception CAN, frame EEC1 (driver request, engine speed, torque motor) - timeout - serial communication channel P0600

19598 - Reception CAN, frame EEC1 (driver request, engine speed, torque motor) - too many CAN messages - Serial communication channel P0600

19599 - Reception CAN, frame EEC1 (driver request, engine speed, torque engine) - check SAE J1939 for receiving CAN signal: (requested by the driver torque out of range) - Serial communication channel P0600

19604 - Reception CAN, frame ET1 (temperature of water and engine oil) - check SAE J1939 on receiving CAN signal: (oil temperature out of range) - serial communication channel P0600

19605 - Reception CAN, frame ET1 (temperature of water and engine oil) - time out - channel serial communication P0600

19606 - Reception CAN, frame ET1 (temperature of water and engine oil) - too much messages CAN - Serial communication channel P0600

19607 - Reception CAN, frame ET1 (temperature of water and engine oil) - check SAE J1939 to receive a CAN signal: (water temperature out of range) - channel serial connection P0600

19649 - Level error in the urea tank (CAN message or electric with this sensor) - level above CAN: SAE J1939 signal not available, level sensor connected directly: sensor supply error - reagent P203A - level sensor in the tank - open circuit

19650 - Urea tank level error (CAN message or electrical malfunction with real sensor) - level above CAN: SAE J1939 signal out of range, level sensor connected directly: SRC high. - reagent P203D - tank level sensor - short circuit to high voltage source

19651 - Urea tank level error (CAN message or electrical malfunction with real sensor) - level above CAN: SAE J1939 signal out of range, level sensor connected directly: SRC high. - reagent P203C - tank level sensor - short circuit to low voltage source

19676 - Ambient temperature: Check SAE J1939 for receiving CAN signal: (Checking the signal range: signal out of range / signal error / signal not available) - check SAE J1939 for receiving CAN signal: (ambient temperature outside range) - Serial communication channel P0600

19677 - Ambient temperature: SAE J1939 for receiving CAN signal: (Checking the signal range: signal out of range / signal error / signal not available) - time-out - range of operation of the ambient temperature sensor P0071

19678 - Ambient temperature: SAE J1939 for receiving CAN signal: (Checking the signal range: signal out of range / signal error / signal not available) - too many CAN messages - ambient temperature sensor range / operation air P0071

19679 - Ambient temperature: check SAE J1939 for receiving CAN signal: (Checking the signal range: signal out of range / signal error / signal not available) - check SAE J1939 for receiving CAN signal: (barometric pressure out of range)

- range / operation of the ambient temperature sensor P0071
- 19721 - EEPROM / Checksum error - Write error EEPROM - Error internal control module EEPROM P062F
- 19722 - EEPROM / Checksum error - Error of absence of corresponding options - Error of the internal control module EEPROM P062F
- 19723 - EEPROM / Checksum error - EEPROM communication error - Internal error control module EEPROM P062F
- 19724 - EEPROM / Checksum Errors - EEPROM detection error or error codierwort - P062F internal control module EEPROM error
- 19725 - EEPROM / Checksum Errors - Invalid EEPROM Size - P062F internal error of the control module EEPROM
- 19730 - Ignition ON signal K15 - during the initialization, it was not possible to read digital ignition switch input signal - ignition switch P2530 - error authenticity
- 19739 - Main relay opens too soon / too late - main relay off too late - high value in the power relay control loop ECM / PCM P0687
- 19740 - Main relay opens too soon / too late - short circuit main relay - open circuit / control loop of the ECM / PCM power relay P0685
- 19741 - Main relay opens too soon / too late - main circuit break relay - high value in the control loop of the ECM / PCM power relay P0687
- 19742 - Main relay opens too soon / too late - main relay it turns off too early (before updating the EEPROM) - open circuit / control loop Power relays ECM / PCM P0685
- 19748 - The urea temperature in the pump unit is too high or the check error is tightness (emergency shutdown) - temperature exceeded (temp. urea in the pump unit) - Reagent P2043 - Pump unit temperature sensor - Outside allowable range
- 19749 - The urea temperature in the pump module is too high or there are leaks in During the test (emergency shutdown) - detection of a leakage of urea (static or dynamic test) - dynamic check for urea leakage P202D - leakage detected
- 19757 - Channel of group error of urea injection control - error belongs to urea injection control group - pump for P208B - does not supply
- 19766 - Air control group error channel - the error belongs to the group air control valve - P20A7 compressed air control valve
- 19775 - The group error channel of the neutralizer temperature - the error belongs to group of errors in the temperature of the neutralizer - inaccuracy of the temperature sensors neutralizer P0426 - reliability error (with static check)
- 19784 - Group error channel for exceeding NOx - the error belongs to the group of active errors of NOx level exceeding - NOx trapper performance below threshold P2000 values
- 19793 - Group error channel of empty urea tank - error belongs to group active errors of the empty urea tank - reagent P203F - liquid level in the tank - too low
- 19802 - Inaccurate temperature data in the urea tank taking into account the temperature pumping unit - temp. on the CAN bus: SAE J1939 timeout, the temperature sensor is connected directly: high. SRC - serial communication channel P0600
- 19803 - Unreliable temperature data in the urea tank taking into account the temperature pumping unit - temp. CAN bus: too many SAE messages J1939, sensor The temperature is directly connected: high. SRC - serial communication channel P0600
- 19804 - Inaccurate temperature data in a urea tank taking into account the temperature pumping unit - temp. on the CAN bus: signal error SAE J1939 - reagent P205A - sensor

- temperature in the tank (reagent temperature - solution in the tank) - open circuit
- 19805 - Temperature in a tank with a urea - an open circuit
- 19806 - Temperature sensor in a tank with a urea - short circuit
- 19807 - Inaccurate temperature data in the urea tank taking into account the temperature pumping unit - high. SRC: too high diagnostic temperature value
urea - reagent P205B - temperature sensor in the tank (reagent temperature - solution in tank) - out of range
- 19808 - Inaccurate temperature data in the urea tank taking into account the temperature pumping unit - low. SRC: The diagnostic temperature is too low
urea - reagent P205B - temperature sensor in the tank (reagent temperature - solution in tank) - out of range
- 19813 - Urea pressure too low during operation or dosage of the system
urea
- 19817 - Reliability of sticking of the urea dispenser valve (UDV) - reagent P202F - Dosing valve - blocked (only sticking in the closed position)
- 19818 - Reliability of sticking of the urea dosing valve (UDV) - dynamic urea leakage test P202D - leak detected
- 19822 - Error - unknown position of sticking of the urea dispenser valve (UDV) - dynamic check for urea leakage P202D - leak detected
- 19999 - The DCU motor was not malfunctioning
is converted into a CNH module. Refer to the fault codes of the engine control unit (ECU) using the EASY tool.
- 2009 - Open circuit of the seat switch
- 2010 - Short-circuit of the seat switch to the power supply + BAT or reference voltage 5V
- 2011 - Short to earth or an open in the clutch chain.
- 2012 - Short-circuit of the coupler potentiometer by 12V or short circuit on 5V reference voltage
- 2024 - All couplings are not calibrated
- 2037 - Clutch lower link circuit open or lower coupling clutch relay jammed in the open position
- 2047 - Incorrect adjustment of the lower part of the clutch pedal of the clutch switch
- 2048 - Short circuit of the lower part of the clutch pedal switch or the lower part of the clutch relay
- 2053 - Too high reference voltage 5 V
- 2054 - Too low reference voltage 5 V
- 2055 - Wheel speed sensor signal missing
- 2056 - Internal reference voltage too high 5 V
- 2057 - Internal reference voltage too low 5 V
- 2059 - Lever of the lever sensor mismatch
- 2070 - Increased voltage of the lever position sensor for forward movement
- 2071 - Short to ground or an open in the chain of the lever position sensor for movement forward
- 2072 - Lever position sensor for reverse movement - too high voltage
- 2073 - Lever position sensor for reverse travel - Short to ground or break in the chain
- 2074 - Undervoltage of the lever position sensor FNR, other than parking
- 2075 - Increased voltage of the lever position sensor FNR, other than parking
- 2110 - Neutral position sensor FNR - Undervoltage
- 2111 - Neutral position sensor FNR - overvoltage
- 2112 - Lubrication of the oil pressure switch in the axle
- 2113 - Low oil pressure in the axle
- 2114 - Critical low oil pressure in the axle
- 2158 - Critical low system pressure

- 2159 - Open circuit in the system pressure transmitter circuit
- 2160 - Short-circuit of the system pressure transducer to a reference voltage of 5 V or + BAP
- 2308 - Reverse switching is not permitted
- 2326 - High reading of the engine speed sensor
- 2327 - There is no signal from the engine speed sensor
- 2330 - The gearbox output speed too high for the selected transfer of
- 2331 - Coupling slippage error
- 2342 - Short to earth or an open in the clutch solenoid valve circuit 1F
- 2343 - Short to earth or an open in the clutch solenoid valve circuit 1M
- 2344 - Short to earth or an open in the solenoid valve circuit of the 1R coupler
- 2345 - Short to earth or an open in the solenoid valve circuit of the 2F clutch
- 2346 - Short to earth or an open in the solenoid valve circuit of the 2R clutch
- 2347 - Short to earth or an open in the 4F clutch solenoid valve circuit
- 2348 - Short to earth or an open in the 4R solenoid valve circuit
- 2349 - Short to ground or an open in the 5F solenoid valve circuit
- 2350 - Short to earth or an open in the 5R solenoid valve circuit
- 2351 - Short-circuit of the solenoid valve of the clutch 1F to the +12 V power supply with the drive switched off
- 2352 - Short-circuit of the solenoid valve of the 1M clutch to a +12 V source with the drive switched off
- 2353 - Short-circuit of the solenoid valve of the 1R clutch to the +12 V power supply with the drive switched off
- 2354 - Short-circuit of the solenoid valve of the clutch 2F to the +12 V voltage source with the drive switched off
- 2355 - Short-circuit of the solenoid valve of the clutch 2R to the +12 V voltage source with the drive switched off
- 2356 - Short-circuit of the solenoid valve of the clutch 4F to the +12 V source with the drive switched off
- 2357 - Short-circuit of the solenoid valve of the 4R clutch to the +12 V source with the drive switched off
- 2358 - Short-circuit of the solenoid valve of the coupling 5F to the +12 V power supply with the drive switched off
- 2359 - Short-circuit of the solenoid valve of the 5R clutch to the +12 V source with the drive switched off
- 2363 - 1M coupling not calibrated
- 2364 - 1F coupling not calibrated
- 2365 - 1R coupling not calibrated
- 2366 - Coupling 2F not calibrated
- 2367 - The 2R coupling is not calibrated
- 2368 - 4F coupling not calibrated
- 2369 - The 4R coupling is not calibrated
- 2370 - 5F coupling not calibrated
- 2371 - 5R coupling not calibrated
- 2372 - Engine stop - change gearbox to neutral
- 2379 - Malfunction of the three-speed shaft speed sensor
- 2380 - Three-speed shaft speed sensor is serviceable
- 2381 - Open circuit or short circuit to + BAT of the 5th gear speed sensor
- 2382 - Short circuit to earth of the 5th gear speed sensor
- 2383 - Open circuit or short circuit to + BAT of the 4th gear speed sensor
- 2384 - Short circuit to earth of the 4th gear speed sensor

- 2385 - Open circuit or short circuit to + BAT of the 3rd gear speed sensor
- 2386 - Short to ground on the 3rd gear speed sensor
- 2387 - Open circuit or short circuit to + BAT of the 1st gear speed sensor
- 2388 - Short circuit to earth of the 1st gear speed sensor
- 2509 - Battery voltage too low to trip
- Coupling solenoid valves
- 2576 - The drive of the lubricant supply solenoid to the 4F coupler detected a chain break or short circuit
- 2577 - The model is outside the range of the control system
- 2578 - The resulting model does not match the controller
- 2601 - Low supply voltage 12VF1
- 2602 - Low power supply voltage 12VT1
- 2603 - Low power supply voltage 12VF2
- 2604 - Low power supply voltage 12VH
- 2605 - Low power supply voltage 12VS1
- 2807 - Excess of speed at the output of the gearbox
- 2808 - Attempted gear shift in the absence of an operator on the seat
- 2811 - High temperature transmission oil
- 2812 - Short to + BAT or an open in the temperature sensor circuit
transmission oil
- 2813 - Short circuit to earth of the transmission oil temperature sensor
- 2814 - The integrated control panel is disconnected from the network
- 2817 - Regulator off, CAN bus
- 2818 - Loss of communication with the armrest control module (ACM)
- 2819 - Loss of communication with the Instrument Control Unit (ICU)
- 2821 - Low pressure in the gearbox
- 2822 - System pressure is above the permissible range
- 2824 - High temperature hydraulic oil
- 2825 - Open circuit or short circuit to + BAT of the hydraulic temperature sensor
oils
- 2826 - Hydraulic oil temperature sensor short circuit
- 2849 - The parking brake actuator detects a chain break
- 2850 - There is no power to the parking brake with the on command
- 2851 - The parking brake actuator has detected a current overload or an open in the circuit
- 2852 - There is no power to the parking brake with the on command
- 2873 - The software is not in calibration mode, still active
parking brake request
- 2874 - A signal has come to turn on the parking brake, and the gear is engaged without
request for calibration
- 3004 - Error in the throttle control lever on the CAN bus
the engine
- 3006 - Coolant temperature sensor - The signal is not valid
- 3007 - Coolant temperature signal - signal above the maximum value
range
- 3008 - Coolant temperature signal - signal below the minimum value
range
- 3010 - Intake Air Temperature Sensor - Signal above maximum value
range
- 3011 - Intake Air Temperature Sensor - Signal above minimum value
range
- 3015 - Fuel temperature sensor voltage too high
- 3016 - Fuel temperature sensor - Signal below the minimum allowable value
- 3019 - Discharge pressure sensor - Signal above maximum range value
- 3022 - Discharge pressure sensor - Signal not valid

- 3028 - Oil pressure too low
- 3029 - Oil pressure switch - Short to battery
- 3030 - Oil pressure switch - Short to earth
- 3031 - Open in the oil pressure sensor circuit or the sensor is disconnected
- 3032 - Oil pressure switch - Too high value
- 3033 - Oil temperature sensor - The signal is invalid (compared to the signal coolant temperature)
- 3034 - Oil temperature sensor - Signal above maximum range value
- 3035 - Fuel temperature sensor - signal below the minimum allowable value
- 3037 - Discharge pressure sensor - Low signal
- 3060 - Cylinder 1 - non-classified malfunction in the injector
- 3061 - Cylinder 1 - Short circuit in the injector wire (low voltage circuit to battery)
- 3063 - Cylinder 1 - Short circuit of the injector wire (high-side side to ground)
- 3064 - Cylinder 5 - Unclassified injector fault
- 3065 - Cylinder 5 - Short circuit in the injector wire (low voltage circuit to battery)
- 3067 - Cylinder 5 - short circuit of the injector wire (high voltage side to ground)
- 3068 - Cylinder 3 - Uncategorized error in the injector
- 3069 - Cylinder 3 - short circuit of the injector wire (low voltage side to battery)
- 3071 - Cylinder 3 - short-circuit of the injector wire (high-side side to ground)
- 3072 - Cylinder 6 - non-classified malfunction in the injector
- 3073 - Cylinder 6 - short circuit of the injector wire (low-side side on battery)
- 3075 - Cylinder 6 - short circuit of the injector wire (high voltage side on "mass")
- 3076 - Cylinder 2 - non-classified malfunction in the injector
- 3077 - Cylinder 2 - short circuit of the injector wire (low voltage side to battery)
- 3079 - Cylinder 2 - short-circuit of the injector wire (high-side side to ground)
- 3080 - Cylinder 4 - non-classified malfunction in the injector
- 3081 - Cylinder 4 - short circuit of the injector wire (low voltage side to battery)
- 3083 - Cylinder 4 - short-circuit of the injector wire (high-side side to ground)
- 3088 - Crankshaft sensor - no signal
- 3089 - Crankshaft sensor - incorrect signal
- 3090 - Camshaft sensor - no signal
- 3091 - Camshaft sensor - incorrect signal
- 3093 - Camshaft offset relative to crankshaft - out of range
- 3095 - Operation with camshaft sensor only - standby mode
- 3102 - Mains pressure sensor CP3 - signal below the minimum allowable value
- 3104 - Safety valve on the fuel rail -
Opening
- 3105 - Safety valve on the fuel rail - pressure surge request
- 3107 - Fuel flow meter - short to battery
- 3108 - Fuel flowmeter - short to ground
- 3110 - Monitoring of the rail pressure sensor - Signal above the set range
- 3111 - Monitoring of the pressure sensor in the pipeline - signal below the minimum allowable value
- 3112 - Mains pressure sensor CP3 - signal above the maximum permissible value
- 3137 - Flowmeter - open load
- 3138 - Measuring unit - The temperature is too high
- 3141 - The set flow rate of the flowmeter is lower than the design limit
- 3142 - High pressure test - check performed
- 3147 - The oil temperature is excessively high
- 3148 - Dynamic test of the coolant temperature sensor - malfunction
- 3176 - The set value of the flowmeter does not correspond to the actual value when overrun.

- 3177 - Motor speed exceeded
- 3188 - Cylinder 1, warning - open load
- 3192 - Cylinder 2, warning - open load
- 3196 - Cylinder 3, warning - open load
- 3200 - Cylinder 4, warning - open load
- 3204 - Cylinder 5, warning - open load
- 3208 - Cylinder 6 Warning - open load
- 3210 - Row 1 - General short circuit to the injector wire
- 3211 - Row 1 - Short-circuit of injector wire (low-side side to ground)
- 3213 - Row 1 - Uncategorized malfunction
- 3218 - Row 2 - total short circuit in the injector wire
- 3219 - Row 2 - short circuit of the injector wire (low-side side to ground)
- 3221 - Row 2 - Uncategorized malfunction
- 3227 - Injection processor error - Internal reset / Loss of synchronization / Voltage too low
- 3228 - Injection processor error - Unlock / initialize error
- 3229 - Injection processor error - injection is limited to software
- 3230 - Injection processor error - SPI bus data error
- 3231 - Injection processor error - Internal reset / Loss of synchronization / Voltage too low
- 3232 - Injection processor error - unlock / initialize error
- 3233 - Injection processor error - test mode
- 3234 - Injection processor error - SPI bus data error
- 3238 - Communication error of the CJ940 processor
- 3239 - EEPROM Engine ECU - Read operation error
- 3240 - EEPROM of the motor controller - Fault in the write operation
- 3241 - Motor controller EEPROM - The default value is used
- 3242 - The motor controller has been restored (blocked)
- 3243 - Restoration of the engine controller (restrained) - Recovery occurred
- 3244 - Engine controller recovery (visible) - Recovery occurred
- 3245 - Motor controller - not reliable control module
- 3246 - Trip routes during initialization - monitoring module
- 3247 - Malfunction of trip routes during initialization - Increased supply voltage
- 3248 - Trip routes during initialization - Reduced supply voltage
- 3249 - Monitoring of the TPU (TPU) - Unreliable discrepancy between TPU time and system time
- 3252 - Controller Controller Module - SPI communication failure
- 3265 - Anti-spill protection system - Injection time too long
- 3266 - Excessive engine speed during run monitoring
- 3297 - High positive pressure deviation in the rail and high fuel consumption setpoint
- 3301 - Too high minus pressure deviation in the fuel rail by the minimum flowmeter
- 3305 - The pressure in the distribution rail is below the minimum limit in controlled mode
- 3309 - The pressure in the rail is above the maximum limit in controller mode
- 3313 - Too much pressure drop in the rail.
- 3316 - Minimum number of injections not reached - Stop the engine
- 3319 - DTC control error detected: Urea level in the tank below 5%
- 3320 - A bug of the dosing control unit (DCU) has been detected: the urea level in the tank is below 10%
- 3321 - A fault code in the DCU is active.
- 3322 - A fault code in the DCU is active.
- 3358 - Failure of the CAN auxiliary bus of the engine-ECU (the engine controller can not transmit data to the sensors or sensors - to the CAN bus)
- 3367 - Error checking coolant temperature
- 3368 - Reflects the torque limit due to the limitation productivity
- 3369 - Torque reduction due to engine smoke restriction

- 3370 - Torque limit due to engine protection (against torque, against exceeding the permissible engine speed and against engine overheating)
- 3371 - Torque limit due to the limitation of fuel volume due to errors in the injection system
- 3385 - Electromagnetic circuit for a viscous fan drive - open circuit or short to ground
- 3512 - Control of the status of the DCU - The DCU is not ready on time
- 3517 - Ambient temperature sensor fault (humidity sensor) - Signal level too high
- 3518 - Ambient temperature sensor (humidity sensor) malfunction - Signal level is too low
- 3521 - Nitric oxide estimation error - unreliable nitric oxide estimation signal
- 3528 - Sensitivity error of the nitrogen oxide sensor - unreliable signal
- 3529 - Nitrogen oxide sensor failure - open load
- 3530 - Nitrogen oxide sensor fault - short circuit
- 3532 - Nitrogen oxide sensor failure - sensor was not ready on time
- 3533 - CAN message waiting time for nitrogen oxides (from nitrogen oxide sensor) - CAN timeout
- 3541 - No CAN bus message received from the dosing control unit (DCU)
- 3545 - Protection against overheating of the dispensing valve SCR - limiting the level of torque 2 to activate protection SCR
- 3546 - Protection against overheating of the selective catalytic neutralization nozzle (SCR) has tripped, see other fault codes
- 3555 - No CAN bus message received from the dosing control unit (DCU)
- 3561 - Unreliable value for nitrogen oxides (after reliability of treatment)
- 3565 - Urea quality and Urea level warnings 1
- 3569 - Urea quality and urea level warnings 2
- 3577 - A bug of the dosing control unit (DCU) is detected: the urea tank is empty
- 3581 - Protection through selective catalytic neutralization (SCR), limited refueling, see other fault codes.
- 3585 - Engine shutdown (after idling phase)
- 3593 - Poor quality of reagent
- 3594 - Torque limitation due to selective catalytic neutralization (SCR)
- 3599 - There is no oxidation catalyst error channel - the catalyst warming efficiency is below the threshold value
- 3602 - Wrong relationship between temperature sensor readings catalytic converter
- 3609 - Urea quality and urea level warnings 4
- 3611 - Neutralizer efficiency - medium (level 1)
- 3612 - The efficiency of the catalytic converter is lower than the second assumed threshold level of nitrogen oxides
- 3615 - Initialization failed EVGT
- 3616 - Torque limit due to turbo protection system due to reason work at high altitude
- 3617 - Urea quality and urea level warnings 9
- 3618 - The emergency start time has elapsed, and the stop is started
- 3619 - Urea quality and urea level warnings 7
- 3620 - Urea quality and urea level warnings 8
- 3621 - Urea quality and urea level warnings 5
- 3623 - NOx sensor deflection signal (detection of NOx sensor determined)
- 3624 - Crankcase pressure sensor - Voltage exceeds the upper limit value
- 3625 - Crankcase pressure sensor - voltage below the lower limit value
- 3626 - Inaccurate signal from the crankcase pressure sensor
- 3627 - Checking the physical range of the crankcase pressure sensor (exceeds the upper limit value)
- 3628 - Checking the physical range of the crankcase pressure sensor

- 3629 - Checking the reliability of the crankcase pressure sensor when the ignition is switched on
- 3630 - Fuel in oil, fill with new oil
- 3631 - Failure of fuel sensor in oil
- 3632 - Fuel in oil, error of valve signal reliability
- 3633 - Fuel in oil, delay in the expected response to the reduction in torque (as a result of detection of fuel in oil)
- 3634 - Fuel in oil, delay filling of new oil
- 3635 - High fuel pressure in oil
- 3638 - Torque limit due to negative temperature coefficient
- 3640 - Turbine speed sensor
- 3641 - Turbine speed sensor
- 3642 - Turbine speed sensor
- 3643 - Turbine speed sensor
- 3644 - Electrical fault finding circuit of the EDC relay of the drive supplies the NOX sensor and the turbocharger drive
- 3645 - Electrical fault finding circuit of the EDC relay of the drive supplies the NOX sensor and the turbocharger drive
- 3646 - Multi-signal faults in the pressure regulator (PCR)
- 3647 - Supercharging pressure control
- 3648 - EVGT Supercharging pressure control
- 3999 - The error of the engine control unit (ECU) has not been converted to the CNH module. Refer to the fault memory of the computer using the EASY tool.
- 4004 - The ACM (GARU) module is not connected to the network
- 4005 - Calibration of levers when power is not applied
- 4100 - Rear remote control valve No. 1 - Control message not received
- 4101 - Rear remote control valve No. 1 control message is not valid
- 4102 - Rear remote control valve No. 1 - EEPROM error
- 4103 - Rear remote control valve No. 1 - switched to "safe mode"
- 4104 - Rear remote control valve No. 1 - voltage drop below normal
- 4105 - Rear remote control valve No. 1 - overvoltage
- 4106 - Rear remote control valve No. 1 - Spool travel too small
- 4107 - Rear remote control valve No. 1 - Spool travel too large
- 4108 - Rear remote control valve No. 1 - Floating position not reached
- 4109 - Remote control valve # 1 - operated manually
- 4110 - Rear remote control valve No. 1 - defective drive
- 4111 - Rear remote control valve No. 1 - internal position sensor defective
- 4112 - Rear Remote Control Valve No. 1 - Neutral position can not be reached
- 4113 - Rear remote control valve No. 1 - the valve is not in neutral when the ignition is switched on
- 4114 - Rear remote control valve No. 2 - no control message received
- 4115 - Rear remote control valve No. 2 - control message is not valid
- 4116 - Rear remote control valve No. 2 - EEPROM error
- 4117 - Rear remote control valve No. 2 - switched to "safe mode"
- 4118 - Rear remote control valve No. 2 - voltage drop below normal
- 4119 - Rear remote control valve No. 2 - overvoltage
- 4120 - Rear remote control valve No. 2 - Spool travel too small
- 4121 - Rear remote control valve No. 2 - Spool travel too large
- 4122 - Remote control rear valve No. 2 - swing position not reached
- 4123 - Rear remote control valve No. 2 - operated manually
- 4124 - Rear remote control valve No. 2 - defective drive
- 4125 - Rear remote control valve No. 2 - internal position sensor defective
- 4126 - Remote control rear valve No. 2 - can not turn on the neutral

- 4127 - Rear remote control valve No. 2 - the valve is not in neutral when the ignition is switched on
- 4128 - Rear remote control valve No. 3 - Control message not received
- 4129 - Rear remote control valve No. 3 - control message is not reliable
- 4130 - Rear remote control valve No. 3 - EEPROM error
- 4131 - Rear remote control valve No. 3 - No command to switch to neutral when power is applied
- 4132 - Rear remote control valve No. 3 - voltage drop below normal
- 4133 - Rear remote control valve No. 3 - overvoltage
- 4134 - Rear remote control valve No. 3 - too small displacement of the spool
- 4135 - Rear remote control valve No. 3 - too large displacement of the spool
- 4136 - Rear remote control valve No. 3 - Swing position not reached
- 4137 - Rear remote control valve No. 3 - manually operated
- 4138 - Rear remote control valve No. 3 - defective drive
- 4139 - Rear remote control valve No. 3 - internal position sensor defective
- 4140 - Rear remote control valve No. 3 - Can not turn on the neutral
- 4141 - Rear remote control valve No. 3 - the valve is not in neutral when the ignition is switched on
- 4142 - Rear remote control valve No. 4 - no control message received
- 4143 - Rear remote control valve No. 4 - control message is not reliable
- 4144 - Rear remote control valve No. 4 - EEPROM error
- 4145 - Remote control valve No. 4 - did not receive a command to turn on the neutral when the power was turned on
- 4146 - Rear remote control valve No. 4 - voltage drop below normal
- 4147 - Rear remote control valve No. 4 - overvoltage
- 4148 - Rear remote control valve No. 4 - Spool travel too small
- 4149 - Rear remote control valve No. 4 - Spool slide too large
- 4150 - Rear remote control valve No. 4 - swing position not reached
- 4151 - Rear remote control valve No. 4 - manual operation
- 4152 - Rear remote control valve No. 4 - defective drive
- 4153 - Rear remote control valve No. 4 - internal position sensor defective
- 4154 - Rear remote control valve No. 4 - can not turn on the neutral
- 4155 - Rear remote control valve No. 4 - the valve is not in neutral when the ignition is switched on
- 4156 - Rear remote control valve No. 5 - no control message received
- 4157 - Rear remote control valve No. 5 - control message is not valid
- 4158 - Rear remote control valve No. 5 - EEPROM error
- 4159 - Rear remote control valve No. 5 - No command to switch to neutral when power is applied
- 4160 - Rear remote control valve No. 5 - voltage drop below normal
- 4161 - Rear remote control valve No. 5 - overvoltage
- 4162 - Rear remote control valve No. 5 - Spool travel too small
- 4163 - Rear remote control valve No. 5 - Spool travel too large
- 4164 - Rear remote control valve No. 5 - Swing position not reached
- 4165 - Rear remote control valve No. 5 - manually operated
- 4166 - Rear remote control valve No. 5 - defective drive
- 4167 - Rear remote control valve No. 5 - internal position sensor defective
- 4168 - Rear remote control valve No. 5 - can not turn on the neutral
- 4169 - Rear remote control valve No. 5 - the valve is not in neutral when the ignition is switched on
- 4170 - Rear remote control valve No. 1 - not calibrated
- 4173 - Rear remote control valve No. 2 - not calibrated
- 4177 - Rear remote control valve No. 3 - not calibrated
- 4180 - Rear remote control valve No. 4 - not calibrated

- 4190 - Rear remote control valve No. 1 - no connection
- 4191 - Rear remote control valve No. 2 - no communication
- 4192 - Rear remote control valve No. 3 - no connection
- 4193 - Rear remote control valve No. 4 - no connection
- 4198 - Rear remote control valve No. 5 - no connection
- 4216 - Rear remote control valve No. 1 - the spool is not calibrated
- 4217 - Rear remote control valve No. 2 - the spool is not calibrated
- 4218 - Rear remote control valve No. 3 - the spool is not calibrated
- 4219 - Rear remote control valve No. 4 - the spool is not calibrated
- 4220 - Rear remote control valve No. 5 - the spool is not calibrated
- 4301 - Rear remote control valve No. 6 - no control message received
- 4302 - Rear remote control valve No. 6 - control message is not reliable
- 4303 - Rear remote control valve No. 6 - EEPROM error
- 4304 - Remote control rear valve No. 6 - no command for neutral at power supply
- 4305 - Rear remote control valve No. 6 - undervoltage
- 4306 - Rear remote control valve No. 6 - overvoltage
- 4307 - Rear remote control valve No. 6 - Spool travel too small
- 4308 - Rear remote control valve No. 6 - Spool travel too large
- 4309 - Rear remote control valve No. 6 - Swing position not reached
- 4310 - Rear remote control valve No. 6 - manually operated
- 4311 - Rear remote control valve No. 6 - defective drive
- 4312 - Rear remote control valve No. 6 - internal position sensor defective
- 4313 - Rear remote control valve No. 6 - Can not turn on the neutral
- 4314 - Rear remote control valve No. 6 - the valve is not in neutral when the ignition is switched on
- 4315 - Rear remote control valve No. 7 - Control message not received
- 4316 - Rear remote control valve No. 7 - control message is not valid
- 4317 - Rear remote control valve No. 7 - EEPROM error
- 4318 - Rear remote control valve No. 7 - No command to switch to neutral when power is applied
- 4319 - Rear remote control valve No. 7 - voltage drop below normal
- 4320 - Rear remote control valve No. 7 - overvoltage
- 4321 - Rear remote control valve No. 7 - Spool travel too small
- 4322 - Rear remote control valve No. 7 - Spool travel too large
- 4323 - Rear remote control valve No. 7 - Swing position not reached
- 4324 - Rear remote control valve No. 7 - manually operated
- 4325 - Rear remote control valve No. 7 - defective drive
- 4326 - Rear remote control valve No. 7 - internal position sensor defective
- 4327 - Rear remote control valve No. 7 - can not turn on the neutral
- 4328 - Rear remote control valve No. 7 - the valve is not in neutral when the ignition is switched on
- 4329 - Remote control remote control valve No. 8 - no control message received
- 4330 - Rear remote control valve No. 8 - control message is not valid
- 4331 - Rear remote control valve No. 8 - EEPROM error
- 4332 - Rear remote control valve No. 8 - No command to switch to neutral when power is applied
- 4333 - Rear remote control valve No. 8 - voltage drop below normal
- 4334 - Rear remote control valve No. 8 - overvoltage
- 4335 - Rear remote control valve No. 8 - Spool travel too small
- 4336 - Rear remote control valve No. 8 - Spool travel too large
- 4337 - Rear remote control valve No. 8 - Swing position not reached
- 4338 - Rear remote control valve No. 8 - manually operated
- 4339 - Rear remote control valve No. 8 - defective drive
- 4340 - Rear remote control valve No. 8 - internal position sensor defective

- 4341 - Rear remote control valve No. 8 - can not turn on the neutral
- 4342 - Rear remote control valve No. 8 - the valve is not in neutral when the ignition is switched on
- 4343 - Rear remote control valve No. 5 - not calibrated
- 4344 - Remote control remote control valve No. 6 - not calibrated
- 4345 - Rear remote control valve No. 7 - not calibrated
- 4346 - Rear remote control valve No. 8 - not calibrated
- 4347 - Rear remote control valve No. 6 - no connection
- 4348 - Rear remote control valve No. 7 - no connection
- 4349 - Rear remote control valve No. 8 - no connection
- 4350 - Rear remote control valve No. 6 - the spool is not calibrated
- 4351 - Rear remote control valve No. 7 - the spool is not calibrated
- 4352 - Rear remote control valve No. 8 - the spool is not calibrated
- 4353 - Short-circuit EHR FB 1 to high voltage source
- 4354 - EHR FB 1 valve, short to low voltage source
- 4355 - EHR FB 3 valve, short to high voltage source
- 4356 - EHR FB 3 valve, short to low voltage source
- 4357 - EHR valve, attachment lowering error
- 4358 - EHR valve, attachment error
- 5001 - After switching on the tractor power, a switch
- 5002 - IOM switch interlock
- 5008 - Simultaneously the IOM activation and deactivation switches are turned on; in one of the MOM switches, a short to the 12 V supply circuit
- 5009 - Open in the circuit or short circuit of the solenoid valve PTO to "mass"
- 5010 - Short circuit to + BAT in the solenoid valve PTO circuit with MOM off
- 5011 - Drive switched on, but no current detected
- 5012 - Excessive slippage of the MOM coupling for 5 seconds or more
- 5013 - Engine speed too low to turn on the PTO
- 5014 - A command was given to turn off the PTO, but the PTO speed is above zero
- 5015 - The software does not determine the speed of the MOM shaft within 3 seconds after the command is given to the IOM initial load valve
- 5016 - PTO rotation detected with PTO off and engine off
- 5017 - MOM coupling not locked after 6 seconds of coupling movement
- 5022 - With the engine switched off, the PTO switch is in the "on" position
- 5023 - Short to + BAT in the solenoid valve circuit of the MOM coupling lubricant when the PTO is switched off
- 5024 - Open circuit or short circuit of the solenoid valve of the MOM coupling lubricant to "earth"
- 5025 - Diagnosis of the drive monitoring module on the low pressure side of the PTO
- 5026 - Supply voltage too low 12 V to PTO
- 5027 - Short-circuit of low-pressure side of solenoid valve PTO to "ground"
- 5028 - Open circuit or short circuit to + BAT of the clutch speed sensor
- 5029 - Short to earth of the clutch speed sensor
- 5032 - Low power supply voltage 12VF3
- 6001 - Failure of the front differential lock solenoid valve
- 6002 - Differential lock solenoid valve failure
- 6003 - Stop lamp relay failure
- 6004 - Failure of rear differential lock switch
- 6006 - Failure of the front differential lock switch
- 6010 - Low power supply voltage 12VS1
- 6011 - Low power supply voltage 12VS2
- 6012 - Pressure of the pressure sensor in the steering system above the maximum permissible limit

6013 - Pressure of the pressure sensor in the steering system below the minimum permissible limit

ATC 122 - Open or short to the power supply of the mode selection potentiometer

ATC 125 - Short to high-pressure switch power supply (+)

ATC 127 - Short to high-pressure switch power supply (-)

ATC 128 - Short to ground of the high pressure switch (-)

ATC 129 - High pressure switch cyclic error (2 times per minute)

ATC 130 - Short to the power supply of the low pressure switch (+)

ATC 131 - Short to ground of the low pressure switch (+)

ATC 132 - Short to low-pressure switch power supply (-)

ATC 133 - Short to ground of the low pressure switch (-)

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