

Error Codes	Error String	Description
101	CRANK	A crank signal was not detected by the ECU1.
102	FUEL	The fuel sensor is open-circuit
103	EN TMP	The engine temperature sensor is open-circuited.
104	HYD TMP	The hydraulic temperature sensor is open-circuited.
105	SET PT	The throttle set potentiometer is open-circuited.
106	SENS PT	The throttle sense potentiometer is open-circuited.
107	OIL SW	The oil pressure switch is reporting oil pressure is present when the engine is not running.
108	FLYWHEEL	The flywheel sensor is reporting an engine speed even though the engine is not running.
109	ALT	The alternator is reporting a voltage even when the engine is not running.
110	THR SOL	The throttle solenoid is open-circuited. This can only be detected when the engine is not running.
111	BOOM SP	The boom lower speed regulation output is open-circuited.
113	MAX FLW	The max flow solenoid is open-circuited. For JS200W machines, this error can only be detected when the engine is not running due to the fact that this is a proportional valve on these machines.
115	BOOM	The boom priority solenoid is open-circuited.
116	FL PMP	The refuel pump output is open-circuited.
117	HORN	The horn output is open-circuited.

		The hydraulic pump is open-circuited. Because this is a proportional valve, this error can only be detected
118	HYD PMP	when the engine is not running.
119	SLW LCK	The slew lock solenoid is open-circuited.
120	HYD FAN	The hydraulic fan output is open-circuited. This can only be detected when the engine is not running.
121	SLW BRK	The slew brake solenoid is open-circuited.
122	SLW ST	The slew shut off solenoid is open-circuited.
127	TL CHNG	The travel change solenoid is open-circuited.
128	WASHER	The washer motor is open-circuited.
129	DOZER	The dozer solenoid is open-circuited.
130	GRB CW	The grab/rotate clockwise solenoid is open-circuited.
131	GRB CCW	The grab/rotate counter-clockwise solenoid is open-circuited.
132	LW FLOW	The low flow solenoid is open-circuited.
133	ISOL	The hydraulic isolator solenoid is open-circuited.
135	2 STAGE	The 2 nd stage relief solenoid is open-circuited.
136	QK HTCH	The quick hitch solenoid is open-circuited.
138	HAMMER	The hammer solenoid is open-circuited.
139	CUSHION	The hard/soft cushion solenoid is open-circuited.
142	ENG SD	The engine shutdown output is open-circuited.
143	GLW PLG	The glow plugs output is open-circuited.
156	TL FLW3	The travel flow 3 solenoid is open-circuited.
157	TL FLW2	The travel flow 2 solenoid is open-circuited.

158	GR CHNG	The M2 or gear change solenoid is open-circuited.
159	BRKE LT	The brake light output is open-circuited.
160	AXLE LK	The axle lock solenoid is open-circuited.
161	STAB UP	The stabilizer up (Rear Right on Auto's) solenoid is open-circuited.
162	STAB DN	The stabilizer down (Front Left / Front Dozer on Auto's) solenoid is open-circuited.
163	STAB LH	The stabilizer left (Rear Left / Rear Dozer on Auto's) solenoid is open-circuited.
164	STAB RH	The stabilizer right (Front Right on Auto's) solenoid is open-circuited.
165	CRUISE	The cruise control solenoid is open-circuited.
166	DIG ISL	The dig end isolation solenoid is open-circuited.
167	PRK BK	The M1 or park brake solenoid is open-circuited.
168	DRV ISL	The drive isolate solenoid is open-circuited.
202	FUEL	The fuel level sensor is short-circuited.
203	EN TMP	The engine temperature sensor is short-circuited.
204	HYD TMP	The hydraulic temperature sensor is short-circuited.
205	SET PT	The throttle set potentiometer is short-circuited.
206	SENS PT	The throttle sense potentiometer is short-circuited.
210	THR SOL	The throttle solenoid is short-circuited. This can only be detected when the engine is not running.
211	BOOM SP	The boom lower speed regulation output is short-circuited.
212	INT LT	The interior light is short-circuited.
213	MAX FLW	The max flow solenoid is short-circuited. For JS200W machines, this error can only be detected when the engine is not running due to the fact that this is a proportional valve on these machines.

214	BEACON	The beacon output is short-circuited.
215	BOOM PR	The boom priority solenoid is short-circuited.
216	FL PMP	The refuel pump solenoid is short-circuited.
217	HORN	The horn output is short-circuited.
218	HYD PMP	The hydraulic pump is short-circuited. Because this is a proportional valve, this error can only be detected when the engine is not running.
219	SLW LCK	The slew lock solenoid is short-circuited.
220	HYD FAN	The hydraulic fan solenoid is short-circuited. The fault can only be detected when the engine is not running.
221	SLW BRK	The slew brake solenoid is short-circuited.
222	SLW ST	The slew shut off solenoid is short-circuited.
223	LW WIPR	The lower wiper motor is short-circuited.
224	WIPER	The wiper motor is short-circuited.
225	LH CAB LT	The boom work light is short-circuited.
226	RH CAB LT	The toolbox work light is short-circuited.
227	TL CHNG	The travel change solenoid is short-circuited.
228	WASHER	The washer motor is short-circuited.
229	DOZER	The dozer solenoid is short-circuited.
230	GRB CW	The grab/rotate clockwise solenoid is short-circuited.
231	GRB CCW	The grab/rotate counter-clockwise solenoid is short-circuited.
232	LW FLOW	The low flow solenoid is short-circuited.

233	ISOL	The isolator solenoid is short-circuited.
234	EMG STP	The emergency stop solenoid is short-circuited.
235	2 STAGE	The 2 nd stage relief solenoid is short-circuited.
236	QK HTCH	The quick hitch solenoid is short-circuited.
237	TL ALRM	The travel alarm output is short-circuited.
238	HAMMER	The hammer solenoid is short-circuited.
239	CUSHION	The hard/soft cushion solenoid is short-circuited.
240	BOOM LT	The boom work light is short-circuited.
241	TLBX LT	The toolbox work light is short-circuited.
242	ENG SD	The engine shutdown solenoid is short-circuited.
243	GLW PLG	The glow plugs are short-circuited.
244	CNT LT	The counter-weight work light is short-circuited.
245	LH IND	The LH turn indicator is short-circuited.
246	LH SIDE	The LH sidelight is short-circuited.
247	LH FOG	The LH fog light is short-circuited.
248	LH MAIN	The LH main beam is short-circuited.
249	LH DIP	The LH dip beam is short-circuited.
250	RH IND	The RH turn indicator is short-circuited.
251	RH SIDE	The RH sidelight is short-circuited.
252	RH FOG	The RH fog light is short-circuited
253	RH MAIN	The RH main beam is short-circuited.
254	RH DIP	The RH dip beam is short-circuited.

255	HZD LED	The hazard LED is short-circuited.
256	TL FLW3	The travel flow 3 solenoid is short-circuited.
257	TL FLW2	The travel flow 2 solenoid is short-circuited.
258	GR CHNG	The M2 or gear change solenoid is short-circuited.
259	BRKE LT	The brake light output is short-circuited.
260	AXLE LK	The axle lock solenoid is short-circuited.
261	STAB UP	The stabilizer up solenoid is short-circuited.
262	STAB DN	The stabilizer down solenoid is short-circuited.
263	STAB LH	The stabilizer left solenoid is short-circuited.
264	STAB RH	The stabilizer right solenoid is short-circuited.
265	CRUISE	The cruise control solenoid is short-circuited.
266	DIG ISL	The dig end isolate solenoid is short-circuited.
267	PRK BK	The M1 or park brake solenoid is short-circuited.
268	DRV ISL	The drive isolate solenoid is short-circuited.
300	EC1 CAN	The ECU1 module is no longer communicating on the CAN bus.
301	ECW CAN	The ECUW module is no longer communicating on the CAN bus.
302	THRT CAL	The difference between the minimum and maximum calibration points for the throttle dial pot is less than 100 A/D points.
303	THRT CAL	The difference between the minimum and maximum calibration points for the throttle sense pot is less than 100 A/D points. This error does not exist on machines fitted with an EEC.

304	THRT CAL	The throttle dial pot is greater than 10% but the engine is still running at the idle position. This condition must exist for at least 15 seconds before it is reported. This error does not exist on machines fitted with an EEC.
305	THRT CAL	The error term of the PID algorithm is greater than 20 A/D points for more than 20 consecutive seconds.
