

Paccar MX13 EPA17 - Fault Code list

<https://www.truck-freeworkshop.com/paccar/>

P0016 = Cam sensor signal not in sync with engine position
P0017 = Crank sensor signal not in sync with engine position
P0027 = BPV position control fault
P0046 = VGT motor drive disabled fault detected
P0046 = VGT motor drive no reference fault detected
P0049 = Air Module VGT speed over range
P0069 = Boost air pressure out of range at powerup
P006B = Air pressure post-BPV out of range at powerup
P006C = Pre-compressor air pressure out of range at powerup
P0071 = Ambient air temperature rate of change fault
P0072 = Ambient air temperature under range
P0073 = Ambient air temperature over range
P0075 = Air Shutdown Actuator open circuit
P0076 = Air Shutdown Actuator short circuit low
P0077 = Air Shutdown Actuator short circuit high
P0079 = BPV sensor position out of range low fault
P0080 = BPV sensor position out of range high fault
P0087 = Fuel pressure too low warning
P0088 = Pressure relief valve is stuck in closed position
P0093 = Rail pressure drop fault
P0094 = Detects if the control PI trim (in OMV CLOSED LOOP state) drifts too far from the OMV open loop characteristics
P0095 = Post Intercooler Air Temperature out of range at powerup
P0096 = Post Intercooler Air Temperature rate of change fault
P0097 = Post Intercooler Air Temperature under range
P0098 = Post Intercooler Air Temperature over range
P009A = Ambient air temperature plausibility fault
P009F = Checks for stuck HPV by creating a small leak and looking at the MV closed loop trim (intrusive)
+ causes discharge disable
P00B7 = Coolant water pump too low flow
P00BA = Detects if rail pressure is too low to inject demanded pulses
P0107 = Boost air pressure under range
P0108 = Boost air pressure over range
P0110 = Air temp out of range at powerup
P0112 = Boost air temp under range
P0113 = Boost air temp over range
P0115 = Coolant temp out of range at powerup
P0116 = Coolant temp sensor rate of change fault
P0117 = Coolant temp sensor under range
P0118 = Coolant temp sensor over range
P011A = Stalling water pump detected.
P0121 = Sticking pedal fault

P0127 = Post Intercooler Air Temperature too high warning
P0128 = Coolant Thermostat (Coolant Temperature Below Thermostat Regulating Temperature)
P0130 = Wraf sensor age learning fault
P0135 = Wraf heater open circuit fault
P0148 = Main injection is being demanded and its timing is outside of the torque producing window
P0149 = Each pulse, when moving from the first pilot through to the last post, does not have an electrical timing that is greater than the injection scheduled before it
P0168 = Highest allowed fuel temp has been reached
P0180 = Fuel temp out of range at powerup
P0182 = Fuel temp under range
P0183 = Fuel temp overerrange
P018C = Fuel Filter differential pressure sensor under range
P018D = Fuel Filter differential pressure sensor over range
P0192 = Rail Pressure sensor out of range low
P0193 = Rail Pressure sensor out of range high
P0195 = Oil temperature out of range at powerup
P0197 = Oil temperature under range
P0198 = Oil temperature over range
P0201 = Cylinder 1: Injector spill valve open circuit
P0202 = Cylinder 2: Injector spill valve open circuit
P0203 = Cylinder 3: Injector spill valve open circuit
P0204 = Cylinder 4: Injector spill valve open circuit
P0205 = Cylinder 5: Injector spill valve open circuit
P0206 = Cylinder 6: Injector spill valve open circuit
P0216 = Due to no main injection present, the timing of post injections is restricted to a region which is considered to be non-torque producing
P0217 = Coolant temp too high warning level
P0219 = Overspeed warning
P0221 = EEC2 000974 out of range fault (Remote Accel Pedal CAN Fault)
P0261 = Cylinder 1: Injector spill valve low side short circuit to ground
P0262 = Cylinder 1: Injector spill valve low side short circuit to battery voltage
P0263 = Decrease in combustion in cylinder 1 relative to the others without causing complete failure
P0264 = Cylinder 2: Injector spill valve low side short circuit to ground
P0265 = Cylinder 2: Injector spill valve low side short circuit to battery voltage
P0266 = Decrease in combustion in cylinder 2 relative to the others without causing complete failure
P0267 = Cylinder 3: Injector spill valve low side short circuit to ground
P0268 = Cylinder 3: Injector spill valve low side short circuit to battery voltage
P0269 = Decrease in combustion in cylinder 3 relative to the others without causing complete failure
P0270 = Cylinder 4: Injector spill valve low side short circuit to ground
P0271 = Cylinder 4: Injector spill valve low side short circuit to battery voltage
P0272 = Decrease in combustion in cylinder 4 relative to the others without causing complete failure
P0273 = Cylinder 5: Injector spill valve low side short circuit to ground
P0274 = Cylinder 5: Injector spill valve low side short circuit to battery voltage
P0275 = Decrease in combustion in cylinder 5 relative to the others without causing complete failure
P0276 = Cylinder 6: Injector spill valve low side short circuit to ground
P0277 = Cylinder 6: Injector spill valve low side short circuit to battery voltage
P0278 = Decrease in combustion in cylinder 6 relative to the others without causing complete failure
P0281 = Cylinder 1 balancing correction angle above threshold
P0284 = Cylinder 2 balancing correction angle above threshold
P0287 = Cylinder 3 balancing correction angle above threshold

P0290 = Cylinder 4 balancing correction angle above threshold
P0293 = Cylinder 5 balancing correction angle above threshold
P0296 = Cylinder 6 balancing correction angle above threshold
P0298 = Fault data for the oil system temperature too high monitor
P029A = Injector drift is too large for injector 0.
P029C = Injector 1 multiple injection failure
P029E = Injector drift is too large for injector 1.
P02A0 = Injector 2 multiple injection failure
P02A2 = Injector drift is too large for injector 2.
P02A4 = Injector 3 multiple injection failure
P02A6 = Injector drift is too large for injector 3.
P02A8 = Injector 4 multiple injection failure
P02AA = Injector drift is too large for injector 4.
P02AC = Injector 5 multiple injection failure
P02AE = Injector drift is too large for injector 5.
P02B0 = Injector 6 multiple injection failure
P02CC = Minimum allowed Ton has been reached for injector 0.
P02CD = Maximum allowed Ton has been reached for injector 0.
P02CE = Minimum allowed Ton has been reached for injector 1.
P02CF = Maximum allowed Ton has been reached for injector 1.
P02D0 = Minimum allowed Ton has been reached for injector 2.
P02D1 = Maximum allowed Ton has been reached for injector 2.
P02D2 = Minimum allowed Ton has been reached for injector 3.
P02D3 = Maximum allowed Ton has been reached for injector 3.
P02D4 = Minimum allowed Ton has been reached for injector 4.
P02D5 = Maximum allowed Ton has been reached for injector 4.
P02D6 = Minimum allowed Ton has been reached for injector 5.
P02D7 = Maximum allowed Ton has been reached for injector 5.
P0301 = Major decrease in combustion in cylinder 1 relative to the others.
P0301 = Major decrease in combustion in cylinder 1 relative to the others.
P0302 = Major decrease in combustion in cylinder 2 relative to the others.
P0302 = Major decrease in combustion in cylinder 2 relative to the others.
P0303 = Major decrease in combustion in cylinder 3 relative to the others.
P0303 = Major decrease in combustion in cylinder 3 relative to the others.
P0304 = Major decrease in combustion in cylinder 4 relative to the others.
P0304 = Major decrease in combustion in cylinder 4 relative to the others.
P0305 = Major decrease in combustion in cylinder 5 relative to the others.
P0305 = Major decrease in combustion in cylinder 5 relative to the others.
P0306 = Major decrease in combustion in cylinder 6 relative to the others.
P0306 = Major decrease in combustion in cylinder 6 relative to the others.
P0315 = CSID_Norm_rpm_offset_learned is out of range for the reference injector
P0335 = Crank sensor signal not present or not plausible
P0336 = High frequency corruption of crank signal during normal running
P0340 = Cam sensor signal not present or not plausible (assumed that crank sensor has previously established sync)
P0341 = High frequency corruption of cam signal during normal running.
P0403 = EGR Power supply fault
P0404 = EGR position control fault
P0405 = EGR position sensor min range fault
P0406 = EGR position sensor max range fault

P0407 = Venturi delta pressure out of range low
P0408 = Venturi delta pressure out of range high
P040B = Venturi power-up temperature invalid
P040C = Venturi temperature out of range low
P040D = Venturi temperature out of range high
P040F = Venturi Delta Pressure Plausibility (Negative) fault
P0420 = CAN Aftertreatment 1 SCR Catalyst Conversion Efficiency data out of range
P0460 = DD 000096 out of range fault
P0471 = Pre-turbine air pressure out of range at powerup
P0472 = Pre-turbine air pressure under range fault
P0473 = Pre-turbine air pressure over range fault
P047C = Air pressure post-BPV under range
P047D = Air pressure post-BPV over range
P0480 = Fan low side driver open circuit
P0486 = Venturi delta pressure not consistent at power up
P0488 = Egr Valve Leakage warning
P0493 = Fan speed fault detected
P04AB = Fan speed acceleration fault
P0501 = Vehicle speed plausibility fault
P0502 = Vehicle speed sensor short circuit to ground
P0503 = Vehicle speed out of range
P0505 = idle speed control monitoring
P0513 = Bad immobilizer key. May prevent start.
P0521 = Oil pressure sensor plausibility fault.
P0522 = Oil pressure out of range low
P0523 = Oil pressure out of range high.
P0524 = Fault data for the oil system pressure too low monitor
P0527 = Fan speed out of range high
P0528 = Fan speed out of range low
P0541 = PHT ext pwm driver short circuit low (Grid Heater Relay circuit)
P0542 = PHT ext pwm driver short circuit high (Grid Heater Relay circuit)
P0543 = PHT ext pwm driver open circuit (Grid Heater Relay circuit)
P0562 = System battery voltage too low.
P0563 = System battery voltage too high.
P0567 = Fault data received for Resume switch
P0567 = Fault data received for Resume switch
P0568 = Fault data received for Set switch
P0568 = Fault data received for Set switch
P0571 = Brake switch data faulty
P0571 = Brake switch data faulty
P060C = Injectors not connected to ECU
P062A = Detects if the control PI trim (in OMV CLOSED LOOP state) drifts too far from the OMV open loop characteristics
P062B = Injector boost voltage over range
P062B = Zero Torque Monitor has detected a torque producing injection pulse when the Fuel demand is zero.
P062D = Injector boost voltage under range
P0640 = Preheat relay short circuit (Grid Heater Relay circuit)
P0642 = Pedal2 supply under range
P0643 = Pedal2 supply over range

P0650 = Mil lamp driver open circuit fault
P0652 = Pedal supply under range
P0653 = Pedal supply over range
P0666 = Internal ECU Temp out of range at powerup
P0668 = Internal ECU Temperature under range
P0669 = Internal ECU Temperature over range
P0685 = ECU will lose power & be unable to power up again or will be permanently powered on.
P0691 = Fan low side driver short circuit low
P0692 = Fan low side driver short circuit high
P0698 = Sensor supply voltage underrange
P0699 = Sensor supply voltage overrange
P06AD = Internal Injector Driver temperature sensor - under range or short circuit to ground
P06AE = Internal Injector Driver temperature sensor - over range or short circuit to High rail
P0703 = EBC1 001121 out of range fault
P081C = Fault data received for Parking_brake_sw
P081C = Fault data received for Parking_brake_sw
P0830 = Clutch switch plausible fault
P0833 = Fault data received for Clutch_sw
P0833 = Fault data received for Clutch_sw
P0865 = Propb AST message rate too low fault
P0866 = Propb AST message rate too high fault
P0A1F = Low battery voltage level
P101C = BPV position fault while engine is in SCR heating mode
P101D = BPV position fault while engine is not in SCR heating mode
P101E = BPV CAN sensor has permanent governor deviation
P101F = BPV CAN sensor overload
P1020 = BPV CAN sensor unspecified actuator fault
P1021 = BPV CAN sensor command timeout
P1022 = BPV CAN sensor current too high
P1023 = BPV CAN sensor temperature too high
P1024 = BPV CAN sensor power supply fault
P1025 = BPV CAN sensor position fault
P1026 = BPV CAN sensor calibration fault
P1027 = BPV Power supply fault
P102A = Post Air Temperature BPV over range
P102B = Post Air Temperature BPV under range
P102C = Broken Turbine fault
P102D = AMF CAN sensor burn off timeout fault
P102E = AMF PCB temperature out of range at powerup
P102F = BPV temperature out of range at powerup
P1030 = EGR temperature out of range at powerup
P1031 = Vehicle speed acceleration/deceleration diagnostic fault
P1032 = Vehicle speed not zero at key on check fault
P1037 = Air pressure pre-BPV under range
P1038 = Air pressure pre-BPV over range
P1039 = DOCP Doc pressure too high fault
P103C = NOXCD NOx controller feedback monitor, inner clamping symptom
P103D = NOXCD NOx controller feedback monitor, EGR actuation limited symptom (low limit)
P103E = NOXCD NOx controller feedback monitor, EGR actuation limited symptom (high limit)
P103F = NOXCD NOx controller feedback monitor, VGT surge clamping symptom

P1040 = DOCP Doc pressure too low fault
 P1042 = EMPCD P3 (exhaust air pressure before turbine) controller feedback monitor, inner clamping symptom
 P1043 = EMPCD P3 (exhaust air pressure before turbine) controller feedback monitor, VGT actuation limited symptom (low limit)
 P1044 = EMPCD P3 (exhaust air pressure before turbine) controller feedback monitor, VGT actuation limited symptom (high limit)
 P1045 = EMPCD P3 (exhaust air perssure before turbine) controller feedback monitor, VGT surge clamping symptom
 P1046 = High error fault of FAFPD diagnosis in idle
 P1047 = Low error fault of FAFPD diagnosis in idle
 P1048 = High error fault of FAFPD diagnosis in overrun
 P1049 = Low error fault of FAFPD diagnosis in overrun
 P104A = Error of the FAFPD overflow diagnosis
 P104B = APSPD P2 (boost air pressure) sensor plausibility fault (high threshold)
 P104C = APSPD P2 (boost air pressure) sensor plausibility fault (low threshold)
 P104D = APSPD P3 (exhaust air pressure before turbine) sensor plausibility fault (high threshold)
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 P1050 = APSPD P5 (pre-DOC (or pos BPV) air pressure) sensor plausibility fault
 P1051 = SFS Preheat Plausibility fault
 P1053 = SFS Speed Plausibility fault
 P1054 = SFS Downhill Speed Controller Plausibility fault
 P1055 = SFS Retarder Plausibility fault
 P1057 = APSPD P3 (exhaust air pressure before turbine) sensor plausibility fault (low threshold)
 P1058 = APSPD Boost air pressure lo fault
 P1062 = SFS Cruise control Plausibility fault
 P1081 = Fuel temperature plausibility fault
 P1086 = Detects if the pressure in the rail does not rise within a given time period after the running of the engine, a keyoff-keyon or the entrance into
 P1087 = Fuel pressure low warning
 P1088 = Detects when rail pressure goes over threshold (APV) in the absence of railp sensor fault
 P1089 = Detects when rail pressure goes over threshold (APV) in the absence of railp sensor fault
 P108A = Build up fault when low pres supply insufficient.
 P1090 = Detects when rail pressure goes over threshold (APV) in the absence of railp sensor fault
 P1091 = Rail Pressure Sensor high plausibility fault detected via HPV learning check.
 P109C = High Pressure (dump) Valve current feedback min range fault
 P109D = High Pressure (dump) Valve current feedback max range fault
 P1105 = Engine Protection System - Approaching Shutdown state
 P1106 = Engine Protection System - Derated performance state
 P1110 = Intake air cooling temperature out of range
 P1111 = Boost air temp rate of change fault
 P1115 = Coolant temp high warning level
 P1122 = Sticking cruise fault
 P1127 = Post Intercooler Air Temperature high warning
 P1128 = Air temp too high
 P1133 = WRAF heater CJ125 short-circuit to battery fault for heater diagnostic
 P1134 = WRAF heater CJ125 short-circuit to ground fault for heater diagnostic
 P1135 = WRAF heater CJ125 short-to-battery fault
 P1136 = WRAF heater CJ125 short-to-ground fault

P1137 = Wraf heater supply voltage test fault
P1138 = WRAF heater CJ125 undervoltage fault
P1139 = Wraf heater calibration test fault
P113A = Wraf heater control test fault
P113B = Wraf heater spi test fault
P1158 = Front Axle LH Wheel Speed out of range fault
P1159 = Front Axle RH Wheel Speed out of range fault
P1160 = Rear Axle LH Wheel Speed out of range fault
P1161 = Rear Axle RH Wheel Speed out of range fault
P1162 = TCO1 message vehicle speed out of range fault
P1163 = Transmission output shaft speed out of range
P1167 = Indicates warning of leak flow restriction is blockage
P1168 = Indicates that leak flow restriction is blocked
P1171 = AFC correction minimum limits have been reached. System may be running lean.
P1172 = AFC correction maximum limits have been reached. System may be running rich.
P1180 = Fuel is hot due to too low fuel level and high amb temp.
P1181 = Fuel temp rate of change fault
P118A = Control error HPV pos when low pres supply insufficient.
P1191 = Indicates that the fuel filter is clogged
P1194 = Indicates that the fuel filter is very clogged
P1195 = Rail pressure calibration medium range fault
P1196 = Rail pressure calibration high range fault
P1197 = Rail pressure gradient fault
P1201 = Cylinder 1: Injector needle valve open circuit
P1202 = Cylinder 1: Injector needle valve short circuit across injector
P1203 = Cylinder 1: Injector needle valve low side short circuit to ground
P1204 = Cylinder 1: Injector needle valve low side short circuit to battery voltage
P1205 = Cylinder 5: Injector needle valve open circuit
P1206 = Cylinder 5: Injector needle valve short circuit across injector
P1207 = Cylinder 5: Injector needle valve low side short circuit to ground
P1208 = Cylinder 5: Injector needle valve low side short circuit to battery voltage
P1209 = Cylinder 3: Injector needle valve open circuit
P1210 = Cylinder 3: Injector needle valve short circuit across injector
P1211 = Cylinder 3: Injector needle valve low side short circuit to ground
P1212 = Cylinder 3: Injector needle valve low side short circuit to battery voltage
P1213 = Cylinder 6: Injector needle valve open circuit
P1214 = Cylinder 6: Injector needle valve short circuit across injector
P1215 = Cylinder 6: Injector needle valve low side short circuit to ground
P1216 = Cylinder 6: Injector needle valve low side short circuit to battery voltage
P1217 = Cylinder 2: Injector needle valve open circuit
P1218 = Cylinder 2: Injector needle valve short circuit across injector
P1219 = Cylinder 2: Injector needle valve low side short circuit to ground
P1220 = Cylinder 2: Injector needle valve low side short circuit to battery voltage
P1221 = Cylinder 4: Injector needle valve open circuit
P1222 = Cylinder 4: Injector needle valve short circuit across injector
P1223 = Cylinder 4: Injector needle valve low side short circuit to ground
P1224 = Cylinder 4: Injector needle valve low side short circuit to battery voltage
P1225 = Cylinder 1 2 or 3: Injector needle valve high side short circuit to ground
P1226 = Cylinder 1 2 or 3: Injector needle valve high side short circuit to battery voltage
P1227 = Cylinder 4 5 or 6: Injector needle valve high side short circuit to ground

P1228 = Cylinder 4 5 or 6: Injector needle valve high side short circuit to battery voltage
P1230 = Cylinder 1: Injector spill valve short circuit across injector
P1234 = Cylinder 5: Injector spill valve short circuit across injector
P1235 = Turbo Speed Plausibility fault
P1238 = Cylinder 3: Injector spill valve short circuit across injector
P1242 = Cylinder 6: Injector spill valve short circuit across injector
P1246 = Cylinder 2: Injector spill valve short circuit across injector
P1250 = Cylinder 4: Injector spill valve short circuit across injector
P1263 = Increase in combustion in cylinder 1 relative to the others.
P1266 = Increase in combustion in cylinder 2 relative to the others.
P1269 = Increase in combustion in cylinder 3 relative to the others.
P1272 = Increase in combustion in cylinder 4 relative to the others.
P1275 = Increase in combustion in cylinder 5 relative to the others.
P1278 = Increase in combustion in cylinder 6 relative to the others.
P127A = EGR mass flow sensor egr too low fault data
P127B = EGR mass flow sensor egr too high fault data
P127C = EGR mass flow sensor plausibility fault data
P1280 = AMF CAN sensor flow out of range
P1281 = AMF CAN sensor reduced accuracy
P1282 = AMF CAN sensor pulsation compensation active fault
P1283 = AMF CAN sensor pulsation detected
P1284 = AMF CAN sensor medium temperature out of range
P1285 = AMF CAN sensor checksum error
P1286 = AMF CAN sensor defective
P1287 = AMF CAN sensor pcb over temperature
P1288 = AMF CAN sensor supply voltage out of range
P1289 = AMF CAN sensor water droplet impact fault
P128A = AMF CAN sensor burn off failed
P128A = Control error OMV pos when low pres supply insufficient.
P128E = Detects if the rail pressure error is low in rail discharge mode
P128F = Detects if the rail pressure error is high in rail discharge mode
P1298 = Fault data for the oil system temperature high monitor
P12CD = Too long time between two tests at a certain rail pressure for injector 0.
P12CF = Too long time between two tests at a certain rail pressure for injector 1.
P12D1 = Too long time between two tests at a certain rail pressure for injector 2.
P12D3 = Too long time between two tests at a certain rail pressure for injector 3.
P12D5 = Too long time between two tests at a certain rail pressure for injector 4.
P12D7 = Too long time between two tests at a certain rail pressure for injector 5.
P1300 = Combustion fault diagnosed by CSID module
P1301 = Intermittent misfire cylinder 1
P1302 = Intermittent misfire cylinder 5
P1303 = Intermittent misfire cylinder 3
P1304 = Intermittent misfire cylinder 6
P1305 = Intermittent misfire cylinder 2
P1306 = Intermittent misfire cylinder 4
P1335 = No crank signal - Start on cam only.w/ fixed timing
P1336 = High frequency corruption of crank signal during start up.
P1340 = No cam sync - Possible long cranking period
P1341 = High frequency corruption of cam signal during start up. Possible long crank
P1350 = VGT status invalid fault detected

P1351 = VGT data unreliable fault detected
P1352 = VGT learn fault detected
P1354 = VGT power supply low fault detected
P1356 = VGT temperature too high fault detected
P138A = Control error discharge pos when low pres supply insufficient.
P1400 = EGR high rate fault when estimated EGR rate is greater than a APV
P1401 = CCV pressure sensor max range fault
P1402 = CCV pressure sensor min range fault
P1403 = CCV pressure sensor offset fault
P1404 = CCVCD fault if pressure sensor reading deviates too much from expected value at key on
P1405 = Venturi pressure out of range low
P1406 = Venturi pressure out of range high
P1407 = CCVCD leakage fault
P1408 = CCVCD fault if pressure has been detected as too high
P1409 = EGR - Filtered air pressure high fault when air pressure is greater than a APV
P140A = CCVCD fault if pump (rotor) speed is detected to be too high
P140B = Venturi temperature rate of change fault
P140C = CCV inlet temperature sensor under range
P140D = CCV inlet temperature sensor over range
P140E = CCVCD fault if pump (rotor) speed is detected to be too low
P140F = Venturi Delta Pressure Plausibility (Positive) fault
P141C = CCV outlet temperature sensor under range
P141D = CCV outlet temperature sensor over range
P1457 = Egr / Egr cooler temperature High warning
P1458 = EGR output temperature differs from the predicted EGR temperature
P1480 = EGR CAN sensor has permanent governor deviation
P1481 = EGR CAN sensor overload
P1482 = EGR CAN sensor unspecified actuator fault
P1483 = EGR CAN sensor command timeout
P1484 = EGR CAN sensor current too high
P1485 = EGR CAN sensor temperature too high
P1486 = EGR CAN sensor power supply fault
P1487 = EGR CAN sensor position fault
P1488 = EGR CAN sensor calibration fault
P1489 = EGR valve stuck closed
P148A = OMV trim hi when low pres supply insufficient.
P1490 = EGR valve stuck open
P1493 = Fan speed out of range low fault
P1494 = Fan speed out of range high fault
P1495 = EGR failure detected causing fuel derate
P1496 = System fault has caused the system to go into PM mode and close EGR valve.
P1497 = EGR position fault while engine is in SCR heating mode
P1498 = EGR position fault while engine is not in SCR heating mode
P1501 = Vehicle speed sensor open circuit
P1502 = Vehicle speed pulse width modulated mark space ratio
P1503 = Vehicle speed sensor short circuit to battery voltage
P1504 = Vehicle speed pulse width modulated duty cycle
P1505 = Vehicle speed sensor frequency
P150F = Oil level startup low warning level
P1513 = DEFOI Urea consumption category fault

P1514 = DEFOI Urea dosing category fault
P1515 = DEFOI EGR system category fault
P1516 = DEFOI Monitor system category fault
P1517 = DEFOI Urea quality category fault
P1518 = DEFOI Torque reduction fault
P1519 = DEFOI urea level warning fault (1st threshold)
P151A = DEFOI vehicle speed limit fault
P151B = DEFOI upcoming vehicle speed limit warning fault
P151C = DEFOI urea level low fault (2nd threshold)
P151D = DEFOI urea level medium fault (3rd threshold)
P151E = DEFOI urea severe fault (4th threshold)
P151F = DEFOI Engine speed limit failure
P1523 = Oil pressure too high
P1524 = Fault data for the oil system pressure low monitor
P1526 = CM1 000986 out of range fault
P1529 = Crankcase gas flow efficiency low
P153A = Crankcase gas flow leak
P153B = Crankcase Oil Mist Separator rotor underspeed
P153C = Crankcase Oil Mist Separator rotor overspeed
P1556 = Coolant Level Sensor Plausibility fault
P1558 = Coolant level sensor under range two
P1559 = Coolant level sensor over range two
P1560 = Coolant Level Low warning
P1563 = Battery supply too low
P1564 = Fuel Pressure out of range at powerup
P1565 = Idle diagnostic speed error fault
P1566 = Idle diagnostic fuel error fault
P1567 = Acceleration pedal angle fault
P1568 = Coolant Pump 1 PWM driver short circuit low
P1569 = Coolant Pump 1 PWM driver short circuit high
P156A = Coolant Pump 1 PWM driver short open circuit
P156B = Coolant Pump 2 PWM driver short circuit low
P156C = Coolant Pump 2 PWM driver short circuit high
P156D = Coolant Pump 2 PWM driver short open circuit
P156E = Tachometer PWM driver short circuit low
P156F = Tachometer PWM driver short circuit high
P1570 = Oil Temperature signal warm up fault
P1571 = Oil Temperature signal normal operation fault
P1572 = Post Compressor temperature plausibility fault
P1573 = Intake Manifold Air Temperature too high
P1580 = Turbo speed malfunction low
P1581 = Turbo speed malfunction high
P158A = HPV trim HI when low pres supply insufficient.
P1601 = Customer data area checksum failure
P160A = Scheduler integrity error
P1644 = Sensor 5V reference over range
P1645 = Sensor 5V reference under range
P1650 = Red stop lamp low side driver open circuit
P1652 = Red stop lamp low side driver short circuit high
P1653 = Amber warning lamp low side driver open circuit

P1655 = Amber warning lamp low side driver short circuit high
P1682 = Oil level high side driver open circuit
P1683 = Oil level high side driver short circuit high
P1684 = Oil level high side driver short circuit low
P1686 = Starter motor low side driver open circuit
P1687 = Starter motor low side driver short circuit high
P1688 = Starter motor low side driver short circuit low
P1693 = Ether Fluid Control ext pwm driver open circuit / short circuit high
P1694 = Ether Fluid Control ext pwm driver short circuit low
P1698 = Voltage reference 4 minimum range fault
P1699 = Voltage reference 4 maximum range fault
P1704 = O2SRD Lambda Sensor Dynamic Overrun Diagnostic
P1705 = O2SRD Lambda Sensor Model Dynamic Response Diagnostic low fault
P1706 = O2SRD Lambda Sensor Model Dynamic Response Diagnostic high fault
P1707 = O2SPD Lambda Sensor NOx sensor plausibility low fault
P1708 = O2SPD Lambda Sensor NOx sensor plausibility high fault
P1709 = O2SPD Lambda Sensor Overrun diagnostic
P170A = O2SPD Lambda Sensor Model Level Plausibility level low fault
P170B = O2SPD Lambda Sensor Model Level Plausibility level high fault
P170C = UNSRD NOx Sensor Overrun diagnostic
P170D = UNSRD NOx Sensor Up Model Dynamic Response negative fault
P170E = UNSRD NOx Sensor Up Model Dynamic Response positive fault
P170F = UNSPD NOx Sensor Overrun diagnostic
P1710 = UNSPD NOx Model NOx Plausibility low fault
P1711 = UNSPD NOx Model NOx Plausibility high fault
P1717 = ARSPD T5 Plausibility Check
P1718 = NOXCD NOx Control Deviation Diagnosis - positive
P1719 = NOXCD NOx Control Deviation Diagnosis - negative
P171B = EGRRD NOx Governor Slow Response - decrement
P171C = EGRRD NOx Governor Slow Response - increment
P171D = EMTVP T3 Model disable diagnosis
P1721 = SCRTD Heating Mode diagnosis
P1722 = BPVDD Back Pressure Valve Diagnostic
P1723 = EMPCD P3 ControlDeviation diagnosis fault - positive
P1724 = EMPCD P3 ControlDeviation diagnosis fault - negative
P1726 = EMPRD P3 Governor Slow Response diagnosis
P1727 = VGTDD Actuator PosDev diagnosis
P1729 = DPFRM NMD regeneration Time out fault
P1751 = Mil lamp driver short circuit to battery fault
P1839 = Upstream NOx sensor AT1IGC1 high rate fault
P1840 = Upstream NOx sensor AT1IGC1 low rate fault
P1841 = Upstream NOx sensor AT1IGC2 high rate fault
P1842 = Upstream NOx sensor AT1IGC2 low rate fault
P1845 = Upstream NOx sensor compatibility monitor fault
P1846 = Upstream NOx sensor ECU-ID message high rate fault
P1847 = Upstream NOx sensor ECU-ID message low rate fault
P1848 = Upstream NOx sensor heater FMI monitor fault
P1849 = Upstream NOx sensor heater response monitor fault.
P1850 = Upstream NOx sensor heater-related data not available fault
P1851 = Upstream NOx sensor heater-related data out of range fault

P1852 = Upstream NOx sensor info-related data not available fault
P1853 = Upstream NOx sensor info-related data out of range fault
P1854 = Upstream NOx sensor NOx FMI monitor circuit fault
P1855 = Upstream NOx sensor NOx persistent invalid monitor fault
P1856 = Upstream NOx sensor NOx signal-related data not available fault
P1857 = Upstream NOx sensor NOx signal-related data out of range fault
P1858 = Upstream NOx sensor O2 FMI monitor circuit fault
P1859 = Upstream NOx sensor O2 persistent invalid monitor fault
P1860 = Upstream NOx sensor O2 signal-related data not available fault
P1861 = Upstream NOx sensor O2 signal-related data out of range fault
P1862 = Upstream NOx sensor power status low monitor faults
P1863 = Propb AST 522902 out of range fault
P1863 = Upstream NOx sensor power-related data not available fault
P1864 = AFC slow learn compensation under range.
P1864 = Upstream NOx sensor power-related data out of range fault
P1865 = AFC slow learn compensation over range.
P1866 = Exhaust Gas Pressure (pre turbine) sensor out of range high
P1867 = Exhaust Gas Temperature (post BPV) sensor out of range high
P1868 = Ambient air temperature sensor out of range high
P1869 = Fuel temperature sensor out or range low
P1870 = Crankcase ventilation pressure sensor out of range low
P1871 = Turbocharger compressor pressure sensor out of range low
P1872 = Turbocharger compressor pressure sensor out of range high
P1873 = Turbocharger compressor temperature sensor out of range low
P1874 = Turbocharger compressor temperature sensor out of range high
P1875 = Relative humidity sensor out of range low
P1876 = Barometric pressure sensor out of range high
P1876 = Ambeint air temperature sensor out of range low
P1878 = CCV pump speed sensor out or range high
P1879 = Coolant temperature sensor out of range high
P187B = Coolant pump speed sensor out of range high
P1880 = Fuel pressure sensor out of range high
P1882 = Fuel temperature sensor out of range high
P1887 = Post BPV pressure sensor out of range high
P188C = Air pressure sensor out of range high
P1891 = Pre turbine pressure sensor out of range low
P1896 = Turbo speed sensor out of range high
P1909 = Fault data for upstream NOx sensor heater warmup monitor.
P2104 = Engine Protection System - Warning state
P2105 = Warning lamp that engine is being shutdown in a specified time
P2147 = Cylinder 1 2 or 3: Injector spill valve high side short circuit to ground
P2148 = Cylinder 1 2 or 3: Injector spill valve high side short circuit to battery voltage
P2150 = Cylinder 4 5 or 6: Injector spill valve high side short circuit to ground
P2151 = Cylinder 4 5 or 6: Injector spill valve high side short circuit to battery voltage
P2181 = CPM warm-up temperature out of range
P2183 = CPM Engine coolant temperature
P2184 = Coolant temperature for water pump out of range low
P2185 = Coolant temperature for water pump out of range high
P2199 = Turbo inlet power-up temperature invalid
P2226 = Ambient air pressure out of range at powerup

P2227 = Ambient air pressure rate of change fault
P2228 = Ambient air pressure under range
P2229 = Ambient air pressure over range
P222C = Internal Barometric (Ambient) Air Pressure sensor - over range or short circuit to high rail
P222D = Internal Barometric (Ambient) Air Pressure sensor - under range or shortcut to ground
P2237 = Wraf sensor open circuit on lpk signal
P2238 = Wraf sensor low lpk signal fault
P2239 = Wraf sensor high lpk signal fault
P2264 = WIFD water in fuel fault
P2266 = WIFD sensor under range
P2275 = WIFD sensor over range
P228C = Detects if rail pressure error is low in MV only mode
P228D = Detects if rail pressure error is high in MV only mode
P228E = Detects if the rail pressure error is low in HPV only mode
P228F = Detects if the rail pressure error is high in HPV only mode
P2294 = High Pressure (dump) Valve open circuit fault
P2295 = High Pressure (dump) Valve short to ground fault
P2296 = High Pressure (dump) Valve short to battery fault
P229A = HPV closed loop current control min saturation
P229B = HPV closed loop current control max saturation
P229C = Detects if HPV current drifts too far off the open loop characteristic, during CLOSED LOOP
P229D = Detects if HPV current drifts too far off the open loop characteristic, during CLOSED LOOP
P2457 = Venturi temperature too high warning
P2458 = CM1 003696 out of range fault
P2459 = CM1 003695 out of range fault
P245C = EGR cooler bypass position sensor min range fault
P245D = EGR cooler bypass position sensor max range fault
P2507 = Power off duration plausibility check
P250A = Oil level diag low warning level
P250B = Oil level startup not plausible
P250C = Oil level sensor voltage out of range low. An unintentional electrical path from sensor to mass is present.
P250D = Oil level sensor voltage out of range high. Bad connector or open circuit.
P250E = Oil level Diagnostic tendency low warning
P250F = Oil level startup very low warning level
P252F = Oil level high warning level
P2530 = Engine run time plausibility fault
P253B = Engine PTO Set switch data out of range
P2541 = Fuel pressure sensor underrange
P2542 = Fuel pressure sensor overrange
P2544 = Propb VIC 523025 out of range fault
P2558 = Coolant level sensor under range one
P2559 = Coolant level sensor over range one
P2560 = Coolant Level Too Low warning
P2563 = VGT Position control abnormality detected
P2579 = Turbo speed Irrational fault
P2580 = Turbo speed out of range low
P2581 = Turbo speed out of range high
P2600 = Fault to indicate an open circuit failure is detected on the coolant pump output control
P2600 = Coolant water pump open circuit electrical fault

P2602 = Fault to indicate a min range failure is detected on the pump speed sensor
P2602 = Coolant pump speed under range
P2603 = Fault to indicate a max range failure is detected on the pump speed sensor
P2603 = Coolant pump speed over range
P2604 = Fault to indicate a short circuit to battery is detected on the coolant pump output control
P2604 = Coolant water pump short circuit to battery electrical fault
P2605 = Fault to indicate a short circuit to ground is detected on the coolant pump output control
P2605 = Coolant water pump short circuit to ground electrical fault
P2609 = Preheat relay open circuit
P262B = Low Power Counter Battery Supply (PERMBATT) OC Fault
P268A = Ton plausibility fault
P268C = Trim codes not matched to injector 1
P268D = Trim codes not matched to injector 2
P268E = Trim codes not matched to injector 3
P268F = Trim codes not matched to injector 4
P2690 = Trim codes not matched to injector 5
P2691 = Trim codes not matched to injector 6
P3003 = Battery supply low
P30B3 = Upstream NOx sensor AT1IG1 message low rate fault
P3100 = Coolant water pump too high flow
P3101 = Coolant water pump extreme too low flow
P3103 = Fault to indicate the coolant flow is persistent too high
P3405 = Jake brake Cy1 high side driver open circuit
P3407 = Jake brake Cy1 high side driver short circuit low
P3408 = Jake brake Cy1 high side driver short circuit high
P3413 = Jake brake Cy2 high side driver open circuit
P3415 = Jake brake Cy5 high side driver short circuit low
P3416 = Jake brake Cy5 high side driver short circuit high
P3421 = Jake brake Cy3 high side driver open circuit
P3423 = Jake brake Cy3 high side driver short circuit low
P3424 = Jake brake Cy3 high side driver short circuit high
P3429 = Jake brake Cy6 high side driver open circuit
P3431 = Jake brake Cy6 high side driver short circuit low
P3432 = Jake brake Cy6 high side driver short circuit high
P3437 = Jake brake Cy5 high side driver open circuit
P3439 = Jake brake Cy5 high side driver short circuit low
P3440 = Jake brake Cy5 high side driver short circuit high
P3445 = Jake brake Cy6 high side driver open circuit
P3447 = Jake brake Cy6 high side driver short circuit low
P3448 = Jake brake Cy6 high side driver short circuit high
P3750 = EGTS_DOC_IN_OOR_HI_ERR
P3751 = EGTS_DOC_IN_OOR_LO_ERR
P3752 = DOC_IN_IR_DELTAT_ERR
P3753 = EGTS_DOC_OUT_OOR_HI_ERR
P3754 = EGTS_DOC_OUT_OOR_LO_ERR
P3755 = DOC_OUT_IR_DELTAT_ERR
P3756 = EGTS_DPF_OUT_OOR_HI_ERR
P3757 = EGTS_DPF_OUT_OOR_LO_ERR
P3758 = DPF_OUT_IR_DELTAT_ERR
P3759 = EMPTY

P3760 = DOC_IN_KEYON_IRH_ERR
P3761 = DOC_OUT_KEYON_IRH_ERR
P3762 = DPF_DELTAP_OOR_HI_ERR
P3763 = DPF_DELTAP_OOR_LO_ERR
P3764 = ACM_DPF_DELTAP_KEYONOFF_ERR
P3765 = DPF_DELTAP_DITHER_ERR
P3766 = DPF_OUTP_OOR_HI_ERR
P3767 = DPF_OUTP_OOR_LO_ERR
P3768 = ACM_DPF_OUTP_KEYONOFF_ERR
P3769 = DPF_OUTP_DITHER_ERR
P3770 = DPF_OUTP_HIGH_ERR
P3771 = DPF_OUT_KEYON_IRH_ERR
P3772 = DOC_IN_IRL_ERR
P3773 = SCR_CTRL3_INNER_LOOP_USEDUP_ERR
P3774 = SCR_CTRL3_OUTER_LOOP_USEDUP_ERR
P3775 = SCR_CTRL3_USEDUP_ERR
P3776 = DOC_NMHC_LOW_EFF_ERR
P3777 = UREA_DOSER_INJ_ELEC_HS_STB_ERR
P3778 = DOC_NOT_PRESENT_ERR
P3779 = DOC_OUT_OVERTEMP_ERR
P3780 = DOC_SEVERE_TMPTR_LATCHED_ERR
P3781 = DOC_IN_NR_SEVERE_TMPTR_ERR
P3782 = DOC_OUT_NR_SEVERE_TMPTR_ERR
P3783 = DOC_DELTA_NR_SEVERE_TMPTR_ERR
P3784 = DOC_OUT_IRL_ERR
P3785 = DPF_OUT_IRL_ERR
P3786 = PID_SLIP_USEDUP_ERR
P3787 = DOSER_USEDUP_DFM_ERR
P3788 = EMPTY
P3789 = DPF_SEVERE_TMPTR_LATCHED_ERR
P3790 = DPF_NOT_PRESENT_ERR
P3791 = DPF_TOO_FREQUENT_REGEN_ERR
P3792 = DPF_OUT_OVERTEMP_ERR
P3793 = ACM_DPF_NR_SEVERE_TMPTR_ERR
P3794 = DPF_DELTAP_HIGH_ERR
P3795 = EMPTY
P3796 = DPF_SOOT_LOAD_SEVERE_ERR
P3797 = DPF_SOOT_LOAD_MEDIUM_ERR
P3798 = DPF_SOOT_LOAD_HI_ERR
P3799 = DPF_CLOSED_LOOP_ERR
P3800 = DPF_INCOMPLETE_REGEN_ERR
P3801 = SCR_OUT_KEYON_IRH_ERR
P3802 = DPF_DESTROYED_ERR
P3803 = ACM_PMSC_TIMEOUT_ERRS
P3804 = INHIBIT_SWITCH_TIMED_REGEN_ERR
P3805 = ACM_PMSC_PCB_TEMP_ERRS
P3806 = INHIBIT_SWITCH_RAT_ERR
P3807 = INEFF_STAT_REGEN_ERR
P3808 = ACM_SCR_CAT_SEVERE_ERR
P3809 = PMSC_OUT_HTR_HIGH_STB_ERR

P3810 = PMSC_OUT_HTR_HIGH_STG_ERR
P3811 = PMSC_OUT_HTR_LOW_STB_ERR
P3812 = EGTS_SCR_OUT_OOR_HI_ERR
P3813 = EGTS_SCR_OUT_OOR_LO_ERR
P3814 = SCR_OUT_IR_DELTAT_ERR
P3815 = PMSC_OUT_HTR_OL_ERR
P3816 = PMSC_OUT_OOR_HI_ERR
P3817 = PMSC_OUT_OOR_LO_ERR
P3818 = SCR_EFFICIENCY5_DEGRADED_ERR
P3819 = SCR_SYS_EFF_STAT_PERF_ERR
P3820 = SCR_DOSING_EFF_STAT_PERF_ERR
P3821 = PMSC_OUT_BOOST_VOLT_STB_ERR
P3822 = UQS_LOW_CONC_ERR
P3823 = UQS_VERY_LOW_CONC_ERR
P3824 = UQS_HIGH_CONC_ERR
P3825 = PMSC_OUT_BOOST_VOLT_STG_ERR
P3826 = SCR_OUT_NR_SEVERE_TMPTR_ERR
P3827 = PMSC_OUT_HEATER_OFF_ERR
P3828 = PMSC_OUT_HEATER_STARTUP_ERR
P3829 = UREA_TANKLVL_PERSIST_NO_VALUE_ERR
P3830 = SCR_CAT_SUBSTRATE_MISSING_ERR
P3831 = DOSER_FSOV_PWM_LOW_ERR
P3832 = DOSER_FSOV_PWM_HIGH_ERR
P3833 = DOSER_INJ_ELEC_ERR
P3834 = DFSOV_LEAK_DOSER_FTP_ERR
P3835 = DFSOV_FTO_ERR
P3836 = HC_DOSER_SYS_LEAK_ERR
P3837 = HC_DOSER_FUEL_RESTRICT_ERR
P3838 = HC_DOSERP_INRANGE_ERR
P3839 = HC_DOSERP_OOR_HI_ERR
P3840 = HC_DOSERP_OOR_LO_ERR
P3841 = ASOV_FTO_ERR
P3842 = DOSER_ASOV_PWM_LOW_ERR
P3843 = DOSER_ASOV_PWM_HIGH_ERR
P3844 = UREA_DOSER_INJ_ELEC_ERR
P3845 = PMSC_OUT_BOOST_VOLT_OVER_VOLT_ERR
P3846 = PMSC_PCB_PLAUS_ERR
P3847 = UREAPUMPP_OOR_HI_ERR
P3848 = UREAPUMPP_OOR_LO_ERR
P3849 = INHIBIT_SWITCH_HI_SOOT_ERR
P3850 = SCR_OUT_IRP_LOW_ERR
P3851 = SCR_OUT_IRP_HIGH_ERR
P3852 = PMSC_PROBE_TEMP_STB_ERR
P3853 = PMSC_PROBE_TEMP_STG_ERR
P3854 = PMSC_OUT_PERSIST_NOT_VALID_ERR
P3855 = PMSC_DCDC_VOLTCONV_ERR
P3856 = UPPM_CTRL_TOOHIGH_ERR
P3857 = UPPM_CTRL_TOLOW_ERR
P3858 = EMPTY
P3859 = UREA_DOSER_FUNC_RESPONSE_ERR

P3860 = PMSC_OUT_SENSOR_REMOVAL_ERR
P3861 = DPF_PMSC_FILTRATION_EFF_ERR
P3862 = ACM_ENGINE_DATA_TIMEOUT_ERR
P3863 = EMPTY
P3864 = UREA_TANKLVL_IR_ERR
P3865 = UREA_TANKT_SENS_INT_ERR
P3866 = EMPTY
P3867 = PMSC_OUT_PWR_INT_ERR
P3868 = PMSC_SUPPLY_VOLT_HI_ERR
P3869 = PMSC_SUPPLY_VOLT_LO_ERR
P3870 = PMSC_SUPPLY_VOLT_RESIST_ERR
P3871 = PMSC_OUT_REACT_NOT_RESPONDING_ERR
P3872 = PMSC_OUT_IRL_ERR
P3873 = ACM_AT1OGC1_TIMEOUT_ERROR
P3874 = PMSC_PCB_TEMP_TOO_HI_ERR
P3875 = ACM_PERSISTANT_DATA_LOST_ERR
P3876 = ACM_INTERNAL_HARDWARE_ERR
P3877 = PMSC_OUT_REACT_TOO_LONG_ERR
P3878 = ACM_HC_DESORB_RQST_ERR
P3879 = PMSC_PROBE_TEMP_SIR_ERR
P3880 = ACM_HC_DESORB_DRIVE_AWAY_ERR
P3881 = PMSC_PROBE_TEMP_KEYON_ERR
P3882 = BATTERY_VOLT_HI_ERR
P3883 = BATTERY_VOLT_LO_ERR
P3884 = EMPTY
P3885 = HC_DOSERP_IRP_HIGH_ERR
P3886 = HC_DOSERP_IRP_LOW_ERR
P3887 = EMPTY
P3888 = EMPTY
P3889 = UREA_TANKT_IRP_LOW_ERR
P3890 = UTDD_TANKHTR1_HIGH_ERR
P3891 = UTDD_TANKHTR1_LOW_ERR
P3892 = UREA_TANKHTR1_NO_INITIAL_TMPTR_RISE_ERR
P3893 = UREA_TANKLVL_OOR_HI_ERR
P3894 = UREA_TANKLVL_OOR_LO_ERR
P3895 = UREA_TANKT_OOR_HI_ERR
P3896 = UREA_TANKT_IRP_HIGH_ERR
P3897 = AMOX_EFFICIENCY_DEGRADED_ERR
P3898 = UREA_TANKHTR1_FAIL_TO_THAW_ERR
P3899 = UREA_TANKT_IR_ERR
P3900 = UREA_TANKT_OOR_LO_ERR
P3901 = UREAPUMPP_IRP_HIGH_ERR
P3902 = REDUCTANT_LOW_FLOW_ERR
P3903 = REDUCTANT_HIGH_FLOW_ERR
P3904 = UDD_PUMP_LOW_ERR
P3905 = UDD_PUMP_HIGH_ERR
P3906 = UREA_LINE_HTR1_HIGH_ERR
P3907 = UREA_LINE_HTR1_LOW_ERR
P3908 = UREA_LINE_HTR2_HIGH_ERR
P3909 = UREA_LINE_HTR2_LOW_ERR

P3910 = UREA_LINE_HTR3_HIGH_ERR
P3911 = UREA_LINE_HTR3_LOW_ERR
P3912 = UREA_DOSER_FAIL_TO_PRIME_ERR
P3913 = NOX_OUT_SENSOR_IR_LO_MOTOR_ERR
P3914 = NOX_OUT_SENSOR_IR_HI_MOTOR_ERR
P3915 = ACM_NOX_OUT_SENSOR_HTR_ERR
P3916 = ACM_NOX_OUT_SENSOR_PWR_ERR
P3917 = ACM_NOX_OUT_SENSOR_ERR
P3918 = UREAPUMPP_IRP_LOW_ERR
P3919 = UQS_UNKNOWN_FLUID_TYPE_ERR
P3920 = UQS_TMPTR_KEYON_ERR
P3921 = NOX_OUT_SENSOR_TIMEOUT_ERR
P3922 = NOX_OUT_SENS_IR_STUCK_ERR
P3923 = SONOX_IRP_LOW_ERR
P3924 = NOX_OUT_SENSOR_VOLT_MISMATCH_ERR
P3925 = UREAPUMPP_SEN_STUCK_ERR
P3926 = UREAPUMPP_INRANGE_ERR
P3927 = SONOX_IRP_HIGH_ERR
P3928 = SONOX_O2_IRP_LOW_ERR
P3929 = NOX_OUT_SENSOR_PERSIST_NOT_VALID_ERR
P3930 = DOC_NMHC_LOW_EFF_ERR
P3931 = UQS_INTERNAL_ERR
P3932 = UQS_TMPTR_OOR_HI_ERR
P3933 = UQS_TMPTR_OOR_LO_ERR
P3934 = UQS_CONC_VOLTAGE_OOR_HI_ERR
P3935 = UQS_CONC_VOLTAGE_OOR_LO_ERR
P3936 = UQS_ECU_OVERTEMPERATURE_ERR
P3937 = UQS_PERSIST_CONC_NO_VALUE_ERR
P3938 = UREA_TANKHTR1_STUCK_ON_ERR
P3939 = SONOX_O2_IRP_HIGH_ERR
P3940 = UQS_TMPTR_IRP_HIGH_ERR
P3941 = UREA_TANKLVL_SENS_INT_ERR
P3942 = EGTS_PFS_ECU_HI_VOLT_ERR
P3943 = EGTS_PFS_ECU_LO_VOLT_ERR
P3944 = EGTS_PFS_ECU_OVER_TMPTR_ERR
P3945 = ACM_QUADEGTS_TIMEOUT_ERR
P3946 = UQS_TMPTR_IRP_LOW_ERR
P3947 = DPF_OUTP_IRP_HIGH_ERR
P3948 = DPF_OUTP_IRP_LOW_ERR
P3949 = DPF_DELTAP_IRP_HIGH_ERR
P3950 = EMPTY
P3951 = UREA_QUALITY_SENSOR_TIMEOUT_ERR
P3952 = DPF_DELTAP_IRP_LOW_ERR
P3953 = DPF_TFR_HISOOTRATE_ERR
P3954 = DOC_IN_IRP_LOW_ERR
P3955 = DOC_IN_IRP_HIGH_ERR
P3956 = DOC_OUT_IRP_LOW_ERR
P3957 = DOC_OUT_IRP_HIGH_ERR
P3958 = DPF_OUT_IRP_LOW_ERR
P3959 = DPF_OUT_IRP_HIGH_ERR

P3960 = PMSC_PROBE_TMPTR_IRP_HIGH_ERR
P3961 = PMSC_PROBE_TMPTR_IRP_LOW_ERR
P3962 = UQS_NOLVL_HIGH_CONC_ERR
P3963 = UQS_NOLVL_PERSIST_CONC_NO_VALUE_ERR
P3964 = UQS_IMPROPER_REDUCTANT_ERR
P3965 = EMPTY
P3966 = UQS_TMPTR_INTERNAL_ERR
P3967 = ACM_SENSOR_SUPPLY_2_VOLTAGE_HI_ERR
P3968 = ACM_SENSOR_SUPPLY_2_VOLTAGE_LO_ERR
P3969 = ACM_SENSOR_SUPPLY_1_VOLTAGE_HI_ERR
P3970 = ACM_SENSOR_SUPPLY_1_VOLTAGE_LO_ERR
P3971 = AFT_OUTLET_O2_INRANGE_HI_ERR
P3972 = AFT_OUTLET_O2_INRANGE_LO_ERR
P3973 = AFT_OUTLET_O2_SLOW_RESP_ERR
P3974 = NOX_OUT_SENSOR_TAMPERING_ERR
P3975 = UTDD_LINEHTR1_HIGH_ERR
P3976 = UTDD_LINEHTR1_LOW_ERR
P3977 = EMPTY
P3978 = EMPTY
P3979 = EMPTY
P3980 = EMPTY
P3981 = EMPTY
P3982 = EMPTY
P3983 = ACM_SCR_IR_DELTAT_ERR
P3984 = ACM_CECU_DATA_TIMEOUT_ERR
P3985 = UDD_POWERCTRL_HIGH_ERR
P3986 = UDD_POWERCTRL_LOW_ERR
P3987 = ACM_EGTS_PFS_ERR
P3988 = EMPTY
P3989 = EMPTY
P3990 = EGTS_PFS_PWR_INT_ERR
P3991 = PFS_EGTS_DELEGATED_ASSEMBLY_ERR
P3992 = PUMP_CMD_PERSIST_NOT_VALID_ERR
P3993 = EMPTY
P3994 = EMPTY
P3995 = FSOV_ORIFICE_PLUGGED_ERROR
P3996 = UREA_RETURNLINE_BLOCKAGE_ERR
P3997 = EMPTY
P3998 = EMPTY
P3999 = EMPTY
U0011 = Hardware or software fault on CAN1 bus
U0101 = ETC1 message rate too low
U0103 = ETC2 message rate too low
U0104 = CAN CCVS VIC message rate too low
U0105 = DPF message low rate reception
U0106 = CAN CCVS EBS message rate too low
U0115 = Bypass message not received
U0120 = Etc7 message rate too low
U0129 = EBC1 message rate too low fault
U0133 = VDC1 message rate too low

U0141 = TCO1 message rate too low
U0143 = EEC2 message rate too low fault
U0155 = BBM to ENG message rate too low fault
U0156 = Propb VIC message rate too low fault
U0157 = AC_V message rate too low
U0291 = TCFG2 message rate too low
U0404 = Selected gear out of range fault
U0405 = CAN CCVS VIC message rate too high
U0406 = CAN CCVS EBS message rate too high
U0418 = EBC1 message rate too high fault
U0431 = TCO1 message rate too high
U1005 = DPF Test run information proprietary B message
U1010 = Exhaust Aftertreatment post DOC Temperature out of range
U1011 = Hardware or software fault on CAN2 bus
U1013 = Exhaust Aftertreatment pre DOC Temperature out of range
U1014 = Hardware or software fault on CAN3 bus
U1015 = Hardware or software fault on CAN4 bus
U1016 = A1DOC message too low
U1017 = A1DOC message too high
U1047 = VGT wiping abnormal - wide
U1048 = VGT position fault while engine is in SCR heating mode
U1049 = VGT position fault while engine is not in SCR heating mode
U104C = VGT CAN communication fault detected
U1069 = Auxiliary pressure out of range
U1070 = AC_V message ambient air temp error
U1071 = Relative humidity out of range
U1072 = AAI message rate too high
U1073 = AAI message rate too low
U1074 = Auxiliary temperature out of range
U1101 = ETC1 message rate too high
U1103 = ETC2 message rate too high
U1104 = ACC1 message rate too low
U1105 = BBM to ENG 522935 out of range fault
U1110 = RC1 message rate too low
U1111 = SCR1 message rate too high fault
U1112 = SCR1 message rate too low fault
U1114 = Tank Information message low rate reception
U1115 = Tank Information message high rate reception
U1116 = Post SCR O2 percentage Corrected out of range
U1117 = Post SCR NOx Corrected error
U1118 = Post SCR NOx Reading Stable error
U111A = Engine Out NOx Reading Stable out of range
U111B = Engine Out O2 percentage corrected out of range
U111C = Engine Out NOx Corrected out of range
U111D = EGC message rate too low fault
U111E = EGC message rate too high fault
U111F = CAN ACM operating mode request out of range fault
U1120 = TSCCME TSC1 BE Message rate too low fault
U1122 = TSCCME TSC1 TE Message rate too low fault
U1124 = TSCCME TSC1 VE Message rate too low fault

U1126 = TSCCME TSC1 SE Message rate too low fault
U1129 = CAN Aftertreatment 1 SCR Catalyst Reagent Line Heater 3 state out of range
U112A = ACM message rate too low
U112B = ACM message rate too high
U112C = HC fuel rate fault
U112D = AT1FC1 rate too low fault
U112E = AT1FC1 rate too high fault
U112F = CAN A1 total fuel used fault
U1130 = Aftertreatment 1 Average Distance Between Active DPF Regenerations out of range
U1131 = CM1 message rate too high fault
U1132 = CM1 message rate too low fault
U1133 = CAN Aftertreatment 1 SCR Dosing System Requests 2 rate too high fault
U1134 = CAN Aftertreatment 1 SCR Dosing System Requests 2 rate too low fault
U1135 = HRW message rate too high
U1136 = HRW message rate too low
U1137 = CAN Aftertreatment 1 SCR Catalyst Reagent Line Heater 4 state out of range
U1138 = TSCCME TSC1 AE Message rate too low fault
U1139 = CAN Aftertreatment 1 SCR Catalyst Reagent Line Heater 2 state out of range
U113A = AT1HI rate too low fault
U113B = AT1HI rate too high fault
U113C = SCR heater state fault
U113D = A1SCRDSI2 rate too low fault
U113E = A1SCRDSI2 rate too high fault
U113F = Post AMOX temperature fault
U1140 = Can Aftertreatment 1 SCR Reagent Supply Information rate too high fault
U1142 = TD message rate too high
U1143 = EEC2 message rate too high fault
U1144 = TD message rate too low
U1145 = Can Aftertreatment 1 SCR Reagent Supply Information rate too low fault
U1146 = CAN Aftertreatment 1 Air Control 1 rate too high fault
U1147 = CAN Aftertreatment 1 Air Control 1 rate too low fault
U1148 = CAN DCU Status Information 1 rate too high fault
U1149 = CAN DCU Status Information 1 rate too low fault
U114A = A1SCREGT rate too low fault
U114B = A1SCREGT rate too high fault
U114C = ALSCRDSI1 quantity fault
U114D = ALSCRDSI1 rate too low fault
U114E = ALSCRDSI1 rate too high fault
U114F = CAN EBC1 rate too high fault
U1150 = CAN EBC1 rate too low fault
U1153 = CAN Brake application pressure rate too high fault
U1154 = CAN Brake application pressure rate too low fault
U1155 = BBM to ENG message rate too high fault
U1156 = Propb VIC message rate too high fault
U1157 = AC_V message rate too high
U1158 = VNT to ENG message rate too high fault
U1159 = VNT to ENG message rate too low fault
U1160 = VNT to ENG 523027 out of range fault
U1161 = CAN A1SCRAI2 message low rate fault
U1162 = CAN A1SCRAI2 message high rate fault

U1163 = Aftertreatment 1 SCR Intermediate NH3 out of range
U1164 = Aftertreatment 1 SCR Intermediate NH3 Reading Stable out of range
U1165 = CAN AT1S message low rate fault
U1166 = CAN AT1S message high rate fault
U1167 = Diesel Particulate Filter 1 Soot Load Percent out of range
U1168 = CAN DPFC1 message low rate fault
U1169 = CAN DPFC1 message high rate fault
U1179 = Propb VIC 523282 out of range fault
U117A = CAN A1SCREGT2 message low rate fault
U117B = CAN A1SCREGT2 message high rate fault
U117C = Aftertreatment 1 SCT Intermedaiate Gas Temperature out of range
U1184 = Fault data received for CRS_Main_sw
U1184 = Fault data received for CRS_Main_sw
U1188 = Front Axle Speed out of range fault
U1189 = ERC1 DR message rate too high fault
U1190 = ERC1 DR message rate too low fault
U1192 = Etc7 message rate too high
U1193 = DD message rate too high fault
U1194 = DD message rate too low fault
U1197 = EBC2 message rate too high
U1198 = EBC2 message rate too low
U1199 = Aftertreatment 1 DPF soot load regeneration threshold
U1207 = PTO message rate too high
U1208 = PTO message rate too low
U1291 = TCFG2 message rate too high
U1404 = Transmission current gear out of range
U1405 = ACC1 message rate too high
U1406 = Adaptive Cruise Control Mode out of range fault
U1407 = Adaptive Cruise Control Set Speed out of range fault
U1408 = VNT to ENG 523343 out of range fault
U1409 = VNT to ENG 523342 out of range fault
U140A = VNT to ENG 523030 out of range fault
U142F = CAN DPF pre DOC pressure out of range fault
U1501 = Tacho output shaft speed out of range fault
U1502 = Tachograph vehicle speed out of range fault
U153B = Engine PTO Resume switch data out of range
U1544 = ERC1 DR 000520 out of range fault
U1545 = ERC1 DR 001715 out of range fault
U1546 = ERC1 DR 001085 out of range fault
U1547 = ERC1 DE 001716 out of range fault
U1548 = Transmission Output Shaft Speed out of range fault
U1549 = Driveline Retarder Lockup Engaged state out of range fault
U1550 = Driveline Retarder Reference Torque out of range fault
U1551 = Roll-over-protection Brake Control Active out of range fault
U1552 = Roll-over-protection Engine Control Active out of range fault
U1553 = Yaw Control Brake Control Active out of range fault
U1554 = Yaw Control Engine Control Active out of range fault
U1562 = Turbine Outlet Exhaust Flow Low Target Request out of range
U1563 = Turbine Outlet Exhaust Flow Low Limit Request out of range
U1564 = Turbine Outlet Temperature Low Target Request out of range

U1565 = Turbine Outlet Temperature Upper Limit Request out of range
U1566 = ACML rate too low fault
U1567 = ACML rate too high fault
U1570 = CAN EGR to Eng message rate too high fault
U1571 = CAN EGR to Eng message rate too low fault
U1572 = EGR actuator state out of range fault
U1573 = EGR actuator position out of range fault
U1574 = CAN EGR actuator temperature out of range fault
U1575 = CAN EGR actuator effort out of range
U1576 = CAN BPV to Eng message rate too high fault
U1577 = CAN BPV to Eng message rate too low fault
U1578 = BPV actuator effort out of range fault
U1579 = BPV actuator position out of range fault
U157A = BPV actuator state out of range fault
U157B = BPV actuator temperature out of range fault
U157C = CAN AMF to Eng message rate too high fault
U157D = CAN AMF to Eng message rate too low fault
U157E = Mass Flow out of range fault
U157F = AMF sensor temperature out of range fault
U1580 = AMF Operating mode out of range fault
U1645 = VDC1 message rate too high
U1700 = CAN Message out of range fault detected for aftertreatment SCR tank level value
U1701 = CAN Message out of range fault detected for aftertreatment SCR tank temperature value
U1702 = CAN Message out of range fault detected for aftertreatment SCR tank heater value
U1703 = Remote PTO Pedal under range
U1710 = AT1IMG message rate too high fault
U1711 = AT1IMG message rate too low fault
U1712 = Message data fault detected for AT1IMG delta pressure value
U1715 = AT1OG2 message rate too high fault
U1716 = AT1OG2 message rate too low fault
U1717 = Message data fault detected for AT1OG2 DPF outlet temperature value
U1720 = EAS VEP message rate too high fault
U1721 = EAS VEP message rate too low fault
U1722 = Message data fault detected for EAS VEP battery potential value
U1725 = AT1GP message rate too high fault
U1726 = AT1GP message rate too low fault
U1727 = Message data fault detected for AT1GP DPF outlet pressure value
U1728 = CAN AT1OG1 message low rate fault
U1729 = CAN AT1OG1 message high rate fault
U1730 = Aftertreatment 1 Outlet NOx out of range
U177B = Pedal 1 duty-cycle input high fault
U177C = Pedal 1 duty cycle input low fault
U177D = Pedal 1 duty cycle range high fault
U177E = Pedal 1 duty cycle range low fault
U177F = Pedal 1 frequency range high fault
U1780 = TSCCME TSC1 yye Message low rate fault
U1781 = TSCCME TSC1 PE Message rate too low fault
U1782 = FD message rate too low fault
U1783 = FD message rate too high fault
U1784 = FD 001639 out of range fault

U1785 = Propb EST message rate too low fault
U1786 = Propb EST message rate too high fault
U1787 = Propb EST 523336 out of range fault
U1788 = Propb EST 523336 not available fault
U1789 = BBM to ENG 522927 out of range fault
U178A = BBM to ENG 522928 out of range fault
U178B = BBM to ENG 522929 out of range fault
U178C = BBM to ENG 522930 out of range fault
U178D = BBM to ENG 522931 out of range fault
U178E = BBM to ENG 522932 out of range fault
U178F = BBM to ENG 522933 out of range fault
U1790 = BBM to ENG 522934 out of range fault
U1791 = BBM to ENG 523350 out of range fault
U1792 = BBM to ENG 523351 out of range fault
U1793 = Propb AST 522916 out of range fault
U1794 = Propb AST 522916 not available fault
U1797 = Propb VIC 523022 not availavble fault
U1798 = EBC1 00973 out of range fault
U1799 = TSCCME TSC1 yye Message fault data
U179A = TSCCME TSC1 SE Message fault data
U179B = TSCCME TSC1 TE Message fault data
U179C = TSCCME TSC1 VE Message fault data
U179D = TSCCME TSC1 xxe Message fault data
U179E = TSCCME TSC1 xxe Message rate too low fault
U179F = TSCCME TSC1 HCE Message rate too low fault
U17A0 = Pedal 1 frequency range low fault
U17A1 = Pedal 2 duty cycle input high fault
U17A2 = Pedal 2 duty cycle input low fault
U17A3 = Pedal 2 duty cycle range high fault
U17A4 = Pedal 2 duty cycle range low fault
U17A5 = Pedal 2 frequency range high fault
U17A6 = Pedal 2 frequency range low fault
U17A7 = Pedal sensor 1 & 2 synchronization fault
U17A8 = PWM accelerator pedal sensor total failure fault
U17A9 = Driver present required fault
U17AA = CrankCase Ventilation disabled short circuit high
U17AB = CrankCase Ventilation disabled short circuit low
U17AC = CrankCase Ventilation disabled open circuit
U17AD = CrankCase Ventilation low speed short circuit high
U17AE = CrankCase Ventilation low speed short circuit low
U17AF = CrankCase Ventilation low speed open circuit
U17B0 = Water In Fuel drain control enabled short circuit high
U17B1 = Water In Fuel drain control enabled short circuit low
U17B2 = Water In Fuel drain control enabled open circuit
U17B3 = Water In Fuel PWM driver short circuit high
U17B4 = Water In Fuel PWM driver short circuit low
U17B5 = Water In Fuel PWM driver open circuit
U17B6 = TSCCME TSC1 AE Message fault data
U17B7 = TSCCME TSC1 BE Message fault data
U17B8 = TSCCME TSC1 HCS Message fault data

U17B9 = TSCCME TSC1 PE Message fault data
U17BA = VGT temperature out of range at powerup
U17C4 = CAN TSC1 AXR message rate too low
U17C5 = CAN TSC1 BXR message rate too low
U17C6 = CAN TSC1 DXR message rate too low
U17C7 = CAN TSC1 TXR message rate too low
U17C8 = CAN TSC1 VXR message rate too low
U17C9 = CAN TSC1 SXR message rate too low
U17CA = CAN TSC1 AXR message checksum fault
U17CB = CAN TSC1 BXR message count fault
U17CC = CAN TSC1 DXR message count fault
U17CD = CAN TSC1 TXR message count fault
U17CE = CAN TSC1 VXR message count fault
U17CF = CAN TSC1 SXR message count fault
U17D0 = CAN TSC1 AXR message checksum fault
U17D1 = CAN TSC1 AXR message checksum fault
U17D2 = CAN TSC1 DXR message checksum fault
U17D3 = CAN TSC1 TXR message checksum fault
U17D4 = CAN TSC1 VXR message checksum fault
U17D5 = CAN TSC1 SXR message checksum fault
U17D6 = TSC1_AXR engine speed plausible fault
U17D7 = TSC1_AXR engine speed plausible fault
U17D8 = TSC1_AXR engine speed plausible fault
U17D9 = TSC1_AXR engine speed plausible fault
U17DA = TSC1_AXR engine speed plausible fault
U17DB = TSC1_AXR engine speed plausible fault
U17E3 = Vehicle torque 1 low rate fault
U17E4 = Vehicle ECU to engine low rate fault.
U17E4 = Remote PTO Pedal over range
U17E5 = Vehicle ECU to engine high rate fault.
U17E6 = Low idle speed request out of range fault.
U17E7 = Vehicle ECU torque 2 low rate fault.
U17E8 = Vehicle ECU torque 2 high rate fault.
U17E9 = Parasitic losses high resolution out of range fault.
U17EA = Vehicle ECU VTM1 low rate fault.
U17EB = Vehicle ECU VTM1 high rate fault.
U17EC = Engine coolant temperature offset fan out of range fault.
U17ED = Engine coolant temperature offset coolant pump out of range fault.
U17EE = Charged air cooler temperature offset fan out of range fault.
U17EF = Transmission oil temperature offset coolant pump out of range fault.
U17F0 = Vehicle ECU VTM1 low rate fault.
U17F1 = Vehicle ECU VTM2 high rate fault.
U17F2 = Requested fan speed high resolution out of range fault.
U17F3 = Requested coolant pump speed high resolution out of range fault.
U17F4 = TSCCME TSC1 VCE_P1 message fault data
U17F5 = TSCCME TSC1 VCE_P1 message rate too low fault
U17F6 = TSCCME TSC1 VCE_P2 message fault data
U17F7 = TSCCME TSC1 VCE_P2 message rate too low fault
U17F8 = TSCCME TSC1 VCE_P3 message fault data
U17F9 = TSCCME TSC1 VCE_P3 message rate too low fault

U17FA = TSCCME TSC1 VCE_P4 message fault data
U17FB = TSCCME TSC1 VCE_P4 message rate too low fault
U1801 = Forward collision warning not available
U1802 = VGT power supply high fault detected
U1803 = CAN Forward Collision Warning out of range fault
U1804 = CAN ACC2 message rate too high
U1805 = CAN ACC2 message rate too low
U1806 = CAN Soot level out of range fault
U1807 = Upstream NOx sensor AT1IG1 message high rate fault
U180A = CAN PTO Governor State out of range
U180A = CAN PTO Governor State out of range
U180B = CAN Cruise Control Pause Switch out of range
U180B = CAN Cruise Control Pause Switch out of range
U180C = CAN CVW Gross Combination Vehicle Weight out of range
U180D = CAN CVW message rate too high
U180E = CAN CVW message rate too low
U180F = CAN EAS EI AECD message rate too high
U1810 = CAN EAS EI AECD message rate too low
U1811 = CAN EAS SYS info message rate too high
U1812 = CAN EAS SYS info message rate too low
U1813 = CAN EBC1 ASR Engine Control Active out of range fault
U1814 = CAN EBC1 ASR Brake Control Active out of range fault
U1815 = CAN Relative Speed; Front Axle, Left Wheel out of range fault
U1816 = CAN Relative Speed; Front Axle, Right Wheel out of range fault
U1817 = CAN Driveline Transmission Shift In Process not available fault
U1818 = CAN Driveline Transmission Shift In Process out of range fault
U1819 = CAN Driveline Engine Momentary Overspeed Enable not available fault
U181A = CAN Driveline Engine Momentary Overspeed Enable out of range fault
U181B = CAN Driveline Progressive Shift Disable not available fault
U181C = CAN Driveline Progressive Shift Disable out of range fault
U181D = CAN ETC7 Transmission Engine Crank Enable not available fault
U181E = CAN ETC7 Transmission Engine Crank Enable out of range fault
U181F = CAN Cruise Control Set Plus Switch out of range fault
U1820 = CAN Cruise Control Resume Min Switch out of range fault
U1821 = CAN Speed Functions Off Switch out of range fault
U1822 = CAN Downhill Speed Control Set Plus Switch out of range fault
U1823 = CAN Downhill Speed Control Resume Min Switch out of range fault
U1824 = CAN Variable Speed Limiter Set Switch out of range fault
U1825 = CAN Prop B SW message rate too high
U1826 = CAN Prop B SW message rate too low
U1827 = CAN VIC PropB Estimated Engine Parasitic Losses not available fault
U1828 = CAN VIC PropB Estimated Engine Parasitic Losses out of range fault
U1829 = CAN VIC PropB Secondary Retarder Switch not available fault
U182A = CAN VIC PropB Secondary Retarder Switch out of range fault
U182B = CAN VIC PropB Km/h, Miles/h Switch not available fault
U182C = CAN VIC PropB Km/h, Miles/h Switch out of range fault
U182D = CAN VIC PropB Primary Retarder By Stalk On not available fault
U182E = CAN VIC PropB Primary Retarder By Stalk On not available fault
U182F = CAN VIC PropB Primary Retarder By Stalk On not available fault
U1830 = CAN VIC PropB Primary Retarder By Stalk Off out of range fault

U1831 = CAN VIC PropB Primary Retarder By Foot On not available fault
U1832 = CAN VIC PropB Primary Retarder By Foot On out of range fault
U1833 = CAN VIC PropB Requested Percent Coolant Pump Speed out of range fault
U1834 = CAN VGT AAC message rate too high
U1835 = CAN VGT AAC message rate too low
U1836 = CAN Engine Remote PTO Governor Variable Speed Control Switch out of range
U1837 = CAN Engine Remote PTO Governor Preprogrammed Speed Control Switch out of range
U1838 = CAN Engine PTO Governor Enable Switch out of range
U1839 = CAN Engine Remote PTO Governor Preprogrammed Speed Control Switch #2 out of range
U183A = CAN RC1 message rate too high
U183B = CAN TCFG2 Transmission Torque Limit out of range fault
U183C = CAN Transmission Oil Temperature out of range fault
U183D = CAN TRF1 message rate too high
U183E = CAN TRF1 message rate too low
U183F = CAN VDC brake light request out of range fault
U1840 = CAN VDC2 message rate too high
U1841 = CAN VDC2 message rate too low
U1842 = CAN VDHR message rate too high
U1843 = CAN VDHR message rate too low
U1844 = CAN AIR1 Air Compressor Status out of range
U1845 = CAN AIR1 message rate too high
U1846 = CAN AIR1 message rate too low
U1847 = A fault exists with the PCI (DECECU 0) CVN calculation
U1848 = A fault exists with the ACM (DECECU 1) CVN calculation
U1849 = A fault exists with the NOx inlet sensor (DECECU 2) CVN calculation
U184D = ECU cannot claim address fault
U184E = CAN speed functions Off switch not available fault
U1850 = A fault exists with the NOx outlet sensor (DECECU 3) CVN calculation
U1851 = A fault exists with the PM sensor (DECECU 4) CVN calculation
U1852 = A fault exists with the UQS sensor (DECECU 5) CVN calculation
U1853 = A fault exists with the VGT Smart Actuator (DECECU 6) CVN calculation
U1854 = A fault exists with the EGR Smart Actuator (DECECU 7) CVN calculation
U1855 = A fault exists with the BPV Smart Actuator (DECECU 8) CVN calculation
U1856 = A fault exists with the EGST 4 sensor (DECECU 9) CVN calculation
U1857 = A fault exists with the Humidity sensor (DECECU 10) CVN calculation
U1858 = A fault exists with the DECECU 11 CVN calculation (reserved)
U1859 = A fault exists with the DECECU 12 CVN calculation (reserved)
U185A = Low rate fault for After-treatment 1 Diesel Exhaust Fluid Information
U185B = High rate fault for After-treatment 1 Diesel Exhaust Fluid Information
U185C = Aftertreatment 1 Diesel Exhaust Fluid Property out of range
U185D = High rate fault for Engine Particulate Sensor Information
U185E = Low rate fault for Engine Particulate Sensor Information
U185F = Aftertreatment 1 Particulate Sensor out of range
U1860 = A fault exists with the DECECU 13 CVN calculation (reserved)
U1861 = A fault exists with the DECECU 14 CVN calculation (reserved)
U1862 = A fault exists with the DECECU 15 CVN calculation (reserved)
U186F = Variable speed limiter set switch state not available
U1870 = CECU PropB message low rate fault
U1871 = CECU PropB message high rate fault
U1872 = Soft top speed limiter switch state out of range

U1873 = Transmission driveline engaged state out of range
U1874 = Transmission actual gear ratio out of range
U1875 = VDC brake light request state not available
U1876 = Service brake circuit 1 Air pressure out of range
U1877 = Service brake circuit 2 Air pressure out of range
U1878 = Remaining battery charge out of range
U1879 = CAN Aftertreatment 1 SCR Catalyst Intake Gas Temperature out of range
U1880 = Longitudinal acceleration out of range
U1890 = Anti-Lock Braking (ABS) Active data received invalid
U1891 = Anti-Lock Braking (ABS) Active data not available
U1892 = Proprietary B SCD 1 message low rate fault
U1893 = Proprietary B SCD 1 message high rate fault
U1894 = Predictive Cruise Control Set Speed Delta data received invalid
U1895 = Predictive Cruise Control DSC Override Request data received invalid
U1896 = Predictive Cruise Control Set Speed Delta data not available
U1897 = Predictive Cruise Control DSC Override Request data not available
U1898 = Vehicle ECU SPCM low rate fault
U1899 = Vehicle ECU SPCM high rate fault
U1900 = Diesel Particulate Filter message Control 2 low rate fault
U1901 = Diesel Particulate Filter message Control 2 high rate fault
U1902 = Aftertreatment 1 Fuel Mass Rate data received invalid
U1903 = Cruise control vehicle speed 4 low rate fault
U1905 = Engine configuration 1 VECU low rate fault
U1907 = Electronic Engine Controller 2 VECU low rate fault
U1909 = Engine operating information low rate fault
U190A = Engine operating information high rate fault
U190A = ESM NVM corruption fault
U190B = Electronic retarder configuration VECU low rate fault
U190B = ESM Zero Torque detected fault
U190D = Engine state requests VECU low rate fault
U190F = Predictive cruise control 1 low rate fault
U1910 = Predictive cruise control set speed offset out of range fault
U1911 = Vehicle speed control override request out of range fault
U1912 = Predictive cruise control set speed offset not available fault
U1913 = Vehicle speed control override request not available fault
U1914 = Shutdown low rate fault