

P0016 = Camshaft sensor F558 - Cam synchronization fault
P0017 = Crankshaft sensor F552 - Signal not synchronized
P0027 = BPV actuator (L020) - position control
P0046 = Rotary speed actuator (L037) - VTG does not achieve the requested position
P0049 = Turbo speed sensor (F683) - the turbo speed is too high
P0069 = Inlet air pressure in inlet manifold - Data erratic, intermittent or incorrect at ignition on
P006B = Pressure after BPV sensor (F823) - Pressure is out of range at the time of ignition
P006C = Humidity sensor (F852) - Out of range at the time of ignition
P0070 = CAN communication - Ambient temperature sensor (AMB) - Signal incorrect
P0071 = Ambient temperature sensor (F748) - rate of change fault
P0072 = Ambient temperature sensor (F748) - voltage too low on pin C78 of the ECU
P0073 = Ambient temperature sensor (F748) - voltage too high on pin C78 of the ECU
P0075 = Air shutdown actuator - interruption in the wiring on pin C73 of the ECU
P0076 = Air shutdown actuator - short circuit to ground on pin C73 of the ECU
P0077 = Air shutdown actuator - short circuit to supply on pin C73 of the ECU
P0079 = BPV position sensor (F811) - Position sensor ECU pin C66 signal voltage too low
P0080 = BPV position sensor (F811) - Position sensor ECU pin C66 signal voltage too high
P0087 = Fuel pressure system - The fuel pressure is too low
P0088 = Fuel pressure control valve - stuck in closed position
P0095 = Intercooler temperature sensor (F750) - Air temperature out of range at ignition key on
P0096 = Intercooler temperature sensor (F750) - Rate of change fault
P0097 = Intercooler temperature sensor (F750) - voltage too low on pin C17 of the ECU
P0098 = Intercooler temperature sensor (F750) - voltage too high on pin C17 of the ECU
P009A = Measured ambient temperature (F748) does not correspond to the calculated air temperature
P0101 = Mass air flow sensor - Rate of change fault
P0102 = Mass air flow sensor - Mass air flow signal too low
P0103 = Mass air flow sensor - Mass air flow signal too high
P0107 = Boost pressure sensor F802 - ECU pin A51 signal voltage too low
P0108 = Boost-pressure sensor F802 - ECU pin A51 signal voltage too high
P0110 = Boost temperature sensor F804 - Boost temperature is out of range at ignition key on
P0111 = Humidity sensor (F852) - Rate of change fault on humidity signal
P0112 = Boost temperature sensor F804 - ECU pin A43 signal voltage too low
P0113 = Intake air temperature sensor (F804) - ECU pin A43 signal voltage too high
P1400 = EGR - Estimated EGR rate too high
P1405 = EGR pressure sensor - Voltage too low
P1406 = EGR pressure sensor - Voltage too high
P1409 = Boost pressure - Boost pressure too high during EGR operation
P140B = EGR temperature sensor (F749) - Rate of change fault
P140C = Crankcase ventilation inlet temperature sensor - ECU pin C13 signal voltage too low
P140D = crankcase ventilation inlet temperature sensor - ECU pin C13 signal voltage too high
P140F = EGR differential pressure - Pressure unlikely (positive)
P141C = crankcase ventilation inlet temperature sensor - ECU pin C18 signal voltage

too low

P141D = crankcase ventilation inlet temperature sensor - ECU pin C18 signal voltage too high

P145D = EGR cooler bypass valve actuator - ECU pin C70 short circuit to supply

P1489 = EGR valve sensor (L033) - EGR valve stuck closed

P1457 = EGR temperature - Temperature high

P1458 = Cooling performance - EGR output temperature sensor differs from predicted EGR output temperature

P1490 = EGR valve sensor (L033) - EGR valve stuck open

P1493 = EGR valve sensor (L033) - Initialization

P1494 = EGR valve sensor (L033) - EGR position sensor too high or too low

P1495 = Engine protection system - EGR failure detected, causing fuel derate

P1496 = EGR - EGR disabled

P1501 = Vehicle speed sensor - ECU pin B40 open circuit

P1502 = Vehicle speed pulse detection - PWM signal invalid

P1503 = Vehicle speed sensor - Short circuit to supply on ECU pin B40

P1504 = Vehicle speed pulse detection - PWM signal invalid

P1506 = Vehicle speed increase - Signal unlikely

P1508 = Aftertreatment - Misuse mode - Check engine light requested by EAS-3 via CAN message

P150F = Oil level - Startup level low

P1510 = Aftertreatment - Misuse mode - Red warning indication requested

P151A = Aftertreatment - Misuse mode - Level 1

P151B = Aftertreatment - Misuse mode - Level 2

P151C = Aftertreatment - Misuse mode - Level 3

P151D = Aftertreatment - Misuse mode - Level 4

P151E = Aftertreatment - Misuse mode - Level 4 extended

P1524 = Engine oil pressure sensor (F810) - the oil pressure is low

P1526 = CAN communication - Fan request speed (CM1) - Signal incorrect

P1529 = Crankcase ventilation separator - Rotational speed too low

P153A = crankcase ventilation hoses - disconnection detected

P153B = crankcase ventilation speed sensor - crankcase ventilation rotor underspeed or sensor fault

P153C = crankcase ventilation speed sensor - crankcase ventilation rotor overspeed or sensor fault

P1556 = Coolant level sensor - Level unlikely

P1558 = Coolant level sensor - ECU pin C07 signal voltage too low

P1559 = Coolant level sensor - ECU pin C07 signal voltage too high

P1560 = Coolant level - Level low

P1563 = Power supply - Voltage too low

P1580 = Turbo speed sensor (F683) - Turbo speed malfunction low

P1581 = Turbo speed sensor (F683) - High turbo speed malfunction

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P0115 = Coolant temperature sensor (F566) - Temperature high

P0116 = Coolant temperature sensor (F566) - Rate of change fault

P0117 = Coolant temperature sensor (F566) - ECU pin C79 signal voltage too low

P0118 = Coolant temperature sensor (F566) - ECU pin C79 signal voltage too high

P011A = Coolant pump speed - stalled coolant pump detected

P0121 = Accelerator pedal sensor - Sticking pedal

P0122 = Accelerator pedal sensor - Short circuit to ground on ECU pin B49

P0123 = Accelerator pedal sensor - Short circuit to supply on ECU pin B49

P0127 = Air temperature after intercooler sensor (F750) - The air temperature is too high

P0128 = Coolant temperature sensor (F566) - temperature unlikely

P0130 = Lambda sensor (F834) - Age learning fault

P0135 = Lambda sensor (F834) - Open circuit on ECU pin C46
P0168 = Fuel temperature - too high
P0180 = Fuel temperature sensor (F803) - Fuel temperature is out of range at ignition key on
P0182 = Fuel temperature sensor (F803) - ECU pin A42 signal voltage too low
P0183 = Fuel temperature sensor (F803) - ECU pin A42 signal voltage too high
P018C = Engine fuel filter differential pressure - Voltage too low on pin A49 of the ECU
P018D = Engine fuel filter differential pressure - Voltage too high on pin A49 of the ECU
P0197 = Oil temperature sensor (F808) - ECU pin C16 signal voltage too low
P0198 = Oil temperature sensor (F808) - ECU pin C16 signal voltage too high
P0301 = Crank speed injection diagnostics - Major decrease in combustion in cylinder 1 relative to the other cylinders. (Misfire)
P0302 = Crank speed injection diagnostics - Major decrease in combustion in cylinder 2 relative to the other cylinders. (Misfire)
P0303 = Crank speed injection diagnostics - Major decrease in combustion in cylinder 3 relative to the other cylinders. (Misfire)
P0304 = Crank speed injection diagnostics - Major decrease in combustion in cylinder 4 relative to the other cylinders. (Misfire)
P0305 = Crank speed injection diagnostics - Major decrease in combustion in cylinder 5 relative to the other cylinders. (Misfire)
P0306 = Crank speed injection diagnostics - Major decrease in combustion in cylinder 6 relative to the other cylinders. (Misfire)
P0315 = Cylinder combustion - Incorrect learning of flywheel pattern
P0335 = Crankshaft sensor (F552) - signal not present or unlikely
P0336 = Crankshaft sensor (F552) - Signal disturbed
P0340 = Camshaft sensor (F558) - signal not present or unlikely
P0341 = Camshaft sensor (F558) - high-frequency corruption during normal running
P0403 = EGR valve sensor (L033) - Battery supply voltage too high or too low to operate EGR
P0404 = EGR valve-sensor (L033) - EGR position control abnormality
P0405 = EGR valve sensor (L033) - ECU pin C05 signal voltage too low
P0406 = EGR valve sensor (L033) - ECU pin C05 signal voltage too high
P0407 = EGR differential pressure sensor (F751) - The voltage on pin C80 of the ECU is too low
P0408 = EGR differential pressure sensor (F751) - The voltage on pin C80 of the ECU is too high
P040B = EGR temperature sensor (F749) - Power up temperature not valid
P040C = EGR temperature sensor (F749) - ECU pin C09 signal voltage too low
P040D = EGR temperature sensor (F749) - ECU pin C09 signal voltage too high
P040F = EGR differential pressure sensor (F751) - the pressure is unlikely (negative)
P0420 = CAN communication - Aftertreatment system, catalyst conversion efficiency (SCR1) - Signal incorrect
P0460 = CAN communication - Fuel tank level (DD) - Signal incorrect
P0471 = Before turbine pressure sensor (F826) - Pressure out of range at ignition key on
P0472 = Before turbine pressure sensor (F826) - ECU pin C83 signal voltage too low
P0473 = Before turbine pressure sensor (F826) - ECU pin C83 signal voltage too high
P047C = Pressure after BPV sensor (F823) - ECU pin C81 signal voltage too low
P047D = Pressure after BPV sensor (F823) - ECU pin C81 signal voltage too high
P0480 = Fan clutch - Open circuit on pin C74 of the ECU PMCI-2
P0486 = EGR differential pressure sensor (F751) - Pressure out of range at ignition key on
P0488 = EGR valve sensor (L033) - EGR valve leakage warning
P0489 = EGR valve sensor (L033) - Short circuit to ground on ECU pin C05
P0490 = EGR valve sensor (L033) - Supply voltage too high on ECU pin C05
P0500 = Vehicle speed sensor - invalid

P0501 = Vehicle speed sensor - signal unlikely
P0502 = Vehicle speed sensor - Short circuit to ground on ECU pin B40
P0503 = Vehicle speed sensor - Out of range
P0513 = Immobilizer communication failure - injection blocked
P0522 = Engine oil pressure sensor (F810) - ECU pin C84 signal voltage too low
P0523 = Engine oil pressure sensor (F810) - ECU pin C84 signal voltage too high
P0524 = Engine lubrication system - oil pressure is too low
P0527 = Fan clutch - Voltage on pin C08 is too high
P0528 = Fan clutch - Voltage on pin C08 is too low
P0541 = Ether start valve - Short circuit to ground on pin C04 of the ECU
P0542 = Ether start valve - Short circuit to supply on pin C04 of the ECU
P0543 = Ether start valve - Open circuit on pin C04 of the ECU
P0545 = Temperature after BPV sensor (F853) - ECU pin C11 signal voltage too low
P0546 = Temperature after BPV sensor (F853) - ECU pin C11 signal voltage too high
P0562 = Power supply - ECU pin B60, ECU pin B61, ECU pin B62 voltage too low
P0563 = Power supply - ECU pin B60, ECU pin B61, ECU pin B62 voltage too high
P0567 = CAN communication - Cruise control resume switch (CCVS) - Signal incorrect
P0568 = CAN communication - Cruise control set speed switch (CCVS) - Signal incorrect
P0571 = CAN communication - Brake switch (CCVS) - Signal incorrect
P0603 = ECU (D365) - Internal error 13
P060A = ECU (D365) - Internal error 2
P060C = ECU (D365) - Safety check unsuccessful
P0611 = ECU (D365) - Internal error 6
P062B = 50-V supply (D365) - Reference over range
P062D = 50-V supply (D365) - Reference under range
P0640 = Ether start valve - Short circuit across pin C04 and pin C26 of the ECU
P0650 = MIL warning indication - Open circuit on pin B23 of the ECU
P0652 = Accelerator pedal power supply - ECU pin B38 signal voltage too low
P0653 = Accelerator pedal power supply - ECU pin B38 signal voltage too high
P0666 = Internal ECU temperature sensor (D365) - Temperature out of range at ignition key on
P0668 = Internal ECU temperature sensor (D365) - Reference over range
P0669 = Internal ECU temperature sensor (D365) - Reference over range
P0685 = Main relay - Main supply interrupted
P0691 = Fan clutch - Short circuit to ground on pin C74 of the ECU
P0692 = Fan clutch - Short circuit to supply on pin C74 of the ECU
P0698 = Boost pressure sensor (F802) - The voltage on pin A51 of the ECU is too low
P0699 = Boost pressure sensor F802 - ECU pin A51 supply voltage too high
P0703 = CAN communication - Brake switch (EBC1) - Signal incorrect
P081C = CAN communication - Park brake switch (CCVS) - Signal incorrect
P0830 = Clutch switch - Clutch switch signal unlikely
P0833 = CAN communication - Clutch switch (CCVS) - Signal incorrect
P0865 = CAN communication - Message rate from transmission too low
P0866 = CAN communication - Message rate from transmission too high
P0A1F = Power supply - Battery voltage level warning
P1027 = BPV actuator (L020) - Power supply
P1028 = BPV actuator (L020) - Initialization
P1029 = Sensor, position BPV (F811) - Position sensor
P1037 = After turbine pressure sensor - ECU pin C82 signal voltage too low
P1038 = After turbine pressure sensor - ECU pin C82 signal voltage too high
P1041 = After turbine pressure sensor - Pressure out of range at ignition switch on
P104E = Rotary speed actuator (L037) - Controller out of range
P104F = Rotary speed actuator (L037) - Controller out of range
P1087 = Fuel pressure system - the fuel pressure is low
P1096 = After compressor temperature - Rate of change fault
P1105 = Engine protection system - Approaching shutdown state
P1106 = Engine protection system - Derated performance state
P1110 = Intercooler - Cooling efficiency incorrect

P1111 = Boost temperature sensor (F804) - Rate of change fault
P1115 = Coolant temperature sensor (F566) - Temperature high
P1127 = Air temperature after intercooler sensor (F750) - The air temperature is high
P1133 = Sensor lambda (F834) - Short circuit to supply on ECU pin C46
P1134 = Lambda sensor (F834) - Short circuit to ground on ECU pin C46
P1135 = Lambda sensor (F834) - Short circuit to supply on ECU pin C46
P1136 = Lambda sensor (F834) - Short circuit to ground on ECU pin C46
P1137 = Lambda sensor (F834) - Battery supply voltage fault
P1138 = Lambda sensor (F834) - ECU pin C46 signal voltage too low
P1139 = Lambda sensor (F834) - Calibration fault
P113A = Lambda sensor (F834) - Control fault
P113B = Lambda sensor (F834) - Calibration fault
P1158 = Wheel speed, front axle, left - out of range
P1159 = Wheel speed, front axle, right - out of range
P1160 = Wheel speed, rear axle, left - out of range
P1161 = Wheel speed, rear axle, right - out of range
P1167 = Fuel temperature - Notice
P1168 = Fuel temperature - High
P1180 = Fuel temperature - fuel temperature is high
P1191 = Fuel filter - Fuel filter is clogged
P1194 = Fuel filter - Fuel filter is significantly clogged
P1225 = Injector cylinder 1 B421, cylinder 2 B422, or cylinder 3 B423 - short circuit to ground on ECU pin A02, ECU pin A10, or ECU pin A06
P1226 = Injector cylinder 1 B421, cylinder 2 B422, or cylinder 3 B423 - short circuit to supply on ECU pin A02, ECU pin A10, or ECU pin A06
P1227 = Injector cylinder 4 B424, cylinder 5 B425, or cylinder 6 B426 - short circuit to ground on ECU pin A11, ECU pin A03, or ECU pin A07
P1228 = Injector cylinder 4 B424, cylinder 5 B425, or cylinder 6 B426 - short circuit to supply on ECU pin A11, ECU pin A03, or ECU pin A07
P1230 = Cylinder 1 pump unit (B131) - short circuit across ECU pin A25 and ECU pin A26
P1234 = Cylinder 5 pump unit (B135) - short circuit across ECU pin A28 and ECU pin A27
P1235 = Turbo speed sensor (F683) - Unlikely turbo speed
P1238 = Cylinder 3 pump unit (B133) - short circuit across ECU pin A30 and ECU pin A29
P1242 = Cylinder 6 pump unit (B136) - short circuit across ECU pin A32 and ECU pin A31
P1246 = Cylinder 2 pump unit (B132) - short circuit across ECU pin A34 and ECU pin A33
P1250 = Cylinder 4 pump unit (B134) - short circuit across ECU pin A35 and ECU pin A36
P1261 = Cylinder 1 injector (B421) - open circuit on ECU pin A01 and / or ECU pin A02
P1262 = Cylinder 1 injector (B421) - short circuit across ECU pin A01 and ECU pin A02
P1263 = Cylinder 1 combustion - Torque contribution is too high
P1264 = Cylinder 5 injector (B425) - open circuit on ECU pin A04 and / or ECU pin A03
P1265 = Cylinder 5 injector (B425) - short circuit across ECU pin A04 and ECU pin A03
P1266 = Cylinder 2 combustion - Torque contribution is too high
P1267 = Cylinder 3 injector (B423) - open circuit on ECU pin A05 and / or ECU pin A06
P1268 = Cylinder 3 injector (B423) - short circuit across ECU pin A05 and ECU pin A06
P1269 = Cylinder 3 combustion - Torque contribution is too high
P1270 = Cylinder 6 injector (B426) - open circuit on ECU pin A08 and / or ECU pin

A07

P1271 = Cylinder 6 injector (B426) - short circuit across ECU pin A08 and ECU pin A07

P1272 = Cylinder 4 combustion - Torque contribution is too high

P1273 = Cylinder 2 injector (B422) - open circuit on ECU pin A09 and / or ECU pin A10

P1274 = Cylinder 2 injector (B422) - short circuit across ECU pin A09 and ECU pin A10

P1275 = Cylinder 5 combustion - Torque contribution is too high

P1276 = Cylinder 4 injector (B424) - open circuit on ECU pin A12 and / or ECU pin A11

P1277 = Cylinder 4 injector (B424) - short circuit across ECU pin A12 and ECU pin A11

P1278 = Cylinder 6 combustion - Torque contribution is too high

P1298 = Oil temperature - Oil temperature high

P1300 = Crank speed injection diagnostics - At least one fault is active on any of the cylinders

P1335 = Crankshaft sensor (F552) - no signal from crankshaft

P1336 = Crankshaft sensor (F552) - Signal disturbed

P1340 = Camshaft sensor (F558) - no signal from camshaft

P1341 = Camshaft sensor (F558) - signal distorted

P1350 = Rotary speed actuator (L037) - Maximum limit at low temperature not reached

P1351 = Rotary speed actuator (L037) - Maximum limit not reached

P1352 = Rotary speed actuator (L037) - Not reached requested position

P1353 = Rotary speed actuator (L037) - Supply voltage too high

P1354 = Rotary speed actuator (L037) - Supply voltage too low

P1356 = Rotary speed actuator (L037) - Temperature too high

P1357 = Rotary speed actuator (L037) - Actuator status invalid

P1358 = Rotary speed actuator (L037) - Actuator data unreliable

P1359 = Rotary speed actuator (L037) - Fault detected during learning

P1360 = CAN communication - Aftertreatment system, after DPF pressure (AT1GP) - Signal incorrect

P1601 = ECU (D365) - Internal error 3

P1602 = ECU (D365) - Internal error - Application not present

P160A = ECU (D365) - Internal error 5

P1642 = 14-V sensor supply (D365) - Reference under range

P1643 = 14-V sensor supply (D365) - Reference over range

P1644 = 5-V sensor supply (D365) - Reference over range

P1645 = 5-V sensor supply (D365) - Reference under range

P1650 = Red warning indication - ECU pin B08 open circuit

P1651 = Red warning indication - Short circuit to ground on ECU pin B08

P1652 = Red warning indication - Short circuit to supply on ECU pin B08

P1653 = Check engine light - Open circuit on pin B04 of the ECU

P1655 = Check engine light - Short circuit to pin B04 of the ECU

P1658 = ECU (D365) - Internal error 4

P1674 = ECU (D365) - Internal error 7

P1675 = ECU (D365) - Internal error 8

P1676 = ECU (D365) - Internal error 9

P1677 = ECU (D365) - Internal error 10

P1678 = ECU (D365) - Internal error 11

P1679 = ECU (D365) - Internal error 1

P1681 = ECU (D365) - Internal error 12

P1682 = Oil level sensor - Open circuit on ECU pin B35

P1683 = Oil level sensor - Short circuit to supply on ECU pin B35

P1684 = Oil level sensor - Short circuit to ground on ECU pin B35

P1686 = Starter motor - Open circuit on pin B16 of the ECU

P1687 = Starter motor - Short circuit to supply on pin B16 of the ECU

P1688 = Starter motor - Short circuit to ground on pin B16 of the ECU

P1693 = Ether fluid control - Short circuit to supply on pin C04 of the ECU

P1694 = Ether fluid control - Short circuit to ground on pin C04 of the ECU
 P1695 = VTG - Cannot achieve commanded boost pressure setpoint during engine braking
 P1696 = VTG - Cannot achieve commanded boost pressure setpoint during engine braking
 P1704 = Lambda sensor (F834) - Signal invalid during overrun
 P1705 = Lambda sensor (F834) - Signal dynamic too low
 P1706 = Lambda sensor (F834) - Signal dynamic too high
 P1707 = Lambda sensor (F834) - Signal too high compared to engine out
 P1708 = Lambda sensor (F834) - Signal too low compared to engine out NOx sensor signal
 P1709 = Lambda sensor (F834) - Signal invalid during overrun
 P170A = Lambda sensor (F834) - Sensor signal too low
 P170B = Lambda sensor (F834) - Sensor signal too high
 P170C = NOx sensor before catalyst (F844) - Signal invalid during overrun
 P170D = NOx sensor before catalyst (F844) - Signal dynamic too low
 P170E = NOx before catalyst sensor (F844) - Signal dynamic too high
 P170F = NOx sensor before catalyst (F844) - Signal invalid during overrun
 P1710 = NOx before catalyst plausibility - Signal value lower than expected
 P1711 = NOx before catalyst plausibility - Signal value higher than expected
 P1712 = NOx before catalyst plausibility - Signal value is much lower than expected
 P1713 = NOx before catalyst plausibility - Signal value much higher than expected
 P1715 = Pressure after BPV sensor (F823) - Wrong value compared to reference value
 P1717 = Temperature after BPV sensor (F853) - Actual temperature after BPV differs from the reference before DOC temperature (F838)
 P1718 = EGR control system - EGR controller offset
 P1719 = EGR control system - EGR controller offset
 P171A = EGR control system - EGR controller has reached limit
 P171B = EGR control system - EGR control system reacts too slowly
 P171C = EGR control system - EGR control system reacts too slowly
 P171D = Before turbine temperature (predicted) - Out of range
 P171E = EGR control system - VTG control has positive offset
 P171F = EGR control system - VTG control has negative offset
 P1720 = Turbo control - Controller reaches limit
 P1722 = BPV actuator (L020) - Cannot achieve commanded position
 P1723 = Air Management Control - before turbine pressure controller has positive offset
 P1724 = Air Management Control - before turbine pressure controller has negative offset
 P1725 = Air management control - Before turbine pressure controller
 P1726 = Air management control - Before turbine pressure controller reacts too slowly
 P1727 = Rotary speed actuator (L037) - Position control error
 P1729 = Stationary regeneration - Time-out fault
 P1751 = MIL warning indication - ECU pin B23 short circuit to supply
 P1863 = CAN communication - maneuvering mode data out of range
 P1961 = Cylinder 1 injector (B421) - short circuit to ground on ECU pin A01
 P1962 = Cylinder 1 injector (B421) - short circuit to supply on ECU pin A01
 P1964 = Cylinder 5 injector (B425) - short circuit to ground on ECU pin A04
 P1965 = Cylinder 5 injector (B425) - short circuit to supply on ECU pin A04
 P1967 = Cylinder 3 injector (B423) - short circuit to ground on ECU pin A05
 P1968 = Cylinder 3 injector (B423) - short circuit to supply on ECU pin A05
 P1970 = Cylinder 6 injector (B426) - short circuit to ground on ECU pin A08
 P1971 = Cylinder 6 injector (B426) - short circuit to supply on ECU pin A08
 P1973 = Cylinder 2 injector (B422) - short circuit to ground on ECU pin A09
 P1974 = Cylinder 2 injector (B422) - short circuit to supply on ECU pin A09
 P1976 = Cylinder 4 injector (B424) - short circuit to supply on ECU pin A12
 P1977 = Cylinder 4 injector (B424) - short circuit to supply on ECU pin A12
 P2080 = Temperature after BPV sensor (F853) - Air temperature after turbine out of

range at the time of ignition

P2104 = Engine protection system - Warning state

P2105 = Warning lamp - Approaching shutdown state

P2106 = Accelerator pedal sensor - Limp-home active

P2135 = Accelerator pedal sensor - ECU pin B49 and ECU pin B45 sensor out of range relative to idle valid switch

P2147 = Pump unit, cylinder 1 B131, cylinder 2 B132, or cylinder 3 B133 - short circuit to ground on ECU pin A26, ECU pin A34, or ECU pin A30

P2148 = Pump unit, cylinder 1 B131, cylinder 2 B132 or cylinder 3 B133 - short circuit to supply on ECU pin A26, ECU pin A34, or ECU pin A30

P2150 = Pump unit, cylinder 4 B134, cylinder 5 B135, or cylinder 6 B136 - short circuit to ground on ECU pin A35, ECU pin A27, or ECU pin A31

P2151 = Pump unit, cylinder 4 B134, cylinder 5 B135, or cylinder 6 B136 - short circuit to supply on ECU pin A35, ECU pin A27, or ECU pin A31

P2169 = BPV actuator (L020) - open circuit

P2170 = BPV actuator (L020) - short circuit to ground

P2171 = BPV actuator (L020) - short circuit to supply

P2181 = Engine cooling system - Engine coolant temperature does not match conditions

P2183 = Coolant temperature sensor (F566) - Temperature unlikely

P2184 = Coolant temperature sensor 2 - ECU pin C19 signal voltage too low

P2185 = Coolant temperature sensor 2 - ECU pin C19 signal voltage too high

P2199 = Humidity sensor (F852) - Air temperature before compressor out of range at ignition key on

P2226 = Ambient pressure sensor in ECU PMCI-2 (D365) - Ambient air pressure out of range at the time of ignition

P2227 = Ambient pressure sensor in ECU PMCI-2 (D365) - Rate of change fault

P2228 = Ambient pressure sensor in ECU PMCI-2 (D365) - Pressure too low

P2229 = Ambient pressure sensor in PMCI-2 ECU (D365) - pressure too high

P2237 = Lambda sensor (F834) - Open circuit on ECU pin C45

P2238 = Lambda sensor (F834) - ECU pin C45 signal too low

P2239 = Lambda sensor (F834) - ECU pin C45 signal too high

P2264 = Water in fuel sensor - Water in fuel detected

P2266 = Water in fuel sensor - ECU pin B27 signal voltage too low

P2275 = Water in fuel sensor - ECU pin A52 signal voltage too high

P2425 = EGR valve sensor (L033) - Open circuit on ECU pin C05

P242B = CAN communication - Aftertreatment system, After DPF temperature (AT10G2) - Signal incorrect

P2457 = EGR temperature - temperature too high

P2458 = CAN communication - Manual regeneration force switch (CM1) - Signal incorrect

P2459 = CAN communication - Manual regeneration inhibit switch (CM1) - Signal incorrect

P245A = EGR cooler bypass valve actuator - open circuit on pin C70 of the ECU

P250A = Oil level - level low

P250B = Oil level - start-up is unlikely

P250C = Oil level sensor - ECU pin B35 out of range, too low

P250E = Oil level - level tends to be low

P250F = Oil level - level too low

P252F = Oil level - level high

P253B = CAN communication - PT0 set switch (PT0) - Signal incorrect

P2541 = Fuel pressure sensor (F801) - ECU pin A50 signal voltage too low

P2542 = Fuel pressure sensor (F801) - ECU pin A50 signal voltage too high

P2544 = CAN communication - Engine brake switch (VIC Proprietary B) - Signal incorrect

P2558 = Coolant level sensor - ECU pin C07 signal voltage too low

P2559 = Coolant level sensor - ECU pin C07 signal voltage too high

P2560 = Coolant level - Level too low

P2562 = Rotary speed actuator (L037) - Position sensor

P2563 = Rotary speed actuator (L037) - Position control abnormality
 P2579 = Turbo speed sensor (F683) - Turbo speed irrational fault
 P2580 = Turbo speed sensor (F683) - ECU pin C87 signal voltage too low
 P2581 = Turbo speed sensor (F683) - ECU pin C87 signal voltage too high
 P2602 = Coolant pump speed sensor (F805) - speed under range
 P2603 = Coolant pump speed sensor (F805) - speed over range
 P2609 = Ether start valve - Open circuit on pin C04 and / or pin C26 of the ECU
 P3003 = Power supply - Supply voltage low
 P30B3 = CAN communication - Aftertreatment - Message rate from EAS-3 too low
 P3405 = MX engine brake cylinder 1 (B411) - open circuit on ECU pin A17
 P3407 = MX engine brake cylinder 1 (B411) - short circuit to ground on ECU pin A17
 P3408 = MX engine brake cylinder 1 (B411) - short circuit to supply on ECU pin A17
 P3413 = MX engine brake cylinder 5 (B415) - ECU pin A13 open circuit
 P3415 = MX engine brake cylinder 5 (B415) - short circuit to ground on ECU pin A13
 P3416 = MX engine brake cylinder 5 (B415) - short circuit to supply on ECU pin A13
 P3421 = MX engine brake cylinder 3 (B413) - ECU pin A24 open circuit
 P3423 = MX engine brake cylinder 3 (B413) - short circuit to ground on ECU pin A24
 P3424 = MX engine brake cylinder 3 (B413) - short circuit to supply on ECU pin A24
 P3429 = MX engine brake cylinder 6 (B416) - ECU pin A20 open circuit
 P3431 = MX engine brake cylinder 6 (B416) - short circuit to ground on ECU pin A20
 P3432 = MX engine brake cylinder 6 (B416) - short circuit to supply on ECU pin A20
 P3437 = MX engine brake cylinder 2 (B412) - ECU pin A16 open circuit
 P3439 = MX engine brake cylinder 2 (B412) - short circuit to ground on ECU pin A16
 P3440 = MX engine brake cylinder 2 (B412) - short circuit to supply on ECU pin A16
 P3445 = MX engine brake cylinder 4 (B414) - ECU pin A21 open circuit
 P3447 = MX engine brake cylinder 4 (B414) - short circuit to ground on ECU pin A21
 P3448 = MX engine brake cylinder 4 (B414) - short circuit to supply on ECU pin A21
 P3750 = Exhaust temperature before DOC sensor (F838) - ECU pin B17, voltage too high
 P3751 = Exhaust temperature before DOC sensor (F838) - ECU pin B17, voltage too low
 P3752 = Exhaust temperature before DOC sensor (F838) - ECU pin B17, signal unlikely
 P3753 = Exhaust temperature before DPF Sensor (F839) - ECU pin B18, voltage too high
 P3754 = Exhaust temperature before DPF sensor (F839) - ECU pin B18, voltage too low
 P3755 = Exhaust temperature before DPF sensor (F839) - ECU pin B18, signal unlikely
 P3756 = Exhaust temperature after DPF (F840) sensor - ECU pin B19, voltage too high
 P3757 = Exhaust temperature after DPF sensor (F840) - ECU pin B19, voltage too low
 P3758 = Exhaust temperature after DPF sensor (F840) - ECU pin B19, signal unlikely
 P3759 = DPF pressure sensor (F837) - ECU pin A70, voltage too high
 P3760 = DPF pressure sensor (F837) - ECU pin A70, voltage too low
 P3761 = DPF pressure sensor (F837) - ECU pin A70, signal unlikely at key on
 P3762 = DPF pressure sensor (F837) - ECU pin A70, signal unlikely
 P3763 = DPF pressure sensor (F837) - ECU pin B45, voltage too high
 P3764 = DPF pressure sensor (F837) - ECU pin B45, voltage too low
 P3765 = DPF pressure sensor (F837) - ECU pin B45, signal unlikely at key on
 P3766 = DPF pressure sensor (F837) - ECU pin B45, signal unlikely
 P3767 = DPF pressure sensor (F837) - Outlet pressure too high, moderately severe level
 P3768 = Diesel oxidation catalyst (DOC) - HC conversion efficiency low
 P3769 = Diesel Oxidation Catalyst (DOC) - temperature rise not sufficient
 P3770 = Diesel Oxidation Catalyst (DOC) - Not detected
 P3771 = Exhaust temperature before DPF sensor (F839) - Temperature too high, least severe level
 P3772 = Exhaust temperature before DPF sensor (F839) - Temperature too high, most severe level
 P3773 = Exhaust temperature before DOC sensor (F838) - Temperature too high, moderately severe level (during nonregeneration)
 P3774 = Exhaust temperature before DPF sensor (F839) - Temperature too high during nonregeneration

P3775 = Diesel oxidation catalyst (DOC) - Unexpected temperature rise during nonregeneration detected
P3776 = Diesel oxidation catalyst (DOC) - Compensation level too high
P3777 = Dosing module, fuel (L073) - Doser degraded
P3778 = Dosing module, fuel (L073) - Doser degraded
P3779 = Diesel particulate filter (DPF) - Filter efficiency too low
P3780 = Exhaust temperature after DPF sensor (F840) - Temperature too high, most severe level
P3781 = Diesel particulate filter (DPF) - Not detected
P3782 = Diesel particulate filter (DPF) - Too frequent regeneration
P3783 = Exhaust temperature after DPF sensor (F840) - Temperature too high, least severe level
P3784 = Exhaust temperature after DPF sensor (F840) - Temperature too high, moderately severe level (during nonregeneration)
P3785 = Diesel particulate filter (DPF) - Differential pressure too high
P3786 = Exhaust temperature after DPF sensor (F840) - Temperature too high, moderately severe level
P3787 = DPF pressure sensor (F837) - Soot level severe (4)
P3788 = DPF pressure sensor (F837) - Particulate level low (1) or medium (2)
P3789 = DPF pressure sensor (F837) - Soot level high (3)
P3790 = DPF pressure sensor (F837) - Pressure line disconnected
P3791 = Diesel particulate filter (DPF) - Regeneration completed but insufficient
P3792 = Inhibit switch - Used in soot level 1 or higher
P3793 = Diesel particulate filter (DPF) - Filter severely damaged
P3794 = Diesel particulate filter (DPF) - Filter replaced with muffler
P3795 = Diesel particulate filter (DPF) - Stationary regeneration completed but insufficient
P3796 = Exhaust temperature before SCR catalyst sensor (F841) - ECU pin A21, voltage too high
P3797 = Exhaust temperature before SCR catalyst sensor (F841) - ECU pin A21, voltage too low
P3798 = Exhaust temperature before SCR catalyst sensor (F841) - ECU pin A21, signal unlikely
P3799 = Exhaust temperature before SCR catalyst sensor (F841) - Signal unlikely
P3800 = Exhaust temperature after SCR catalyst sensor (F842) - ECU pin B31, voltage too high
P3801 = Exhaust temperature after SCR catalyst sensor (F842) - ECU pin B31, voltage too low
P3802 = Exhaust temperature after SCR catalyst sensor (F842) - ECU pin B31, signal unlikely
P3803 = Exhaust temperature after SCR catalyst sensor (F842) - Signal unlikely
P3804 = NOx after catalyst sensor (F843) - Signal value lower than expected (during motoring)
P3805 = NOx after catalyst sensor (F843) - Signal value higher than expected (during motoring)
P3806 = NOx after catalyst sensor (F843) - Sensor heating warm-up failed
P3807 = NOx after catalyst sensor (F843) - Power supply out of range
P3808 = NOx after catalyst sensor (F843) - Heater element error
P3809 = NOx after catalyst sensor (F843) - NOx signal error
P3810 = NOx after catalyst sensor (F843) - Signal value higher than expected
P3811 = NOx after catalyst sensor (F843) - Signal value lower than expected
P3812 = NOx after catalyst sensor (F843) - CAN communication error 1
P3813 = NOx after catalyst sensor (F843) - Signal value higher than expected (during overrun)
P3814 = EAS-3 actuator ECU (D375) - CAN communication error
P3815 = Exhaust temperature after SCR catalyst sensor (F842) - Temperature too high, most severe level
P3816 = SCR catalyst - Reduction efficiency not reached
P3817 = Diesel exhaust fluid (DEF) - Fluid quality incorrect

P3818 = NOx after catalyst sensor (F843) - Sensor heating error
P3819 = NOx after catalyst sensor (F843) - Response rate too low
P3820 = DEF temperature / level sensor (F851) - DEF level low, moderately severe level
P3821 = DEF temperature / level sensor (F851) - DEF tank empty
P3822 = DEF temperature / level sensor (F851) - DEF level low, least severe level
P3823 = Tank heater valve (L076) - Failed to thaw DEF tank
P3824 = Exhaust temperature before SCR catalyst sensor (F841) - Temperature too high, moderately severe level (during nonregeneration)
P3825 = Exhaust temperature after SCR catalyst sensor (F842) - Temperature too high, moderately severe level (during nonregeneration)
P3826 = Exhaust temperature before SCR catalyst sensor (F841) - Temperature too high, most severe level (during nonregeneration)
P3827 = Exhaust temperature after SCR catalyst sensor (F842) - Temperature too high, most severe level (during nonregeneration)
P3828 = NOx before catalyst sensor (F844) - Signal value higher than expected
P3829 = SCR catalyst - Not detected
P3830 = Fuel intake module (L072) - ECU pin B07, short circuit to ground or open circuit
P3831 = Fuel intake module (L072) - ECU pin B07, short circuit to supply
P3832 = Dosing module, fuel (L073) - ECU pin A05, voltage too low
P3833 = Fuel intake module (L072) - Fuel pressure unlikely
P3834 = Fuel intake module (L072) - Fuel shutoff valve stuck in closed position
P3835 = Dosing module, fuel (L073) - Fuel circuit leakage
P3836 = Fuel intake module (L072) - Fuel supply restricted
P3837 = Fuel intake module (L072) - Pressure signal unlikely
P3838 = Fuel intake module (L072) - ECU pin A72, voltage too high
P3839 = Fuel intake module (L072) - ECU pin A72, voltage too low
P3840 = Air shutoff valve (L071) - Stuck in closed position
P3841 = Air shutoff valve (L071) - ECU pin A32, short circuit to ground or open circuit
P3842 = Air shutoff valve (L071) - ECU pin A32, short circuit to supply
P3843 = Pump module (L074) - Unable to prime
P3844 = EAS-3 actuator ECU (D375) - Internal error 1
P3845 = EAS-3 actuator ECU (D375) - CAN communication error with EAS-3 ECU
P3846 = EAS-3 actuator ECU (D375) - CAN message from EAS-3 ECU incorrect
P3847 = Valve, dosing (L075) - ECU pin A12, short circuit to supply
P3848 = Dosing valve (L075) - ECU pin A12, short circuit to ground or open circuit
P3849 = Valve, dosing (L075) - ECU pin A32, short circuit to supply
P3850 = Valve, dosing (L075) - ECU pin A32, short circuit to ground
P3851 = DEF temperature / level sensor (F851) - ECU pin A59, short circuit to supply
P3852 = DEF temperature / level sensor (F851) - ECU pin A59, short circuit to ground
P3853 = DEF temperature / level sensor (F851) - ECU pin A79, short circuit to supply
P3854 = DEF temperature / level sensor (F851) - ECU pin A79, short circuit to ground
P3855 = Sensor, DEF temperature / level (F851) - Temperature signal unlikely, too high
P3856 = Sensor, DEF temperature / level (F851) - Temperature signal unlikely, too low
P3857 = Pump module (L074) - ECU pin A24, short circuit to supply
P3858 = Pump module (L074) - ECU pin A24, short circuit to ground
P3859 = Pump module (L074) - ECU pin A24, open circuit
P3860 = Pump module (L074) - Initialization failed
P3861 = Pump module (L074) - ECU pin A65, short circuit to supply
P3862 = Pump module (L074) - ECU pin A65, short circuit to ground
P3863 = Pump module (L074) - ECU pin A65, open circuit

P3864 = Pump module (L074) - ECU pin A17, short circuit to supply
P3865 = Pump module (L074) - ECU pin A17, short circuit to ground
P3866 = Pump module (L074) - Pressure signal unlikely, too low
P3867 = Pump module (L074) - Pressure signal unlikely, too high
P3868 = Pump module (L074) - ECU pin A03 short circuit to supply
P3869 = Pump module (L074) - ECU pin A03 short circuit to ground
P3870 = Pump module (L074) - ECU pin A03 open circuit
P3871 = Valve tank heater (L076) - ECU pin A85, short circuit to supply
P3872 = Valve tank heater (L076) - ECU pin A85, short circuit to ground
P3873 = Valve tank heater (L076) - ECU pin A85, open circuit
P3874 = Tank heater valve (L076) - Heater stuck on
P3875 = Heater element pressure line (L077) - ECU pin A01, short circuit to supply
P3876 = Heater element pressure line (L077) - ECU pin A01, short circuit to ground
P3877 = Heater element pressure line (L077) - ECU pin A01, open circuit
P3878 = Heater element in line (L079) - ECU pin A48, short circuit to supply
P3879 = Heater element in line (L079) - ECU pin A48, short circuit to ground
P3880 = Heater element in-line (L079) - ECU pin A48, open circuit
P3881 = Heater element return line (L078) - ECU pin A02, short circuit to supply
P3882 = Heater element, return line (L078) - ECU pin A02, short circuit to ground
P3883 = Heater element return line (L078) - ECU pin A02, open circuit
P3884 = Pump module (L074) - Temperature signal error 1
P3885 = Pump module (L074) - Temperature signal error 2
P3886 = Pump module (L074) - Temperature signal error 3
P3887 = Pump module (L074) - Heater temperature signal error 1
P3888 = Pump module (L074) - Heater temperature signal error 2
P3889 = Pump module (L074) - Temperature signal unlikely
P3890 = Pump module (L074) - Temperature signal unlikely during cold start
P3891 = Pump module (L074) - Temperature signal not available
P3892 = Pump module (L074) - Heater temperature signal unlikely
P3893 = Pump module (L074) - Heater temperature signal unlikely during cold start
P3894 = Pump module (L074) - Temperature signal error 4
P3895 = Pump module (L074) - Heater element error
P3896 = EAS-3 actuator ECU (D375) - Internal temperature signal unlikely
P3897 = EAS-3 actuator ECU (D375) - Temperature too high, moderately severe level
P3898 = EAS-3 actuator ECU (D375) - ECU pin B06 or B07 or B08 or B09, voltage too high
P3899 = EAS-3 actuator ECU (D375) - ECU pin B06 or B07 or B08 or B09, short circuit to ground
P3900 = EAS-3 actuator ECU (D375) - Internal control relay stuck
P3901 = Line heater relay (R026) - Switch side, short circuit to supply
P3902 = EAS-3 actuator ECU (D375) - ECU pin A46 or A86, short circuit to supply
P3903 = EAS-3 actuator ECU (D375) - ECU pin A46 or A86, short circuit to ground
P3904 = EAS-3 actuator ECU (D375) - Short circuit to supply tank heater valve
P3905 = EAS-3 actuator ECU (D375) - Short circuit to ground, tank heater valve
P3906 = EAS-3 actuator ECU (D375) - ECU pin A05, short circuit to supply
P3907 = EAS-3 actuator ECU (D375) - ECU pin A05, short circuit to ground
P3908 = Line heater relay (R026) - ECU pin B41 or B30, short circuit to supply
P3909 = Line heater relay (R026) - ECU pin B41 or B30, short circuit to ground
P3910 = Line heater relay (R026) - ECU pin B41 or B30, open circuit
P3911 = EAS-3 actuator ECU (D375) - Internal error
P3912 = EAS-3 actuator ECU (D375) - Internal error 2
P3913 = EAS-3 actuator ECU (D375) - Internal error 3
P3914 = EAS-3 actuator ECU (D375) - Internal error 4
P3915 = EAS-3 actuator ECU (D375) - Incorrect software
P3916 = EAS-3 actuator ECU (D375) - Internal error 5
P3917 = ECU, EAS-3 actuator (D375) - Sensor supply voltage out of range, high
P3918 = EAS-3 actuator ECU (D375) - Communication error 1
P3919 = EAS-3 actuator ECU (D375) - Communication error 2
P3920 = EAS-3 actuator ECU (D375) - CAN communication error

P3921 = Dosing valve (L075) - Signal not present or unlikely
P3922 = Pump module (L074) - Reverting valve, stuck in closed position
P3923 = Pump module (L074) - Failed to build up pressure
P3924 = Pump module (L074) - Metering control pressure low
P3925 = Pump module (L074) - Metering control pressure high
P3926 = Pump module (L074) - Pressure too high
P3927 = Pump module (L074) - No pressure reduction
P3928 = Tank heater valve (L076) - DEF operating temperature not reached
P3929 = Pump module (L074) - Incomplete purge
P3930 = Pump module (L074) - Pressure line blocked
P3931 = Pump module (L074) - Pressure line restricted
P3932 = Pump module (L074) - Pressure stabilization failed
P3933 = EAS-3 actuator ECU (D375) - Communication error, power-up time-out
P3934 = EAS-3 actuator ECU (D375) - Communication error, conversion time-out
P3935 = EAS-3 actuator ECU (D375) - Internal temperature, out of range, high
P3936 = EAS-3 actuator ECU (D375) - Internal temperature, out of range, low
P3937 = EAS-3 actuator ECU (D375) - Internal temperature 1, out of range, high
P3938 = EAS-3 actuator ECU (D375) - Internal temperature 1, out of range, low
P3939 = EAS-3 actuator ECU (D375) - Internal voltage error
P3940 = EAS-3 actuator ECU (D375) - Internal voltage error 2
P3941 = EAS-3 actuator ECU (D375) - Internal voltage error 3
P3942 = EAS-3 actuator ECU (D375) - Internal voltage error 4
P3943 = EAS-3 actuator ECU (D375) - Internal voltage error 5
P3944 = EAS-3 actuator ECU (D375) - Internal voltage error 6
P3945 = EAS-3 actuator ECU (D375) - Internal voltage error 7
P3946 = EAS-3 actuator ECU (D375) - Sensor supply voltage too high
P3947 = EAS-3 actuator ECU (D375) - Sensor supply voltage too low
P3948 = EAS-3 actuator ECU (D375) - Internal error 5
P3949 = EAS-3 actuator ECU (D375) - Internal error 6
P3950 = EAS-3 actuator ECU (D375) - Internal error 7
P3951 = EAS-3 ECU (D374) - CAN communication error
P3952 = NOx before catalyst sensor (F844) - Power supply too low
P3953 = NOx before catalyst sensor (F844) - Heater element error
P3954 = NOx before catalyst sensor (F844) - NOx signal error
P3955 = NOx before catalyst sensor (F844) - CAN communication error 1
P3956 = NOx before catalyst sensor (F844) - Sensor heating error
P3957 = NOx before catalyst sensor (F844) - Sensor heating warm-up failure
P3958 = NOx before catalyst sensor (F844) - Oxygen signal error
P3959 = NOx before catalyst sensor (F844) - Supply voltage out of range
P3960 = NOx before catalyst sensor (F844) - CAN communication error 2
P3961 = NOx before catalyst sensor (F844) - CAN communication error 3
P3962 = NOx after catalyst sensor (F843) - CAN communication error 2
P3963 = NOx after catalyst sensor (F843) - CAN communication error 3
P3964 = EAS-3 ECU (D374) - Incorrect power down
P3965 = EAS-3 ECU (D374) - Internal error 1
P3966 = Diesel oxidation catalyst (DOC) - Blocked
P3967 = Exhaust temperature before SCR catalyst sensor (F841) - Differential signal unlikely
P3968 = Pump module (L074) - Incomplete purge
P3969 = Tank heater valve (L076) - Heating error
P3970 = NOx after catalyst sensor (F843) - Power supply out of range
P3971 = NOx after catalyst sensor (F843) - Data incorrect in-range high
P3972 = NOx after catalyst sensor (F843) - Data incorrect in-range low
P3973 = NOx after catalyst sensor (F843) - Data erratic
P3974 = Diesel oxidation catalyst (DOC) - Persistent deterioration
P3975 = Inhibit switch - Timer based regeneration inhibit
P3976 = Diesel particulate filter (DPF) - Unable to complete the timer-based regeneration
P3977 = SCR catalyst - Efficiency degradation

P3978 = Pump module (L074) - Dosing system degradation error
 P3979 = NOx before catalyst sensor (F844) - Data erratic or data not valid
 P3980 = Hydrocarbon storage - Level too high
 P3981 = Hydrocarbon storage - Level too high
 P3982 = H2O storage - Level too high
 P3983 = NOx after catalyst sensor (F843) - Power interruption
 P3984 = EAS-3 actuator ECU (D375) - Power supply too low
 P3985 = Pump module L074 - Prime error
 P3986 = NOx before catalyst sensor (F844) - Power interruption

U0011 = CAN communication - hardware or software problem in V-CAN
 U0101 = CAN communication - From transmission (ETC1) - Message rate too low
 U0103 = CAN communication - From transmission (ETC2) - Message rate too low
 U0104 = CAN communication - From cabin ECU (CCVS1) - Message rate too low
 U0105 = CAN communication - From aftertreatment system (DPF test run information Proprietary B) - Message rate too low
 U0113 = CAN communication - Message rate from emission aftertreatment system too low (A-CAN)
 U0120 = CAN communication - From transmission (ETC7) - Message rate too low
 U0128 = CAN communication - From cabin ECU (CCVS2) - Message rate too low
 U0129 = CAN communication - From cabin ECU (EBC1) - Message rate too low
 U0133 = CAN communication - From vehicle stability control (VDC1) - Message rate too low
 U0142 = CAN communication - From cabin ECU (TD) - Message rate too low
 U0143 = CAN communication - From cabin ECU (EEC2) - Message rate too low
 U0155 = CAN communication - From cabin ECU (XX to Engine Proprietary A) - Message rate too low
 U0156 = CAN communication - From cabin ECU (VIC Proprietary B) - Message rate too low
 U0157 = CAN communication - From cabin ECU (AMB) - Message rate too low
 U0291 = CAN communication - From transmission (TCFG2) - Message rate too low
 U0404 = CAN communication - Transmission selected gear (ETC2) - Signal incorrect
 U0405 = CAN communication - From cabin ECU (CCVS1) - Message rate too high
 U1001 = CAN communication - Aftertreatment system requested limp-home state (A-CAN)
 U1004 = CAN communication - Aftertreatment - Failure with engine reaction out of range (A-CAN)
 U1005 = CAN communication - from aftertreatment system (DPF Test run information Proprietary B) - Message rate too high
 U1010 = CAN communication - Exhaust temperature sensor before DPF (A1DOC) - Signal incorrect
 U1011 = CAN communication - Hardware or software problem in E-CAN
 U1012 = CAN communication - Aftertreatment system - DPF regeneration aborted out of range
 U1013 = CAN communication - Exhaust temperature sensor before DOC (A1DOC) - Signal incorrect
 U1014 = CAN communication - Hardware or software problem in D-CAN
 U1015 = CAN communication - hardware or software problem in A-CAN
 U1016 = CAN communication - from aftertreatment system (A1DOC) - Message rate too low
 U1017 = CAN communication - from aftertreatment system (A1DOC) - Message rate too high
 U1046 = Rotary speed actuator (L037) - Power supply voltage monitoring
 U1047 = Rotary speed actuator (L037) - wiping out of range
 U1048 = Rotary speed actuator (L037) - Detects short circuit to ground / battery
 U104B = Turbo control VTG (L037) - Internal CAN resistance defect
 U104C = Turbo control VTG (L037) - CAN communication
 U104D = Actuator rotary speed (L037) - Initialization
 U1069 = CAN communication - Pressure humidity sensor (AAI) - Signal incorrect
 U1070 = CAN communication - Temperature humidity sensor (AAI) - Signal incorrect

U1071 = CAN communication - Relative humidity (AAI) - Signal incorrect
 U1072 = CAN communication - From humidity sensor (AAI) - Message rate too high
 U1073 = CAN communication - From humidity sensor (AAI) - Message rate too low
 U1101 = CAN communication - From transmission (ETC1) - Message rate too high
 U1103 = CAN communication - From transmission (ETC2) - Message rate too high
 U1104 = CAN communication - From adaptive cruise control (ACC1) - Message rate too low
 U1105 = CAN communication - Engine stop switch (XX to Engine Proprietary A) - Signal incorrect
 U1106 = CAN communication - Aftertreatment - Timeout fault (A-CAN)
 U1107 = CAN communication - Aftertreatment - Busy fault (A-CAN)
 U1110 = CAN communication - From retarder (RC1) - Message rate too low
 U1111 = CAN communication - from aftertreatment system (SCR1) - Message rate too high
 U1112 = CAN communication - from aftertreatment system (SCR1) - Message rate too low
 U1113 = CAN communication - Message rate from emission aftertreatment system too high (A-CAN)
 U1114 = CAN communication - from aftertreatment system (TI1) - Message rate too low
 U1115 = CAN communication - from aftertreatment system (TI1) - Message rate too high
 U1116 = CAN communication - Aftertreatment system, after catalyst NOx sensor 02 percentage (PropB_ExhaustGasCorrected) - Signal incorrect
 U1117 = CAN communication - Aftertreatment system, after catalyst NOx sensor corrected NOx value (PropB_ExhaustGasCorrected) - Signal incorrect
 U1118 = CAN communication - Aftertreatment system, after catalyst NOx sensor (PropB_ExhaustGasCorrected) - Signal incorrect
 U1119 = CAN communication - From brake system (TSC1_BE) - Message rate too high
 U111A = CAN communication - Aftertreatment system, before catalyst NOx sensor (PropB_ExhaustGasCorrected) - Signal incorrect
 U111B = CAN communication - Aftertreatment system, before catalyst NOx sensor 02 percentage (PropB_ExhaustGasCorrected) - Signal incorrect
 U111C = CAN communication - Aftertreatment system, before catalyst NOx sensor corrected NOx value (PropB_ExhaustGasCorrected) - Signal incorrect
 U111D = CAN communication - from aftertreatment system (PropB_ExhaustGasCorrected) - Message rate too low
 U111E = CAN communication - from aftertreatment system (PropB_ExhaustGasCorrected) - Message rate too high
 U111F = CAN communication - Aftertreatment system, Operating mode request (proprietary B ACM) - Signal incorrect
 U1120 = CAN communication - From brake system (TSC1_BE) - Message rate too low
 U1121 = CAN communication - From transmission (TSC1_TE) - Message rate too high
 U1122 = CAN communication - From transmission (TSC1_TE) - Message rate too low
 U1123 = CAN communication - From cabin ECU (TSC1_VE) - Message rate too high
 U1124 = CAN communication - From cabin ECU (TSC1_VE) - Message rate too low
 U1125 = CAN communication - From external device (TSC1_SE) - Message rate too high
 U1126 = CAN communication - From external device (TSC1_SE) - Message rate too low
 U1127 = CAN communication - From brake system to engine brake (TSC1_BR) - Message rate too high
 U1128 = CAN communication - From brake system to engine brake (TSC1_BR) - Message rate too low
 U1129 = CAN communication - From transmission to engine brake (TSC1_TR) - Message rate too high
 U112A = CAN communication - from aftertreatment system (proprietary B ACM) - Message rate too low
 U112B = CAN communication - from aftertreatment system (proprietary B ACM) - Message rate too high
 U0417 = CAN communication - From cabin ECU (CCVS2) - Message rate too high
 U0418 = CAN communication - From cabin ECU (EBC1) - Message rate too high

U112C = CAN communication - Aftertreatment system, fuel consumption (AT1FC1) - Signal incorrect
U112D = CAN communication - from aftertreatment system (AT1FC1) - Message rate too low
U112E = CAN communication - from aftertreatment system (AT1FC1) - Message rate too high
U112F = CAN communication - Aftertreatment system, HC doser total fuel used (AT1HI) - Signal incorrect
U1130 = CAN communication - From transmission to engine brake (TSC1_TR) - Message rate too low
U1131 = CAN communication - From cabin ECU (CM1) - Message rate too high
U1132 = CAN communication - From cabin ECU (CM1) - Message rate too low
U1133 = CAN communication - From external device to engine brake (TSC1_SR) - Message rate too high
U1134 = CAN communication - From external device to engine brake (TSC1_SR) - Message rate too low
U1135 = CAN communication - From brake system (HRW) - Message rate too high
U1136 = CAN communication - From brake system (HRW) - Message rate too low
U1137 = CAN communication - From adaptive cruise control (TSC1_AE) - Message rate too high
U1138 = CAN communication - From adaptive cruise control (TSC1_AE) - Message rate too low
U1139 = CAN communication - From adaptive cruise control to engine brake (TSC1_AR) - Message rate too high
U113A = CAN communication - From aftertreatment system (AT1HI) - Message rate too low
U113B = CAN communication - From aftertreatment system (AT1HI) - Message rate too high
U113C = CAN communication - Aftertreatment system, DEF tank heater state (A1SCRDSI2) - Signal incorrect
U113D = CAN communication - from aftertreatment system (A1SCRDSI2) - Message rate too low
U113E = CAN communication - from aftertreatment system (A1SCRDSI2) - Message rate too high
U113F = CAN communication - Aftertreatment system, Sensor exhaust temperature after catalyst (A1SCREGT) - Signal incorrect
U1141 = CAN communication - From adaptive cruise control to engine brake (TSC1_AR) - Message rate too low
U1143 = CAN communication - From cabin ECU (EEC2) - Message rate too high
U114A = CAN communication - from aftertreatment system (A1SCREGT) - Message rate too low
U114B = CAN communication - from aftertreatment system (A1SCREGT) - Message rate too high
U114C = CAN communication - Aftertreatment system, DEF dosing quantity (A1SCRDSI1) - Signal incorrect
U114D = CAN communication - from aftertreatment system (A1SCRDSI1) - Message rate too low
U114E = CAN communication - from aftertreatment system (A1SCRDSI1) - Message rate too high
U1155 = CAN communication - From cabin ECU (XX to Engine Proprietary A) - Message rate too high
U1156 = CAN communication - From cabin ECU (VIC Proprietary B) - Message rate too high
U1157 = CAN communication - From cabin ECU (AMB) - Message rate too high
U1158 = CAN communication - From turbo (VNT to Engine Proprietary B) - Message rate too high
U1159 = CAN communication - From turbo (VNT to Engine Proprietary B) - Message rate too low
U1160 = CAN communication - Turbo actual opening angle (VNT to Engine Proprietary

B) - Signal incorrect

U1179 = CAN communication - Adjustable speed limiter switch (VIC Proprietary B) - Signal incorrect

U1180 = CAN communication - Engine estimated parasitic losses (VIC Proprietary B) - Signal incorrect

U1184 = CAN communication - Cruise control switch (CCVS) - Signal incorrect

U1188 = CAN communication - Front axle speed (EBC2) - Signal incorrect

U1189 = CAN communication - From retarder (ERC1) - Message rate too high

U1190 = CAN communication - From retarder (ERC1) - Message too low

U1192 = CAN communication - From transmission (ETC7) - Message rate too high

U1193 = CAN communication - From cabin ECU (DD) - Message rate too high

U1194 = CAN communication - From cabin ECU (DD) - Message rate too low

U1197 = CAN communication - From brake system (EBC2) - Message rate too high

U1198 = CAN communication - From brake system (EBC2) - Message rate too low

U1199 = CAN communication - From retarder to engine brake (TSC1_DR) - Message rate too high

U1200 = CAN communication - From retarder to engine brake (TSC1_DR) - Message rate too low

U1207 = CAN communication - From power takeoff (PTO) - Message rate too high

U1208 = CAN communication - From power takeoff (PTO) - Message rate too low

U1291 = CAN communication - From transmission (TCFG2) - Message rate too high

U1404 = CAN communication - Transmission current gear (ETC2) - Signal incorrect

U1405 = CAN communication - From adaptive cruise control (ACC1) - Message rate too high

U1406 = CAN communication - Mode adaptive cruise control (ACC1) - Signal incorrect

U1407 = CAN communication - Set speed adaptive cruise control (ACC1) - Signal incorrect

U1408 = CAN communication - Turbo health status (VNT to Engine Proprietary B) - Signal incorrect

U1409 = CAN communication - Turbo actuator state (VNT to Engine Proprietary B) - Signal incorrect

U142F = CAN communication - aftertreatment system, before DOC pressure (proprietary B ACM) - Signal incorrect

U153B = CAN communication - PTO resume switch (PTO) - Signal incorrect

U1544 = CAN communication - Actual retarder torque (ERC1) - Signal incorrect

U1545 = CAN communication - Intended retarder torque (ERC1) - Signal incorrect

U1546 = CAN communication - Demanded retarder torque (ERC1) - Signal incorrect

U1547 = CAN communication - Retarder selection (ERC1) - Signal incorrect

U1548 = CAN communication - Output shaft speed (ETC1) - Signal incorrect

U1549 = CAN communication - Torque converter lockup engaged (ETC1) - Signal incorrect

U1550 = CAN communication - Reference retarder torque (RC1) - Signal incorrect

U1551 = CAN communication - Rollover protection brake control active (VDC1) - Signal incorrect

U1552 = CAN communication - Rollover protection engine control active (VDC1) - Signal incorrect

U1553 = CAN communication - Yaw control brake control active (VDC1) - Signal incorrect

U1554 = CAN communication - Yaw control engine control active (VDC1) - Signal incorrect

U1562 = CAN communication - Aftertreatment system, turbine outlet exhaust flow, low target request (Proprietary B ACM Limits) - Signal incorrect

U1563 = CAN communication - Aftertreatment system, turbine outlet exhaust flow, low limit request (Proprietary B ACM Limits) - Signal incorrect

U1564 = CAN communication - Aftertreatment system, turbine outlet temperature, low target request (Proprietary B ACM Limits) - Signal incorrect

U1565 = CAN communication - Aftertreatment system, turbine outlet temperature, upper limit request (Proprietary B ACM Limits) - Signal incorrect

U1566 = CAN communication - from aftertreatment system (Proprietary B ACM Limits) -

Message rate too low

U1567 = CAN communication - from aftertreatment system (Proprietary B ACM Limits) -

Message rate too high

U1645 = CAN communication - From vehicle stability control (VDC1) - Message rate too high

U1700 = CAN communication - aftertreatment system, tank level value (TI1) - Signal incorrect

U1701 = CAN communication - Aftertreatment system, Tank temperature value (TI1) - Signal incorrect

U1702 = CAN communication - Aftertreatment system, tank heater value (TI1) - Signal incorrect

U1710 = CAN communication - from aftertreatment system (AT1IMG) - Message rate too high

U1711 = CAN communication - from aftertreatment system (AT1IMG) - Message rate too low

U1712 = CAN communication - Aftertreatment system, DPF delta pressure (AT1IMG) - Signal incorrect

U1715 = CAN communication - from aftertreatment system (AT10G2) - Message rate too high

U1716 = CAN communication - from aftertreatment system (AT10G2) - Message rate too low

U1720 = CAN communication - from emission aftertreatment system (VEP) - Message rate too high

U1721 = CAN communication - from emission aftertreatment system (VEP) - Message rate too low

U1722 = CAN communication - Aftertreatment system, power supply voltage (VEP) - Signal incorrect

U1725 = CAN communication - from aftertreatment system (AT1GP) - Message rate too high

U1726 = CAN communication - from aftertreatment system (AT1GP) - Message rate too low