

TROUBLESHOOTING MANUAL

INDUSTRIAL ENGINE

TNV, TN

4TNV94FHT

4TN101

4TN107

YANMAR

**California
Proposition 65 Warning**

Diesel engine exhaust and some of its constituents are known to the state of California to cause cancer, birth defects, and other reproductive harm.

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TROUBLESHOOTING MANUAL	MODEL	4TNV94FHT, 4TN101, 4TN107
	CODE	0DTN4-EN0702

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1. GENERAL DESCRIPTION OF ENGINE ELECTRONIC CONTROL SYSTEM

1.1. Introduction

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1.1.1. Engines Applying in This Troubleshooting Manual

The following table shows the engine models that applies in this troubleshooting manual.

Table 1 Engine models applying in this troubleshooting manual

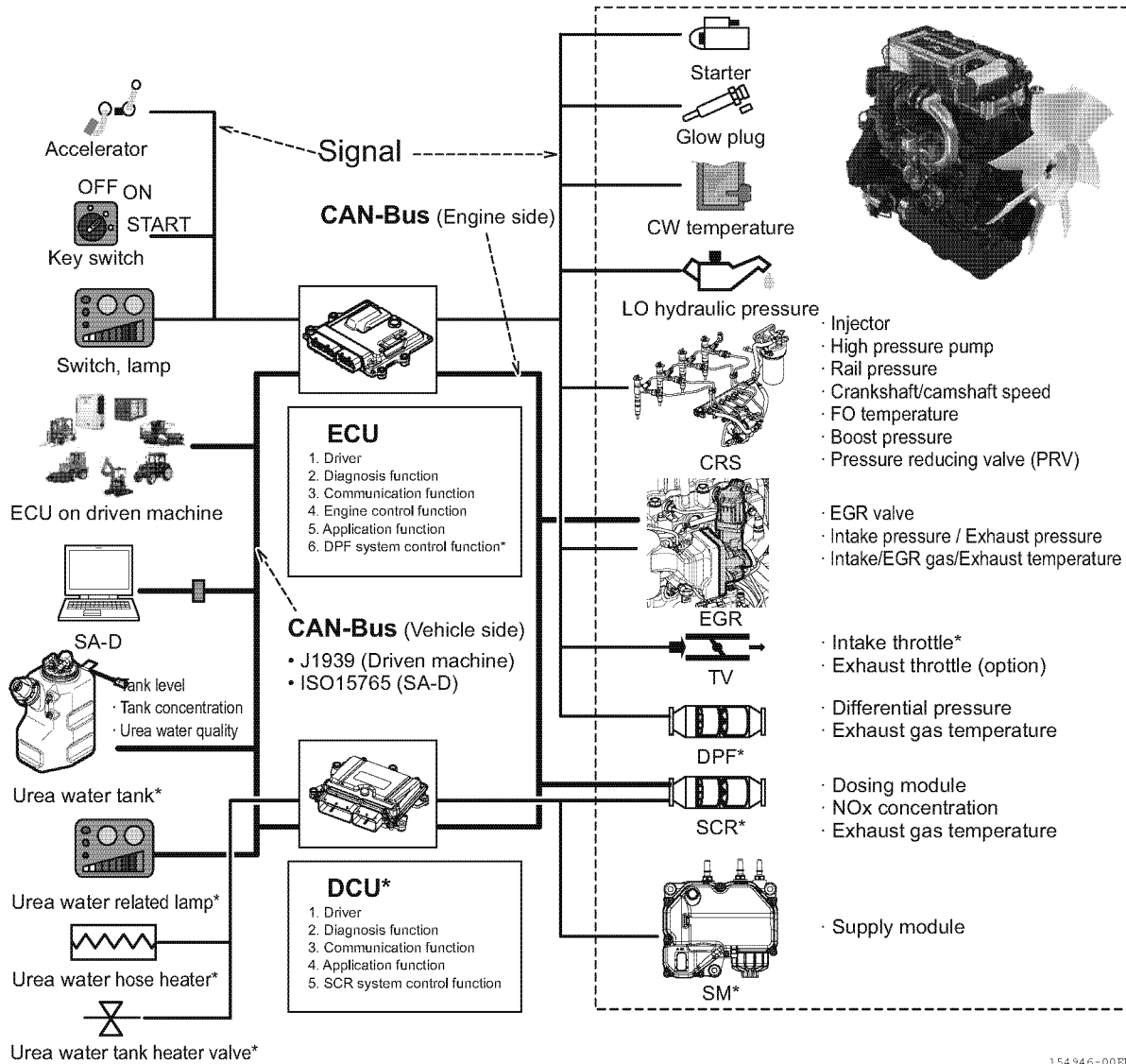
Engine model	ECU	DCU	Applicable or not	Remarks
4TNV94FHT	d33	HD01	NA	Refer to the conventional 4TNV94FHT troubleshooting manual.
4TNV94FHT	DC1V	VD1	Applicable	–
4TN101HT • DT	DC1V	–	Applicable	–
4TN101FHT • FDT	DC1V	VD1	Applicable	–
4TN107HT • TT	DC1V	–	Applicable	–
4TN107FHT • FTT	DC1V	HD01	Applicable	–
		VD1	Applicable	–

1.1.2. System Configuration of Engine Electronic Control System

General Description of Engine Electronic Control System (*: Applicable only to models with urea SCR system) is described below:

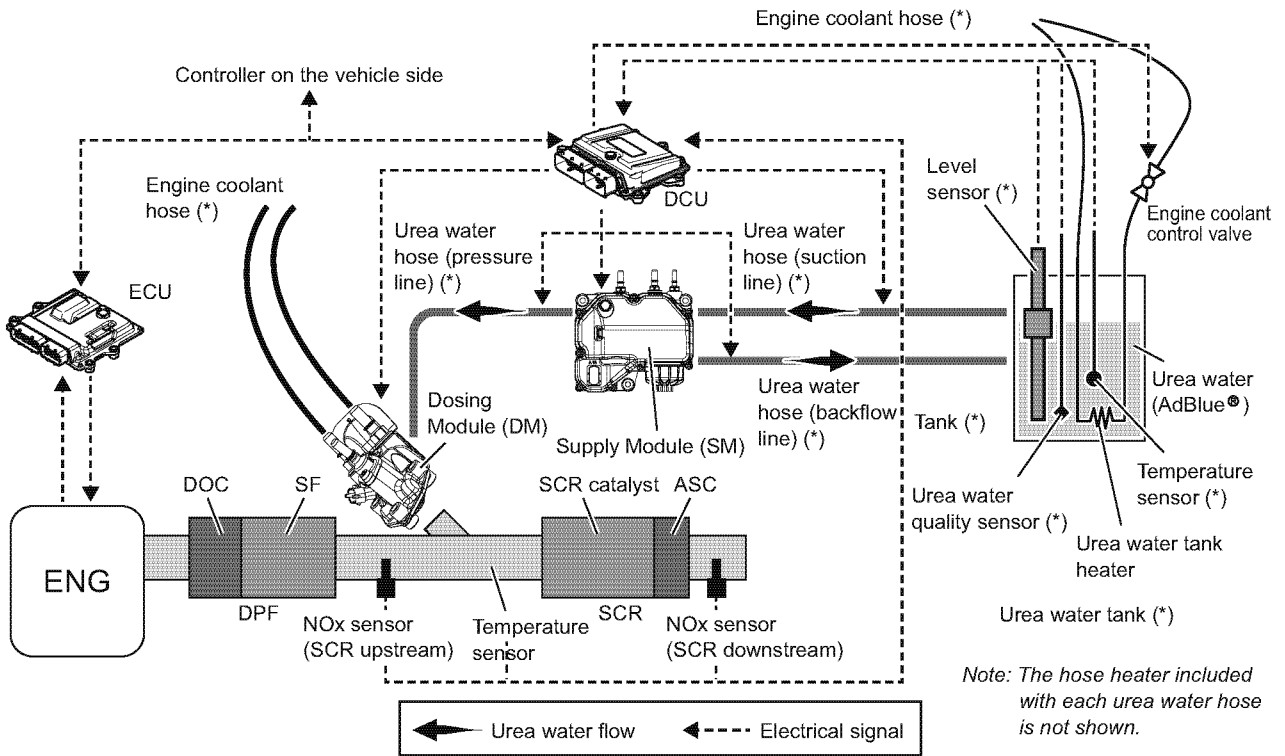
The following devices are adopted as electronic control devices to decrease the emission, and build an optimized electronic control system: common rail fuel injection system (CRS after this), exhaust gas recirculation system (EGR after this), diesel particulate filter* (DPF after this), and urea SCR* (Selective Catalytic Reduction) (SCR after this).

Engine system of "CRS + EGR + DPF*" is controlled with the engine controller (Engine ECU or ECU after this). SCR system* is controlled with the dosing control unit* (DCU after this).



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Figure 1 System outline of electronic control system (*: Applicable only to models with urea SCR system)



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Figure 2 System outline of urea SCR system (Applicable only to models with urea SCR system)

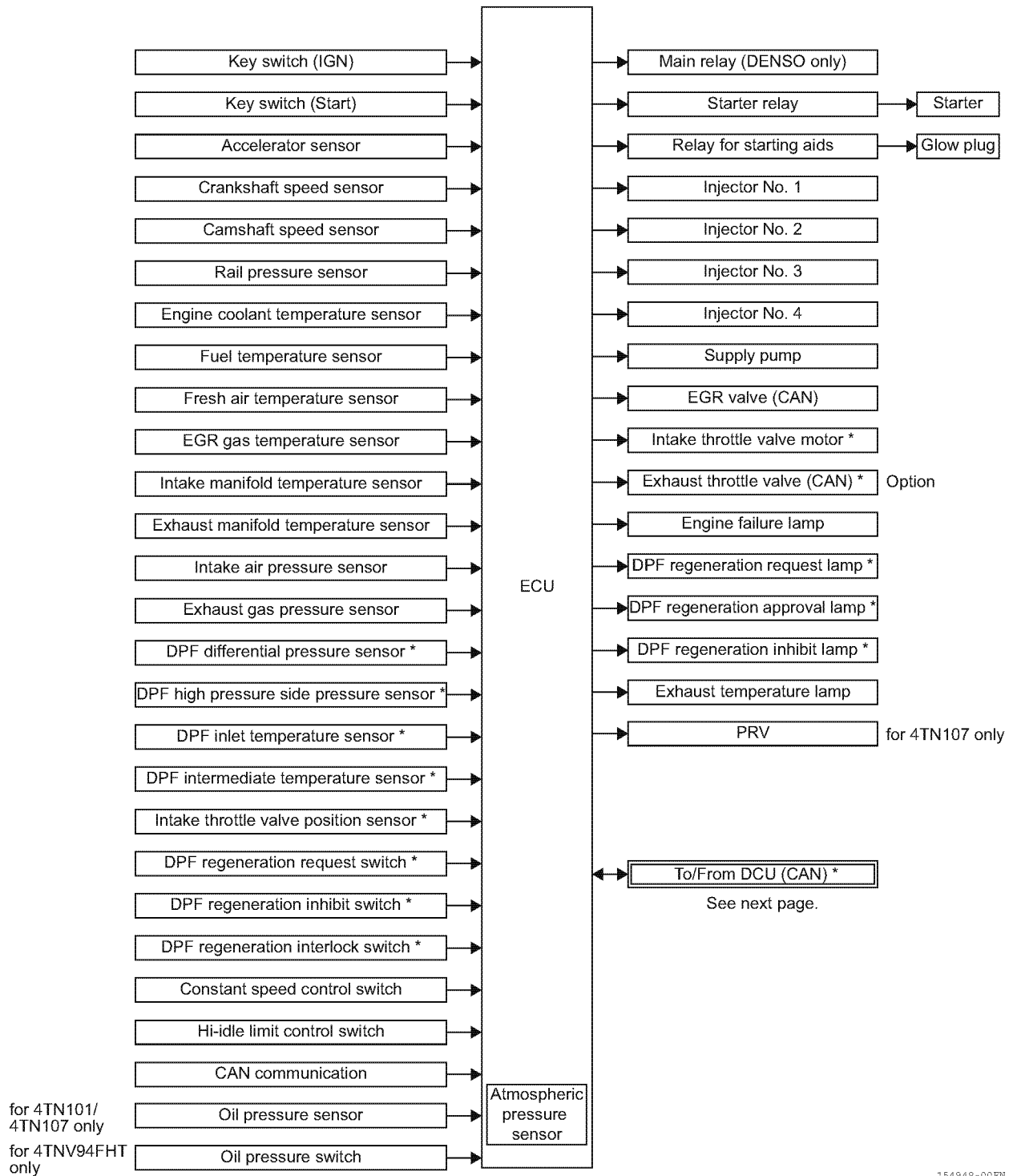


Figure 3 E-ECU system configuration (*: Applicable only to models with urea SCR system)

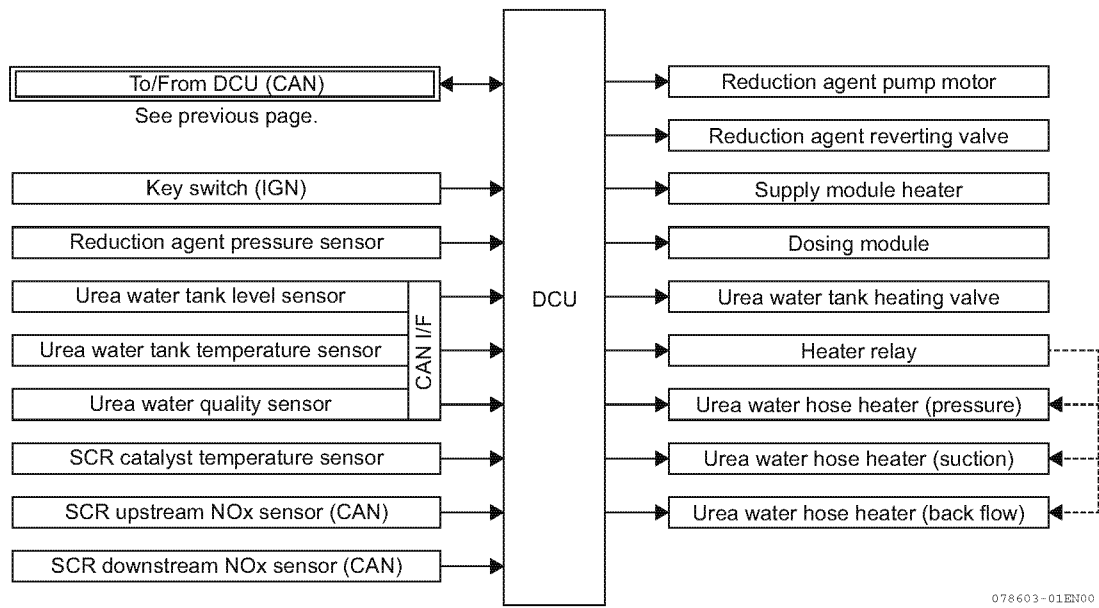


Figure 4 DCU system configuration (Applicable only to models with urea SCR system)

1.1.3. Engine ECU and DCU After-run Time

A certain length of time is required until ECU and DCU (Applicable only to models with urea SCR system) power supply is turned OFF after key switch is turned OFF. Do not remove the battery until this time passes. When ECU or DCU power supply needs to be switched from OFF to ON for error reset, turn OFF the key switch, make sure that the after-run is complete, and turn ON the key switch again.

ECU: 60 seconds are required until ECU power supply is turned OFF after key switch is turned OFF.

DCU: 7 minutes are required until DCU power supply is turned OFF after key switch is turned OFF.

With models with urea SCR system, the urea water inside the dosing module, supply module, and urea water hose is returned to the urea tank within 7 minutes, so there is an operating noise. When this operation is interrupted by actions such as removing the battery, urea water remains in the dosing module, supply module, or urea water hose.

Such urea water causes its volume expansion on freezing, or its urea deposition (deposit) on drying, and damages these parts. Therefore, do not remove the battery for 7 minutes after turning off the key switch.

1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements

YANMAR's engines have functions like those indicated below. They are based on legal regulations such as the EPA emission regulations in the United States, the NRMM emission regulations in Europe, and Japan's regulations on special vehicles.

1. NOx control system diagnostic function (NCD: NOx Control Diagnostic) (Applicable only to models with urea SCR system)
 - Detects failure or unauthorized modification of NOx control system ^{*1}, and failure of the NCD itself.
 - Alerts operator when failure is detected.
 - Incremental engine derating (Inducement ^{*2}) is applied to prompt the operator to take action.
2. Diagnosis functions for the PM control system (PCD: Particulate Control Diagnostic) (Applicable only to models with urea SCR system)
 - Detects removal/loss of function of DPF, and failure of the DPF itself.
 - Alerts operator when failure is detected.
 - Addition of Incident counter/timer ^{*3}
3. Detection of remaining amount of urea water (Applicable only to models with urea SCR system)
 - Output of a warning when a decrease in the remaining amount of urea water is detected
 - Incremental engine derating (Inducement ^{*2}) is applied to prompt the operator to take action.

^{*1}: The EGR system and SCR system (including abnormal reduction in the quality of the urea water) come under the NOx control system.

^{*2}: For details refer to P22 [Output limit by Inducement].

^{*3}: Cases where the equipment was operated for 20 hours or more with PCD abnormalities occurring must be recorded in the ECU's non-volatile memory and available to be checked by the relevant authorities. (Checking will be done using service tools.)

With regard to the output of warnings to operators when failures are detected, customers' vehicles must be fitted with lamp displays or short message displays, in order to comply with the requirements for outputting a "Warning system using visual alarm".

Furthermore, the European NRMM emission regulations (EU Stage V) include detailed requirements regarding the warning indication methods. In addition, the matters that are specified by law must be indicated in the instruction manuals for the end users.

In addition to the above failure diagnostics and warning indications, [Output limit by Inducement] and [Other output limit] have been implemented in order to comply with the laws and regulations of each country.

Output limit by Inducement (Applicable only to models with urea SCR system)

With regard to engines equipped with a NOx cleaning system such as SCR or EGR, when NOx control cannot be performed properly because of an abnormality, the engine speed and power output will be limited in order to prevent excessive emission of gas.

This limitation function called "Inducement", and is stipulated in legal requirements. It operates in parallel with output limitation by Fail Safe, in order to protect the engine when a failure occurs. The operation of Inducement is specified in the emission regulations of each country, and the details regarding operation differ between the EPA emission regulations in the United States, the NRMM emission regulations in Europe, and Japan's regulations on special vehicles. YANMAR's Inducement is developed to enable compliance with these emission requirements.

The conditions for Inducement to be performed are broadly divided into the three types indicated below.

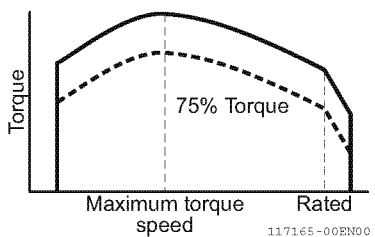
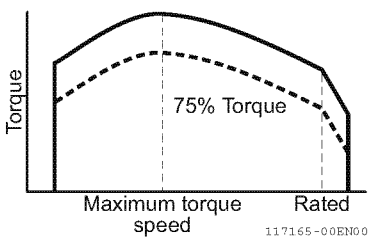
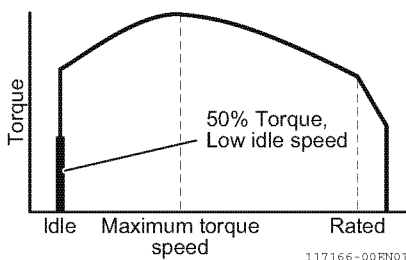
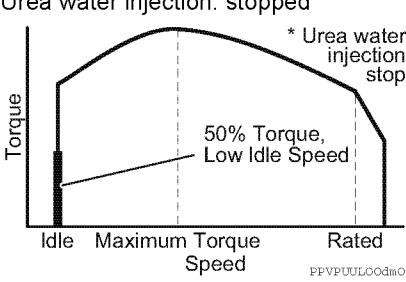
- Inducement due to abnormalities in the SCR system (including abnormal reduction in the quality of the urea water) (NCD)
- Inducement due to abnormalities related to EGR valves (NCD)
- Inducement due to a decrease in the remaining amount of urea water in the urea water tank

For each of the above, the DCU judges whether Warning, Inducement Level 1, or Inducement Level 2 is applicable.

For the engine behavior during Inducement, refer to Table 1. The system has an Inducement temporary release function (override mode) (option), to provide a means of evacuating the vehicle in an emergency.

The purposes of this include failure diagnosis, repairs, and movement to a safe place.

Table 1 Relationship between each type of Inducement state and engine behavior

	Operation in the event of an abnormality	
	<ul style="list-style-type: none"> • Inducement due to abnormalities in the SCR system (NCD) • Inducement related to EGR valves (NCD) 	<ul style="list-style-type: none"> • Inducement due to a decrease in the remaining amount of urea water in the urea water tank
Warning	<ul style="list-style-type: none"> • Warning indication: failure lamp + NCD lamp on (weak) • Fuel injection quantity limitation: No • Engine speed limitation: No 	<ul style="list-style-type: none"> • Warning indication: urea water remaining amount warning lamp on (weak) • Fuel injection quantity limitation: No • Engine speed limitation: No
Inducement 1	<ul style="list-style-type: none"> • Warning indication: failure lamp + NCD lamp on (strong) • Fuel injection quantity limitation: Limited to 75% • Engine speed limitation: No 	<ul style="list-style-type: none"> • Warning indication: failure lamp + urea water remaining amount warning lamp on (strong) • Fuel injection quantity limitation: Limited to 75% • Engine speed limitation: No 
Inducement 2	<ul style="list-style-type: none"> • Warning indication: failure lamp + NCD lamp on (strong) • Fuel injection quantity limitation: Limited to 50% • Engine speed limitation: Limited to speed set for low idle 	<ul style="list-style-type: none"> • Warning indication: failure lamp + urea water remaining amount warning lamp on (strong) • Fuel injection quantity limitation: Limited to 50% • Engine speed limitation: Limited to speed set for low idle • Urea water injection: stopped 

Precautions (Applicable only to models with urea SCR system)**Distinction between strong and weak lighting-up patterns of the urea water remaining amount warning lamp and the NCD lamp**

With regard to the lighting-up patterns of the lamps, the regulations require an indication method that clearly distinguishes different levels, such as “weak” = flashing / “strong” = lit, or “weak” = on / “strong” = flashing. Measures must be taken to ensure that all vehicle operators will be able to understand the meanings of the indications, including lit/flashing lamps. Examples include taking into consideration the local areas where the products are sold, or clearly stating the meanings separately in the operation manuals.

After all of the failures and abnormalities are repaired and solved, and after the ECU/DCU is judged normal, the Inducement is canceled.

With regard to rotation speed limitation, as indicated in Figure 1, taking into consideration the safety of the vehicle, the limit will be released after the instructed rotation speed from the vehicle is less than the limit rotation speed.

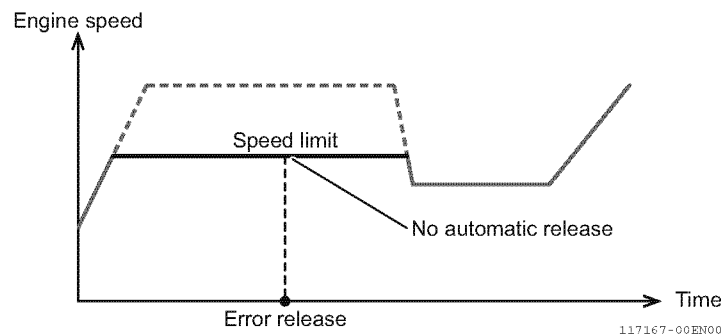


Figure 1 Method for releasing rotation speed limitation by Inducement

1. Inducement due to abnormalities in the SCR system

1- Function

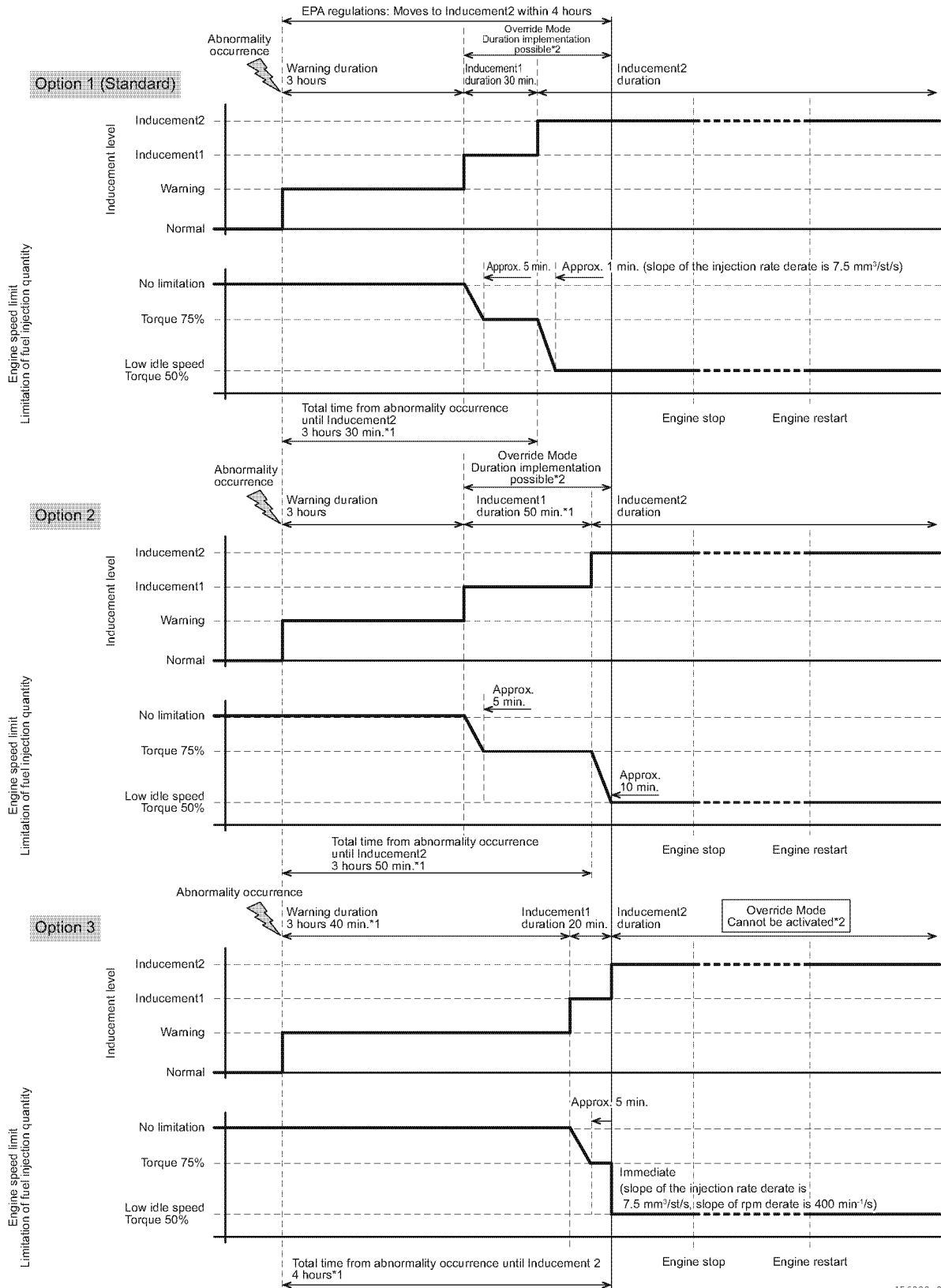
In order to prevent the engine from continuing to be operated in a state in which urea water cannot be properly injected owing to abnormalities in the SCR system (including abnormal reduction in the quality of the urea water), Inducement will be performed when abnormalities in the SCR system are detected. If the engine continues to be used once Inducement is activated, the engine speed/fuel injection quantity are reduced to a point at which work is almost impossible. Repair the abnormalities immediately.

2- Description

Figure 2 and Table 2 show the relation between Inducement and the engine operation time from error occurrences.

If engine stop and engine restart is performed in a state in which an SCR system abnormality has occurred, Inducement will continue at the same level as when the engine was stopped. (Until the failure is repaired, Inducement will not be released even if the engine is stopped and then restarted.) Also, if an SCR system abnormality occurs again after the engine has been operating normally for 40 hours or less since the previous recovery from an SCR system abnormality, it will be regarded as a repeat occurrence (repeat offense), and a Inducement level will be selected that corresponds to the previous Inducement state.

Setting 3 levels has been provided for the operation time before judgment regarding Inducement level is made. Please choose which one to adopt, taking into consideration the circumstances of use. (You can choose using the DCU application menu.)



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Figure 2 Relation between Inducement and the engine operation time from error occurrences (Applicable only to models with urea SCR system)

*1: For Inducement periods during repeat occurrence, refer to Table 2.

*2: For the details on override mode, refer to the application manual.

Table 2 Judgment of Inducement state due to an SCR system abnormality (Applicable only to models with urea SCR system)

Specification		Option 1 (standard)		Option2		Option 3	
Applicability of the Inducement temporary release function		Applicable		Applicable		Not applicable	
Behavior when Inducement occurs		Switching operation when limited	Duration	Switching operation when limited	Duration	Switching operation when limited	Duration
	Inducement level						
First occurrence (not a repeat occurrence)	Warning	–	3 hours	–	3 hours	–	3 hours 40 minutes
	Inducement1	Gradual change 5 minute	30 minutes	Gradual change 5 minute	50 minutes	Gradual change 5 minute	20 minutes
	Inducement 2	Gradual change 1 minute	Until normal state is recovered	Gradual change 10 minute	Until normal state is recovered	Switch immediately	Until normal state is recovered
	Period from when the error occurred until Inducement 2 judgment	–	Total 3 hours 30 minutes	–	Total 3 hours 50 minutes (gradual change 10 minutes)	–	Total 4 hours
When it is a repeat occurrence (Inducement level before recovery is Warning or Inducement 1)	–	Maintain switching operation and duration that correspond to Inducement level before previous recovery from abnormality					
When it is a repeat occurrence (Inducement level before recovery is Inducement 2)	Warning	–	0 minutes	–	0 minutes	–	10 minutes
	Inducement 1	–	–	Gradual change 5 minute	20 minutes	Gradual change 5 minute	20 minutes
	Inducement 2	Gradual change 1 minute	Until normal state is recovered	Gradual change 10 minute	Until normal state is recovered	Switch immediately	Until normal state is recovered
	Period from when the error occurred until Inducement 2 judgment	–	Total 0 minutes (immediate)	–	Total 20 minutes (gradual change 10 minutes)	–	Total 30 minutes

2. Inducement by EGR valve related abnormality

1- Function

In order to prevent the engine from continuing to be operated in a state in which EGR control cannot be performed properly owing to abnormalities in the EGR valve related, Inducement will be performed when abnormalities in the EGR valve related are detected. If the engine continues to be used once Inducement is activated, the engine speed/fuel injection quantity are reduced to a point at which work is almost impossible. Repair the abnormalities immediately.

2- Description

Figure 3 and Table 3 show the relation between Inducement and the engine operation time from error occurrences after the occurrence of an error related to EGR valves. If engine stop and engine restart is performed in a state in which an abnormality related to EGR valves has occurred, Inducement will continue at the same level as when the engine was stopped. (Until the failure is repaired, Inducement will not be released even if the engine is stopped and then restarted.)

Also, if an abnormality related to the EGR valves occurs again after the engine has been operating normally for 40 hours or less since the previous recovery from an abnormality related to the EGR valves, it will be regarded as a repeat occurrence, and an Inducement level will be selected that corresponds to the previous Inducement state.

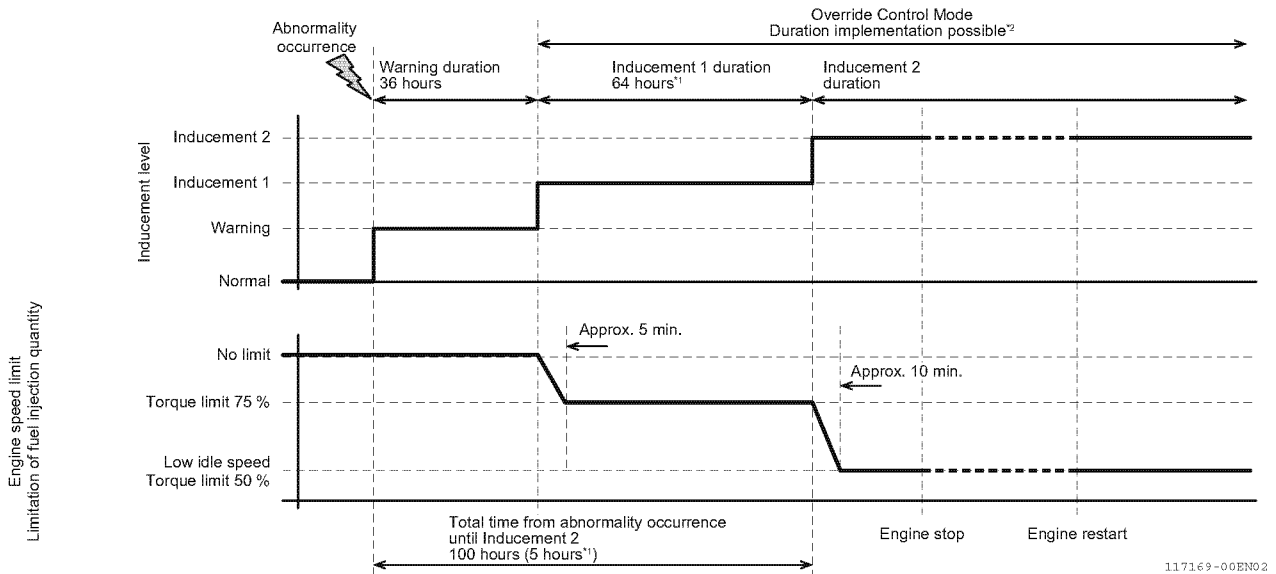


Figure 3 Relation between Inducement and the engine operation time from error occurrences after the occurrence of an error related to EGR valves (Applicable only to models with urea SCR system)

*1: For Inducement periods during repeat occurrence, refer to Table 3.

*2: For the details on override mode, refer to the application manual.

Table 3 Judgment of Inducement state due to an abnormality related to EGR valves (Applicable only to models with urea SCR system)

Specification		Standard	
Applicability of the Inducement temporary release function		Applicable	
Behavior when Inducement occurs		Switching operation when limited	Duration
First occurrence (not a repeat occurrence)	Inducement level		
	Warning	–	36 hours
	Inducement 1	Gradual change 5 minute	64 hours
	Inducement 2	Gradual change 10 minute	Until normal state is recovered
Period from when the error occurred until Inducement 2 judgment	–		Total 100 hours
When it is a repeat occurrence (Inducement level before recovery is Warning or Inducement 1)	–	Maintain switching operation and duration that correspond to Inducement level before previous recovery from abnormality	
When it is a repeat occurrence (Inducement level before recovery is Inducement 2)	Warning	–	–
	Inducement 1	–	5 hours
	Inducement 2	Gradual change 10 minute	Until normal state is recovered
	Period from when the error occurred until Inducement 2 judgment	–	

3. Inducement caused by a decrease in the remaining amount of urea water in the urea water tank (Applicable only to models with urea SCR system)

1- Function

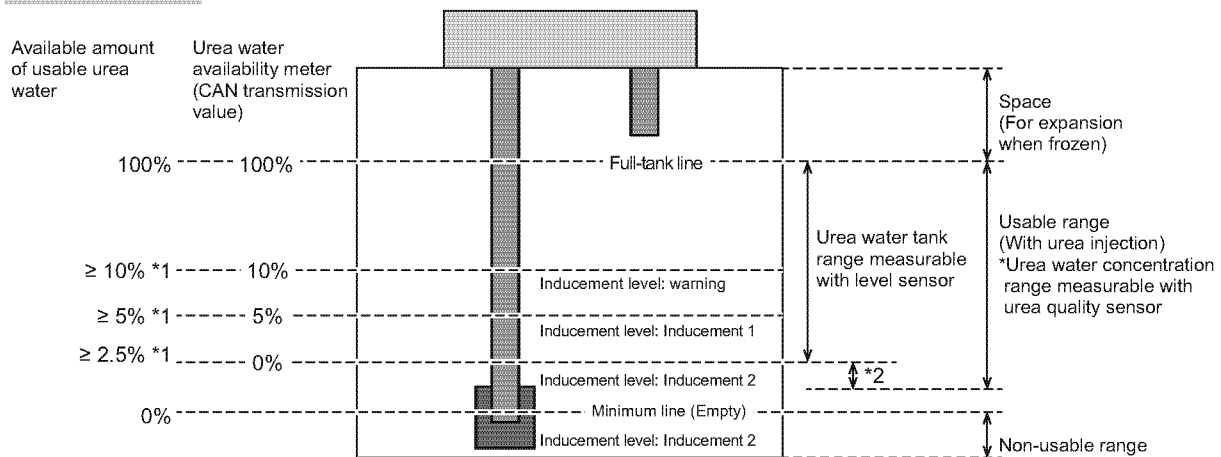
In order to prevent the engine from continuing to be operated with the urea water tank left empty, Inducement will be performed when by detecting a decrease in the remaining amount of urea water. If the engine continues to be operated with Inducement in force, the engine speed and fuel injection amount will be more and more limited as operations become impossible. Therefore, please replenish the urea water immediately to release the Inducement.

2- Description

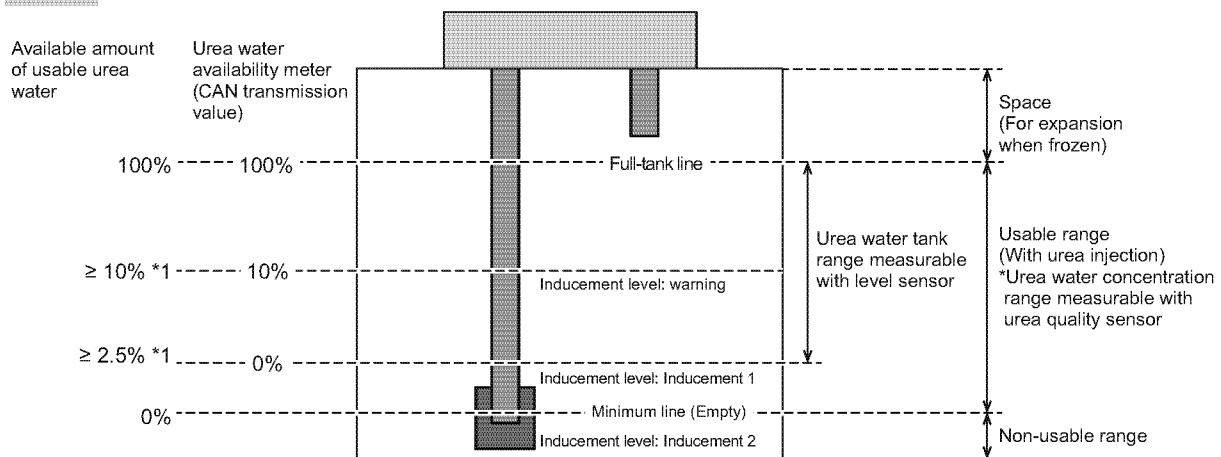
Figure 4 and Table 4 show the relation between Inducement level and remaining amount of urea water in the urea water tank. The available remaining amount of urea water and output by the meter for remaining amount of urea water will differ depending on the shape and level sensor of the urea water tank.

Setting 2 levels has been provided for the remaining amount of urea water to use to judge the Inducement level. Please choose which one to adopt, taking into consideration the circumstances of use. (You can choose using the DCU application menu.)

Option 1 (standard)



Option 2



*1: Changes depending on the urea water tank shape and the urea water tank level sensor.

*2: When using the Inducement temporary release function due to a decrease in the amount of urea water remaining, it is necessary to secure the remaining amount of urea water that can be injected urea during the temporary cancellation period. It is unnecessary to reserve when not in use.

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Figure 4 Relationship between Inducement level and remaining amount of urea water in the urea water tank (Applicable only to models with urea SCR system)

Table 4 Inducement judgment due to a decrease in the remaining amount of urea water in the urea water tank (Applicable only to models with urea SCR system)

Specification		Option 1 (standard)			Option2		
Applicability of the Inducement temporary release function		Applicable			Not applicable		
Behavior when Inducement occurs		Switching operation when limited	Judgment condition	Release condition (tank level sensor value)	Switching operation when limited	Judgment condition	Release condition (tank level sensor value)
	Inducement level						
Inducement judgment due to a decrease in the remaining amount of urea water in the urea water tank	Warning	–	5% (*3) < Remaining amount of urea water ≤ 10% (*1)	Fill urea water to 20% (*2) or above	–	0% < Remaining amount of urea water ≤ 10% (*1)	Fill urea water to 20% (*2) or above
	Inducement 1	Gradual change 5 minute	0% < Remaining amount of urea water ≤ 5% (*3)	Fill urea water to more than 10% (*1)	Gradual change 5 minute	Remaining amount of urea water = 0%	Fill urea water to 2.5% or above
	Inducement 2	No	Remaining amount of urea water = 0%	Fill urea water to 2.5% or above	No	Remaining amount of urea water = 0% and SM pressure ≤ 0 kPa	Fill urea water to 2.5% or above

*1: Setting value for the Warning judgment level. Can be changed in the DCU application menu.

In the case of Option 1, the cancellation conditions are the same as for Inducement 1.

*2: Setting value for the Warning cancellation level. Can be changed in the DCU application menu.

*3: Setting value for the Inducement 1 judgment level. Can be changed in the DCU application menu.

Must be 2.5% or above for EU regulations.

Other output limit

Besides [Output limit by Inducement], abnormalities limits the engine speed and output for protecting and safety of the engine.

1. Limited operation

There are the following two limitations.

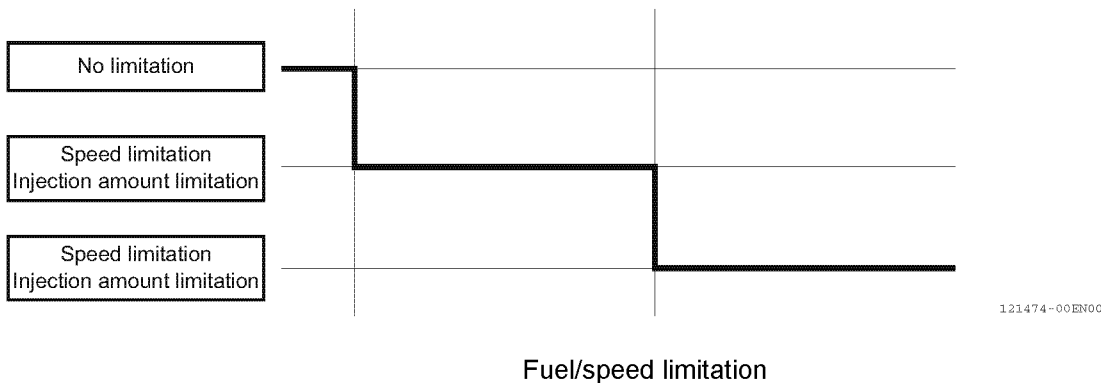
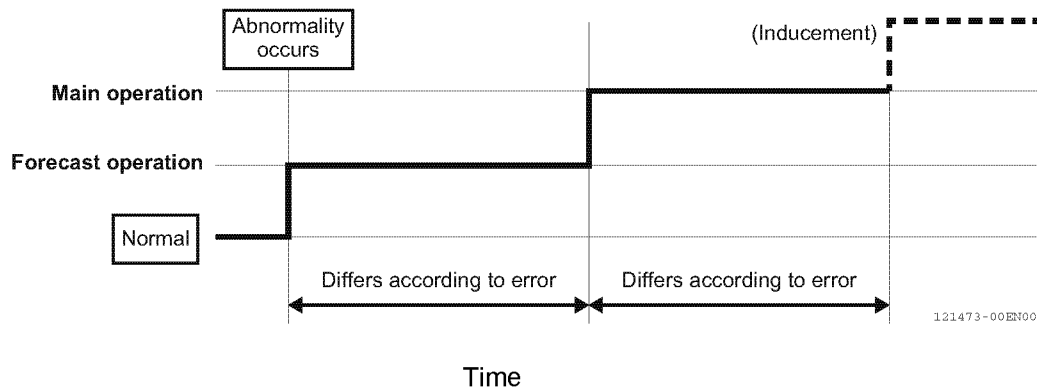
- Forecast operation: Preliminary limitations implemented when an error occurs
- Main operation: Full-scale limitations implemented after forecast operation

Forecast operation and main operation differ according to each error. (For details, refer to [Engine ECU Judgment Item])

2. Relationship with Inducement

If the Inducement limitation and the main operation limitation overlap, whichever is more restrictive will be implemented.

3. Output limitation diagram



1.1.5. SCR System Limited Operation (Applicable only to models with urea SCR system)

Limited operation for SCR system may be performed in the error occurrences.

Contents of the limited operations are described here. See "Limited operation" in each error that is described afterwards for checking which limited operations are performed.

Table 1 Description of limited operation for SCR system

Description in limited operation	Description of limited operation
The urea water injection is limited to alternative mode.	When this limited operation is performed, the urea water injection is limited more than usual to prevent urea water deposition from being generated in exhaust pipe.
The urea water injection stops. The urea water is sucked back immediately.	When this limited operation is performed, the urea water injection stops. The urea water is sucked back before the key switch is turned OFF.
The urea water injection stops, and the urea water is sucked back immediately.	When this limited operation is performed, the urea water injection stops, and sucking back urea water also stops. In this case, urea water may remain in the dosing module, supply module, and urea water hose. Due to this remaining urea water, "supply module urea water sucking back failure" may be detected when turning on DCU power supply next time.
SCR heating stops.	SCR heating is to change injection patterns of common rail to increase the SCR catalyst temperature for improving NOx cleaning rate after starting the engine. This SCR heating stops when this limited operation is performed.
Defrosting/heat insulating control of urea water stops.	Defrosting/heat insulating control is a control which heats the urea water with urea water hose heater, supply module heater, and engine coolant at low temperatures to defrost the urea water or prevent it from being frozen at low temperatures. This defrosting/heat insulating control stops, when this limited operation is performed.

1. How to delete the indication of Inducement applying error (NCD error)

The display of the Inducement applying error (NCD error) triggered by "current failure (error occurrence)" cannot be cleared by the failure indication clearing function of SA-D (SmartAssist Direct).

If you need to clear the indication, use the Inducement clearing function of SA-D (SmartAssist Direct).

Clearing of each error display

ECU/DCU	SA-D failure indication clearing command	Clearing of error display			
		Error not subject to Inducement		Error subject to Inducement	
		Current failure	Failure history	Current failure	Failure history
ECU	Failure indication clear	Able to clear	Able to clear	Not able to clear	Able to clear
	Inducement clear	Able to clear	Not able to clear	Able to clear	Not able to clear
DCU	Failure indication clear	Able to clear	Able to clear	Not able to clear	Able to clear
	Inducement clear	Not able to clear	Not able to clear	Able to clear	Not able to clear

2. DTC (DIAGNOSTIC TROUBLE CODES) GENERAL DESCRIPTION

2.1. DTC Code List

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2.2. Description

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2.1.1. DTC Code List

There are three types of lamps that come on when detecting errors. The lamp type may vary depending on the driven machine.

1. Failure lamp (FAIL)
2. Amber warning lamp (AWL)
3. Red engine stop lamp (RSL)

Engine ECU judgment item

DTC code				Lamp that comes on	Error		Applicable model						Reference page			
P code	SPN		FMI				Part	State	4TNV94	4TN101		4TN107		Description	Diagnosis	
	Decimal number	Hexadecimal number	Decimal number						FHT	HT	FHT	HT	FHT			FHT
									(ECU: DC1V, DCU: VD1)	DT	FDT	TT	(DCU: HD01)			(DCU: VD1)
P0336	522400	7F8A0	2	FAIL + RSL	Crankshaft speed sensor	Crankshaft signal error	○	○	○	○	○	○	P.2-3-1	P.3-2-96		
P0337	522400	7F8A0	5	FAIL + RSL	Crankshaft speed sensor	No signal from crankshaft	○	○	○	○	○	○	P.2-3-3	P.3-2-99		
P0341	522401	7F8A1	2	FAIL + AWL	Camshaft speed sensor	Camshaft signal error	○	○	○	○	○	○	P.2-3-5	P.3-2-102		
P0342	522401	7F8A1	5	FAIL + AWL	Camshaft speed sensor	No signal from camshaft	○	○	○	○	○	○	P.2-3-7	P.3-2-105		
P0008	523249	7FBF1	5	FAIL + RSL	Crank/Camshaft speed sensor	Crank/Camshaft speed sensor non-input (simultaneous)	○	○	○	○	○	○	P.2-3-8	P.3-2-108		
P0123	91	5B	3	FAIL + AWL	Accelerator sensor 1	Accelerator sensor 1 error (voltage high)	○	○	○	○	○	○	P.2-3-9	P.3-2-7		
P0122	91	5B	4	FAIL + AWL	Accelerator sensor 1	Accelerator sensor 1 error (voltage low)	○	○	○	○	○	○	P.2-3-11	P.3-2-7		
P0223	28	1C	3	FAIL + AWL	Accelerator sensor 2	Accelerator sensor 2 error (voltage high)	○	○	○	○	○	○	P.2-3-13	P.3-2-7		
P0222	28	1C	4	FAIL + AWL	Accelerator sensor 2	Accelerator sensor 2 error (voltage low)	○	○	○	○	○	○	P.2-3-15	P.3-2-7		
P1646	522624	7F980	7	FAIL + AWL	Accelerator sensor 1,2	Dual accelerator sensor error (closed position error)	○	○	○	○	○	○	P.2-3-17	P.3-2-7		
P1647	522623	7F97F	7	FAIL + AWL	Accelerator sensor 1,2	Dual accelerator sensor error (open position error)	○	○	○	○	○	○	P.2-3-19	P.3-2-7		
P0228	29	1D	3	FAIL + AWL	Accelerator sensor 3	Accelerator sensor 3 error (voltage high)	○	○	○	○	○	○	P.2-3-21	P.3-2-7		
P0227	29	1D	4	FAIL + AWL	Accelerator sensor 3	Accelerator sensor 3 error (voltage low)	○	○	○	○	○	○	P.2-3-23	P.3-2-7		
P1126	28	1C	0	FAIL + AWL	Accelerator sensor 3	Accelerator sensor 3 foot pedal error (open position error)	○	○	○	○	○	○	P.2-3-25	P.3-2-7		
P1125	28	1C	1	FAIL + AWL	Accelerator sensor 3	Accelerator sensor 3 foot pedal error (closed position error)	○	○	○	○	○	○	P.2-3-27	P.3-2-7		
P02E9	51	33	3	FAIL + AWL	Intake throttle valve position sensor	Intake throttle valve position sensor error (voltage high)	○	—	○	—	○	○	P.2-3-29	P.3-2-67		
P02E8	51	33	4	FAIL + AWL	Intake throttle valve position sensor	Intake throttle valve position sensor error (voltage low)	○	—	○	—	○	○	P.2-3-31	P.3-2-67		
P0238	102	66	3	FAIL + RSL	Intake air pressure sensor	Intake air pressure sensor error (high voltage)	○	○	○	○	○	○	P.2-3-33	P.3-2-70		
P0237	102	66	4	FAIL + RSL	Intake air pressure sensor	Intake air pressure sensor error (low voltage)	○	○	○	○	○	○	P.2-3-35	P.3-2-70		
P0236	102	66	13	FAIL + RSL	Intake air pressure sensor	Intake air pressure sensor error (abnormal learning value)	○	○	○	○	○	○	P.2-3-37	P.3-2-74		
P1673	102	66	10	FAIL + RSL	Intake air pressure sensor	Intake air pressure sensor error (detected value error)	○	—	○	—	○	○	P.2-3-39	P.3-2-76		
P0473	1209	4B9	3	FAIL + RSL	Exhaust gas pressure sensor	Exhaust gas pressure sensor error (high voltage)	○	○	○	○	○	○	P.2-3-41	P.3-2-70		
P0472	1209	4B9	4	FAIL + RSL	Exhaust gas pressure sensor	Exhaust gas pressure sensor error (low voltage)	○	○	○	○	○	○	P.2-3-43	P.3-2-70		
P0471	1209	4B9	13	FAIL + RSL	Exhaust gas pressure sensor	Exhaust gas pressure sensor error (abnormal learning value)	○	○	○	○	○	○	P.2-3-45	P.3-2-74		
P1679	1209	4B9	10	FAIL + RSL	Exhaust gas pressure sensor	Exhaust gas pressure sensor error (detected value error)	○	—	○	—	○	○	P.2-3-47	P.3-2-76		
P0118	110	6E	3	FAIL + RSL	Cooling water temperature sensor	Cooling water temperature sensor error (voltage high)	○	○	○	○	○	○	P.2-3-49	P.3-2-41		
P0117	110	6E	4	FAIL + RSL	Cooling water temperature sensor	Cooling water temperature sensor error (voltage low)	○	○	○	○	○	○	P.2-3-51	P.3-2-41		
P0217	110	6E	0	Application specific	Cooling water temperature sensor	Cooling water temperature high (overheat)	○	○	○	○	○	○	P.2-3-53	P.3-2-45		
P1674	110	6E	10	FAIL + RSL	Cooling water temperature sensor	Cooling water temperature sensor error (detected value error)	○	—	○	—	○	○	P.2-3-54	P.3-2-49		
P0113	172	AC	3	FAIL + RSL	Fresh air temperature sensor	Fresh air temperature sensor error (voltage high)	○	○	○	○	○	○	P.2-3-56	P.3-2-54		
P0112	172	AC	4	FAIL + RSL	Fresh air temperature sensor	Fresh air temperature sensor error (voltage low)	○	○	○	○	○	○	P.2-3-58	P.3-2-54		

DTC code				Lamp that comes on	Error		Applicable model						Reference page			
P code	SPN		FMI				Part	State	4TNV94		4TN101		4TN107		Description	Diagnosis
	Decimal number	Hexadecimal number	Decimal number						FHT	HT	FHT	HT	FHT	FHT		
									(ECU: DC1V, DCU: VD1)	DT	FDT	TT	(DCU: HD01)	(DCU: VD1)		
P1678	172	AC	10	FAIL + RSL	Fresh air temperature sensor	Fresh air temperature sensor error (detected value error)	o	-	o	-	o	o	P.2-3-59	P.3-2-58		
P0183	174	AE	3	FAIL + AWL	Fuel temperature sensor	Fuel temperature sensor error (voltage high)	o	o	o	o	o	o	P.2-3-61	P.3-2-63		
P0182	174	AE	4	FAIL + AWL	Fuel temperature sensor	Fuel temperature sensor error (voltage low)	o	o	o	o	o	o	P.2-3-62	P.3-2-63		
P0168	174	AE	0	Application specific	Fuel temperature sensor	Fuel temperature high	o	o	o	o	o	o	P.2-3-63	P.3-2-63		
P0193	157	9D	3	FAIL + RSL	Rail pressure sensor	Rail pressure sensor error (voltage high)	o	o	o	o	o	o	P.2-3-64	P.3-2-12		
P0192	157	9D	4	FAIL + RSL	Rail pressure sensor	Rail pressure sensor error (voltage low)	o	o	o	o	o	o	P.2-3-66	P.3-2-12		
P2455	3251	CB3	3	FAIL + RSL	DPF differential pressure sensor	DPF differential pressure sensor error (voltage high)	o	-	o	-	o	o	P.2-3-68	P.3-2-81		
P2454	3251	CB3	4	FAIL + RSL	DPF differential pressure sensor	DPF differential pressure sensor error (voltage low)	o	-	o	-	o	o	P.2-3-70	P.3-2-81		
P2453	3251	CB3	13	FAIL + RSL	DPF differential pressure sensor	DPF differential pressure sensor error (abnormal learning value)	o	-	o	-	o	o	P.2-3-72	P.3-2-87		
P2452	3251	CB3	0	FAIL + RSL	DPF differential pressure sensor	DPF differential pressure sensor abnormal rise in differential pressure	o	-	o	-	o	o	P.2-3-73	P.3-2-84		
P228D	4795	12BB	31	FAIL + AWL	DPF substrate/DPF differential pressure sensor	DPF substrate/DPF differential pressure sensor error (DPF substrate removal/DPF differential pressure sensor detected value error)	o	-	o	-	o	o	P.2-3-75	P.3-2-89		
P1455	3609	E19	3	FAIL + RSL	DPF high pressure sensor	DPF high pressure sensor error (voltage high)	o	-	o	-	o	o	P.2-3-77	P.3-2-81		
P1454	3609	E19	4	FAIL + RSL	DPF high pressure sensor	DPF high pressure sensor error (voltage low)	o	-	o	-	o	o	P.2-3-79	P.3-2-81		
P167C	3609	E19	10	FAIL + AWL	DPF high pressure sensor	DPF high pressure sensor error (detected value error)	o	-	o	-	o	o	P.2-3-81	P.3-2-89		
P1428	3242	CAA	3	FAIL + RSL	DPF inlet temperature sensor	DPF inlet temperature sensor error (voltage high)	o	-	o	-	o	o	P.2-3-83	P.3-2-15		
P1427	3242	CAA	4	FAIL + RSL	DPF inlet temperature sensor	DPF inlet temperature sensor error (voltage low)	o	-	o	-	o	o	P.2-3-85	P.3-2-15		
P167E	3242	CAA	10	FAIL + AWL	DPF inlet temperature sensor	DPF inlet temperature sensor error (detected value error)	o	-	o	-	o	o	P.2-3-87	P.3-2-19		
P1436	3242	CAA	0	FAIL + AWL	DPF inlet temperature sensor	DPF inlet temperature sensor abnormal temperature (abnormally high)	o	-	o	-	o	o	P.2-3-89	P.3-2-15		
P1434	3250	CB2	3	FAIL + RSL	DPF intermediate temperature sensor	DPF intermediate temperature sensor error (voltage high)	o	-	o	-	o	o	P.2-3-90	P.3-2-24		
P1435	3250	CB2	4	FAIL + RSL	DPF intermediate temperature sensor	DPF intermediate temperature sensor error (voltage low)	o	-	o	-	o	o	P.2-3-92	P.3-2-24		
P167A	3250	CB2	10	FAIL + AWL	DPF intermediate temperature sensor	DPF intermediate temperature sensor error (detected value error)	o	-	o	-	o	o	P.2-3-94	P.3-2-36		
P0420	3250	CB2	1	FAIL + AWL	DPF intermediate temperature sensor	DPF intermediate temperature abnormal (abnormally low)	o	-	o	-	o	o	P.2-3-96	P.3-2-28		
P1426	3250	CB2	0	FAIL + RSL	DPF intermediate temperature sensor	DPF intermediate temperature abnormal (abnormal rise in temperature)	o	-	o	-	o	o	P.2-3-97	P.3-2-32		
P2229	108	6C	3	FAIL + RSL	Atmospheric pressure sensor	Atmospheric pressure sensor error (voltage high)	o	o	o	o	o	o	P.2-3-98	P.3-2-205		
P2228	108	6C	4	FAIL + RSL	Atmospheric pressure sensor	Atmospheric pressure sensor error (voltage low)	o	o	o	o	o	o	P.2-3-99	P.3-2-205		
P1231	108	6C	10	FAIL + RSL	Atmospheric pressure sensor	Atmospheric pressure sensor error (characteristic error)	o	o	o	o	o	o	P.2-3-100	P.3-2-207		
P041D	412	19C	3	FAIL + RSL	EGR gas temperature sensor	EGR gas temperature sensor error (voltage high)	o	o	o	o	o	o	P.2-3-101	P.3-2-110		
P041C	412	19C	4	FAIL + RSL	EGR gas temperature sensor	EGR gas temperature sensor error (voltage low)	o	o	o	o	o	o	P.2-3-103	P.3-2-110		
P1675	412	19C	10	FAIL + RSL	EGR gas temperature sensor	EGR gas temperature sensor error (detected value error)	o	-	o	-	o	o	P.2-3-105	P.3-2-114		
P040D	105	69	3	FAIL + RSL	Intake manifold temperature sensor	Intake manifold temperature sensor error (voltage high)	o	o	o	o	o	o	P.2-3-107	P.3-2-120		
P040C	105	69	4	FAIL + RSL	Intake manifold temperature sensor	Intake manifold temperature sensor error (voltage low)	o	o	o	o	o	o	P.2-3-109	P.3-2-120		
P1676	105	69	10	FAIL + RSL	Intake manifold temperature sensor	Intake manifold temperature sensor error (detected value error)	o	-	o	-	o	o	P.2-3-111	P.3-2-124		
P0546	173	AD	3	FAIL + RSL	Exhaust manifold temperature sensor	Exhaust manifold temperature sensor error (voltage high)	o	o	o	o	o	o	P.2-3-113	P.3-2-130		
P0545	173	AD	4	FAIL + RSL	Exhaust manifold temperature sensor	Exhaust manifold temperature sensor error (voltage low)	o	o	o	o	o	o	P.2-3-115	P.3-2-130		
P1677	173	AD	10	FAIL + RSL	Exhaust manifold temperature sensor	Exhaust manifold temperature sensor error (detected value error)	o	-	o	-	o	o	P.2-3-117	P.3-2-138		
P2428	173	AD	0	FAIL + RSL	Exhaust manifold temperature sensor	Exhaust manifold temperature sensor error (detected value error) (temperature high)	-	o	-	o	-	-	P.2-3-119	P.3-2-134		

P code	DTC code			Lamp that comes on	Error		Applicable model						Reference page			
	SPN		FMI				Part	State	4TNV94	4TN101		4TN107		Description	Diagnosis	
	Decimal number	Hexadecimal number	Decimal number						FHT	HT	FHT	HT	FHT			FHT
									(ECU: DC1V, DCU: VD1)	DT	FDT	TT	(DCU: HD01)			(DCU: VD1)
P068A	1485	5CD	2	FAIL + AWL	Main relay	Main relay premature opening	o	o	o	o	o	o	P.2-3-120	-		
P0543	522243	7F803	5	FAIL + AWL	Starting aid relay	Starting aid relay disconnection/VB short circuit	o	o	o	o	o	o	P.2-3-121	P.3-2-144		
P0541	522243	7F803	6	FAIL + AWL	Starting aid relay	Starting aid relay GND short circuit	o	o	o	o	o	o	P.2-3-122	P.3-2-144		
P0201	651	28B	5	FAIL + RSL	Injector (No.1 cylinder)	Injector (No. 1 cylinder) disconnection (injector-specific)	o	o	o	o	o	o	P.2-3-123	P.3-2-183		
P0202	652	28C	5	FAIL + RSL	Injector (No.2 cylinder)	Injector (No. 2 cylinder) disconnection (injector-specific)	o	o	o	o	o	o	P.2-3-125	P.3-2-183		
P0203	653	28D	5	FAIL + RSL	Injector (No.3 cylinder)	Injector (No. 3 cylinder) disconnection (injector-specific)	o	o	o	o	o	o	P.2-3-127	P.3-2-183		
P0204	654	28E	5	FAIL + RSL	Injector (No.4 cylinder)	Injector (No. 4 cylinder) disconnection (injector-specific)	o	o	o	o	o	o	P.2-3-129	P.3-2-183		
P2148	2797	AED	3	FAIL + RSL	All injectors	Injector bank 1 + B short circuit	o	o	o	o	o	o	P.2-3-131	P.3-2-186		
P2147	2797	AED	6	FAIL + RSL	All injectors	Injector bank 1 GND short circuit	o	o	o	o	o	o	P.2-3-133	P.3-2-186		
P2146	2797	AED	5	FAIL + RSL	All injectors	Injector bank 1 disconnection	o	o	o	o	o	o	P.2-3-135	P.3-2-183		
P2151	2798	AEE	3	FAIL + RSL	All injectors	Injector bank 2 + B short circuit	o	o	o	o	o	o	P.2-3-137	P.3-2-186		
P2150	2798	AEE	6	FAIL + RSL	All injectors	Injector bank 2 GND short circuit	o	o	o	o	o	o	P.2-3-139	P.3-2-186		
P2149	2798	AEE	5	FAIL + RSL	All injectors	Injector bank 2 disconnection	o	o	o	o	o	o	P.2-3-141	P.3-2-183		
P0611	522996	7FAF4	4	FAIL + RSL	Injector drive circuit	Low charge error	o	o	o	o	o	o	P.2-3-143	P.3-2-209		
P0200	522997	7FAF5	3	FAIL + RSL	Injector drive circuit	Overcharge error	o	o	o	o	o	o	P.2-3-144	P.3-2-211		
P1710	651	28B	6	FAIL + RSL	Injector drive circuit (No.1 cylinder)	Coil short circuit between COM/TWV terminals	o	o	o	o	o	o	P.2-3-145	-		
P1711	651	28B	12	FAIL + RSL	Injector drive circuit (No.1 cylinder)	Discharge MOS open failure	o	o	o	o	o	o	P.2-3-147	-		
P1712	653	28D	6	FAIL + RSL	Injector drive circuit (No. 3 cylinder)	Coil short circuit between COM/TWV terminals	o	o	o	o	o	o	P.2-3-148	-		
P1713	653	28D	12	FAIL + RSL	Injector drive circuit (No. 3 cylinder)	Discharge MOS open failure	o	o	o	o	o	o	P.2-3-150	-		
P1714	654	28E	6	FAIL + RSL	Injector drive circuit (No. 4 cylinder)	Coil short circuit between COM/TWV terminals	o	o	o	o	o	o	P.2-3-151	-		
P1715	654	28E	12	FAIL + RSL	Injector drive circuit (No. 4 cylinder)	Discharge MOS open failure	o	o	o	o	o	o	P.2-3-153	-		
P1716	652	28C	6	FAIL + RSL	Injector drive circuit (No. 2 cylinder)	Coil short circuit between COM/TWV terminals	o	o	o	o	o	o	P.2-3-154	-		
P1717	652	28C	12	FAIL + RSL	Injector drive circuit (No. 2 cylinder)	Discharge MOS open failure	o	o	o	o	o	o	P.2-3-156	-		
P1718	2797	AED	12	FAIL + RSL	Injector driver IC-1	VDIC3 internal clock error	o	o	o	o	o	o	P.2-3-157	-		
P1719	2797	AED	9	FAIL + RSL	Injector driver IC-1	Communication error between VDIC3 and micro computer	o	o	o	o	o	o	P.2-3-158	-		
P1720	2798	AEE	12	FAIL + RSL	Injector driver IC-2	VDIC3 internal clock error	o	o	o	o	o	o	P.2-3-159	-		
P1721	2798	AEE	9	FAIL + RSL	Injector driver IC-2	Communication error between VDIC3 and micro computer	o	o	o	o	o	o	P.2-3-160	-		
P0629	633	279	3	FAIL + RSL	SCV (Suction control valve)	SCV (Suction control valve) H/L side VB short circuit	o	o	o	o	o	o	P.2-3-161	P.3-2-189		
P0627	633	279	5	FAIL + RSL	SCV (Suction control valve)	SCV (Suction control valve) H side GND short circuit/disconnection	o	o	o	o	o	o	P.2-3-163	P.3-2-189		
P2635	633	279	7	FAIL + RSL	SCV (Suction control valve)	Drive circuit error (SCV sticking)	o	o	o	o	o	o	P.2-3-165	P.3-2-192		
P1235	1347	543	0	FAIL + RSL	High pressure pump	Pump protection failure	o	o	o	o	o	o	P.2-3-167	P.3-2-194		
P1236	1347	543	15	FAIL + RSL	High pressure pump	Pump replacement failure	o	o	o	o	o	o	P.2-3-169	P.3-2-194		
P1237	522803	7FA33	13	FAIL + AWL	High pressure pump	Pump learning not performed alarm	o	o	o	o	o	o	P.2-3-170	P.3-2-219		
P0088	157	9D	0	FAIL + RSL	Rail pressure error	Rail pressure too high	o	o	o	o	o	o	P.2-3-171	P.3-2-194		
P0094	157	9D	18	FAIL + RSL	Rail pressure error	Rail pressure deviation error (rail pressure too low)	o	o	o	o	o	o	P.2-3-172	P.3-2-196		
P009B	5571	15C3	5	FAIL + RSL	PRV (Pressure reducing valve)	Disconnection	-	-	-	o	o	o	P.2-3-173	-		
P1722	5571	15C3	6	FAIL + RSL	PRV (Pressure reducing valve)	Coil short-circuit	-	-	-	o	o	o	P.2-3-175	-		
P1723	5571	15C3	12	FAIL + RSL	PRV (Pressure reducing valve)	ECU internal failure	-	-	-	o	o	o	P.2-3-177	-		
P009F	5571	15C3	7	FAIL + RSL	PRV (Pressure reducing valve)	PRV (Pressure reducing valve) sticking error (closed position)	-	-	-	o	o	o	P.2-3-178	-		
P009D	518287	7E88F	3	FAIL + RSL	PRV (Pressure reducing valve)	+B short circuit	-	-	-	o	o	o	P.2-3-180	-		
P009C	518287	7E88F	6	FAIL + RSL	PRV (Pressure reducing valve)	Disconnection/GND short circuit	-	-	-	o	o	o	P.2-3-182	-		
P1219	-	-	-	Not comes on	Overspeed	Overspeed 1	o	o	o	o	o	o	P.2-3-184	P.3-2-95		
P0219	190	BE	0	FAIL + RSL	Overspeed	Overspeed 2	o	o	o	o	o	o	P.2-3-185	P.3-2-95		
P1631	523221	7FBD5	12	FAIL + RSL	QR data	QR data not written	o	o	o	o	o	o	P.2-3-186	P.3-2-215		
P1632	523221	7FBD5	13	FAIL + RSL	QR data	QR data error	o	o	o	o	o	o	P.2-3-187	P.3-2-217		
P1630	522995	7FAF3	12	FAIL + RSL	QR data	QR data correction input error	o	o	o	o	o	o	P.2-3-188	P.3-2-217		

2.1. DTC Code List

2.1.1. DTC Code List

P code	DTC code			Lamp that comes on	Error		Applicable model						Reference page	
	SPN		FMI		Part	State	4TNV94	4TN101		4TN107		Description	Diagnosis	
	Decimal number	Hexadecimal number	Decimal number				FHT	HT	FHT	HT	FHT			FHT
							(ECU: DC1V, DCU: VD1)	DT	FDT	TT	(DCU: HD01)			(DCU: VD1)
P0660	2950	B86	5	FAIL + AWL	Intake throttle drive circuit	Intake throttle drive circuit disconnection	o	-	o	-	o	o	P.2-3-189	P.3-2-221
P1658	2950	B86	3	FAIL + AWL	Intake throttle drive circuit	Intake throttle drive circuit VB/GND short circuit	o	-	o	-	o	o	P.2-3-190	P.3-2-221
P1655	2950	B86	7	FAIL + RSL	Intake throttle drive circuit	Intake throttle drive circuit deviation error	o	-	o	-	o	o	P.2-3-191	P.3-2-199
P1656	2950	B86	8	FAIL + RSL	Intake throttle drive circuit	Intake throttle drive circuit drive duty error	o	-	o	-	o	o	P.2-3-193	P.3-2-199
U0292	522596	7F964	9	FAIL + AWL	TSC1 (CAN message)	TSC1 reception timeout (SA1)	o	o	o	o	o	o	P.2-3-195	P.3-2-231
U1301	522597	7F965	9	FAIL + AWL	TSC1 (CAN message)	TSC1 reception timeout (SA2)	o	o	o	o	o	o	P.2-3-196	P.3-2-231
U1292	522599	7F967	9	FAIL + AWL	Y_ECR1 (CAN message)	Y_ECR1 reception timeout	o	o	o	o	o	o	P.2-3-197	P.3-2-231
U1293	522600	7F968	9	FAIL + AWL	Y_EC (CAN message)	Y_EC reception timeout	o	o	o	o	o	o	P.2-3-198	P.3-2-231
U0168	237	ED	31	FAIL + RSL	VI (CAN message)	VI reception timeout	o	o	o	o	o	o	P.2-3-199	P.3-2-231
U3002	237	ED	13	FAIL + RSL	VI (CAN message)	VI reception data error	o	o	o	o	o	o	P.2-3-200	P.3-2-231
U1303	522619	7F97B	9	FAIL + AWL	Y_DPFIF (CAN message)	Y_DPFIF reception timeout	o	-	o	-	o	o	P.2-3-201	P.3-2-231
U1302	522618	7F97A	9	FAIL + AWL	EBC1 (CAN message)	EBC1 reception timeout	o	o	o	o	o	o	P.2-3-202	P.3-2-231
U010B	522610	7F972	9	FAIL + RSL	EGR	CAN reception timeout from the EGR valve	o	o	o	o	o	o	P.2-3-203	P.3-2-224
U1294	522601	7F969	9	FAIL + AWL	Y_RSS (CAN message)	Y_RSS reception timeout	o	o	o	o	o	o	P.2-3-204	P.3-2-231
U0167	522730	7F9EA	12	FAIL + AWL	Immobilizer (CAN message)	Immobilizer error (CAN communication)	o	o	o	o	o	o	P.2-3-205	P.3-2-231
U0426	1202	4B2	2	FAIL + AWL	Immobilizer (CAN message)	Immobilizer error (system)	o	o	o	o	o	o	P.2-3-206	-
U1501	523513	7FCF9	9	FAIL + RSL	DCU	CAN reception timeout from DCU	o	-	o	-	o	o	P.2-3-207	P.3-2-227
U1503	-	-	-	Not comes on	DCU (DCU system error)	DCU system error (FS action instruction 1 from DCU)	o	-	o	-	o	o	P.2-3-209	P.3-2-241
U1504	-	-	-	Not comes on	DCU (DCU system error)	DCU system error (FS action instruction 2 from DCU)	o	-	o	-	o	o	P.2-3-210	P.3-2-241
U1505	-	-	-	Not comes on	DCU (DCU system error)	DCU system error (FS action instruction 3 from DCU)	o	-	o	-	o	o	P.2-3-211	P.3-2-241
U1506	-	-	-	Not comes on	DCU (DCU system error)	DCU system error (FS action instruction 4 from DCU)	o	-	o	-	o	o	P.2-3-212	P.3-2-241
U1507	-	-	-	Not comes on	DCU (DCU system error)	DCU system error (FS action instruction 5 from DCU)	o	-	o	-	o	o	P.2-3-213	P.3-2-241
U1508	-	-	-	Not comes on	DCU (DCU system error)	DCU system error (FS action instruction 6 from DCU)	o	-	o	-	o	o	P.2-3-214	P.3-2-241
U1509	-	-	-	Not comes on	DCU (DCU system error)	DCU system error (FS action instruction 7 from DCU)	o	-	o	-	o	o	P.2-3-215	P.3-2-241
U1510	-	-	-	Not comes on	DCU (DCU system error)	DCU system error (FS action instruction 8 from DCU)	o	-	o	-	o	o	P.2-3-216	P.3-2-241
P1672	587	24B	2	FAIL + RSL	Data verification between ECU and DCU	Data verification error between ECU and DCU (engine model unmatched)	o	-	o	-	o	o	P.2-3-217	P.3-2-242
P264F	588	24C	2	FAIL + AWL	Data verification between ECU and DCU	Data verification error between ECU and DCU (serial No. unmatched)	o	-	o	-	o	o	P.2-3-218	P.3-2-242
U1502	523643	7FD7B	9	FAIL + AWL	Data verification between ECU and DCU	Data verification error between ECU and DCU (verification timeout)	o	-	o	-	o	o	P.2-3-219	P.3-2-227
P0403	2791	AE7	12	FAIL + RSL	EGR	Disconnection in EGR motor coils	o	o	o	o	o	o	P.2-3-220	P.3-2-239
P1405	522579	7F953	12	FAIL + RSL	EGR	EGR valve short circuit in motor coils	o	o	o	o	o	o	P.2-3-221	P.3-2-239
P0488	522580	7F954	12	FAIL + RSL	EGR	EGR position sensor error	o	o	o	o	o	o	P.2-3-222	P.3-2-239
P1409	2791	AE7	7	FAIL + RSL	EGR	EGR feedback error	o	o	o	o	o	o	P.2-3-223	P.3-2-239
P148A	522581	7F955	7	FAIL + RSL	EGR	EGR valve sticking error	o	o	o	o	o	o	P.2-3-224	P.3-2-239
P049D	522582	7F956	7	FAIL + RSL	EGR	EGR initialization error	o	o	o	o	o	o	P.2-3-225	P.3-2-239
U0401	2791	AE7	9	FAIL + RSL	EGR	EGR ECM data error	o	o	o	o	o	o	P.2-3-226	P.3-2-239
U1401	522617	7F979	12	FAIL + RSL	EGR	Out of EGR target range	o	o	o	o	o	o	P.2-3-227	P.3-2-239
P0404	2791	AE7	0	FAIL + RSL	EGR	EGR overvoltage error	o	o	o	o	o	o	P.2-3-228	P.3-2-235
P1404	2791	AE7	1	FAIL + RSL	EGR	EGR low voltage error	o	o	o	o	o	o	P.2-3-229	P.3-2-235
P1410	522583	7F957	1	FAIL + RSL	EGR	EGR high temperature thermistor error	o	o	o	o	o	o	P.2-3-230	P.3-2-239
P1411	522584	7F958	1	FAIL + RSL	EGR	EGR low temperature thermistor error	o	o	o	o	o	o	P.2-3-231	P.3-2-239
P1601	630	276	2	FAIL + AWL	EEPROM	EEPROM error	o	o	o	o	o	o	P.2-3-232	P.3-2-213
P0652	523074	7FB42	1	FAIL + RSL	ECU internal error	Sensor 5 V circuit 1 error (voltage low)	o	o	o	o	o	o	P.2-3-233	P.3-2-91
P0653	523074	7FB42	0	FAIL + RSL	ECU internal error	Sensor 5 V circuit 1 error (voltage high)	o	o	o	o	o	o	P.2-3-235	P.3-2-91
P0698	523075	7FB43	1	FAIL + RSL	ECU internal error	Sensor 5 V circuit 2 error (voltage low)	o	o	o	o	o	o	P.2-3-237	P.3-2-93
P0699	523075	7FB43	0	FAIL + RSL	ECU internal error	Sensor 5 V circuit 2 error (voltage high)	o	o	o	o	o	o	P.2-3-239	P.3-2-93
P0607	522993	7FAF1	12	FAIL + AWL	ECU internal error	CPU monitoring IC error	o	o	o	o	o	o	P.2-3-241	P.3-2-213

2.1. DTC Code List

2.1.1. DTC Code List

DTC code				Lamp that comes on	Error		Applicable model						Reference page				
P code	SPN		FMI				Part	State	4TNV94		4TN101		4TN107		Description	Diagnosis	
	Decimal number	Hexadecimal number	Decimal number						FHT		HT	FHT	HT	FHT			FHT
									(ECU: DC1V, DCU: VD1)	DT	FDT	TT	(DCU: HD01)	(DCU: VD1)			
P0606	522994	7FAF2	12	FAIL + AWL	ECU internal error	CPU error	o	o	o	o	o	o	P.2-3-242	P.3-2-213			
P1602	522998	7FAF6	12	FAIL + RSL	ECU internal error	Flash ROM error (checksum error)	o	o	o	o	o	o	P.2-3-243	P.3-2-213			
P1724	518267	7E87B	9	FAIL + RSL	ECU internal error	Communication error between micro computers (MSC communication error)	o	o	o	o	o	o	P.2-3-244	P.3-2-213			
P1725	518268	7E87C	9	FAIL + RSL	ECU internal error	Communication error between micro computers, SPI communication error (diagnosis: atmospheric pressure sensor abnormal)	o	o	o	o	o	o	P.2-3-245	P.3-2-213			
P1726	518269	7E87D	9	FAIL + RSL	ECU internal error	Communication error between micro computers, SPI communication error (diagnosis: monitoring micro computer abnormal)	o	o	o	o	o	o	P.2-3-246	P.3-2-213			
P060B	518270	7E87E	12	FAIL + RSL	ECU internal error	Micro computer internal A/D converter abnormal	o	o	o	o	o	o	P.2-3-247	P.3-2-213			
P1727	518271	7E87F	12	FAIL + RSL	ECU internal error	Injection stop circuit error during micro computer abnormality	o	o	o	o	o	o	P.2-3-248	P.3-2-213			
P1101	522323	7F853	0	Application specific	Air cleaner switch	Air cleaner clogged alarm	o	o	o	o	o	o	P.2-3-249	P.3-2-160			
P1151	522329	7F859	0	Application specific	Water separator switch	Water separator alarm	o	o	o	o	o	o	P.2-3-250	P.3-2-164			
P1562	167	A7	5	FAIL + AWL	Charge switch	Charge switch disconnection	o	o	o	o	o	o	P.2-3-251	P.3-2-148			
P1568	167	A7	1	FAIL + AWL	Charge switch	Charge alarm	o	o	o	o	o	o	P.2-3-252	P.3-2-156			
P1198	100	64	1	FAIL + AWL	Oil pressure switch	Low oil pressure alarm	o	-	-	-	-	-	P.2-3-256	P.3-2-151			
P1192	100	64	4	FAIL + AWL	Oil pressure switch	Oil pressure switch disconnection	o	-	-	-	-	-	P.2-3-254	P.3-2-148			
P1192	100	64	4	FAIL + AWL	Oil pressure sensor	Oil pressure sensor error (voltage low)	-	o	o	o	o	o	P.2-3-255	P.3-2-148			
P1193	100	64	3	FAIL + AWL	Oil pressure sensor	Oil pressure sensor error (voltage high)	-	o	o	o	o	o	P.2-3-253	P.3-2-148			
P1198	100	64	1	Application specific	Oil pressure sensor	Low oil pressure alarm	-	o	o	o	o	o	P.2-3-258	P.3-2-151			
P2463	522573	7F94D	0	Not comes on	DPF	Excessive PM accumulation (method C)	o	-	o	-	o	o	P.2-3-260	P.3-2-169			
P1463	522574	7F94E	0	Not comes on	DPF	Excessive PM accumulation (method P)	o	-	o	-	o	o	P.2-3-261	P.3-2-169			
P2459	522577	7F951	11	Not comes on	DPF	Regeneration failure (stationary regeneration not performed)	o	-	o	-	o	o	P.2-3-262	P.3-2-175			
P2458	522575	7F94F	7	Not comes on	DPF	Regeneration failure (stationary regeneration failure)	o	-	o	-	o	o	P.2-3-263	P.3-2-172			
P1445	3719	E87	9	FAIL + RSL	DPF	Regeneration failure (recovery regeneration failure)	o	-	o	-	o	o	P.2-3-264	P.3-2-172			
P242F	3720	E88	16	FAIL + AWL	DPF OP interface	Ash cleaning request 1	o	-	o	-	o	o	P.2-3-265	P.3-2-178			
P1420	3720	E88	0	FAIL + RSL	DPF OP interface	Ash cleaning request 2	o	-	o	-	o	o	P.2-3-266	P.3-2-178			
P1421	3719	E87	16	FAIL + AWL	DPF OP interface	Stationary regeneration standby	o	-	o	-	o	o	P.2-3-267	P.3-2-180			
P1424	3719	E87	0	FAIL + RSL	DPF OP interface	Backup mode	o	-	o	-	o	o	P.2-3-268	P.3-2-182			
P1446	3719	E87	7	FAIL + RSL	DPF OP interface	Recovery regeneration is inhibited	o	-	o	-	o	o	P.2-3-269	P.3-2-181			
P1728	518272	7E880	6	FAIL + AWL	Preheating lamp	+B short circuit	o	o	o	o	o	o	P.2-3-270	-			
P1729	518273	7E881	6	FAIL + AWL	Failure lamp	+B short circuit	o	o	o	o	o	o	P.2-3-271	-			
P0617	518274	7E882	6	FAIL + AWL	Starter relay	+B short circuit	o	o	o	o	o	o	P.2-3-272	-			
P1730	518275	7E883	6	FAIL + AWL	Low oil pressure alarm lamp	+B short circuit	o	o	o	o	o	o	P.2-3-273	-			
P1731	518276	7E884	6	FAIL + AWL	Amber warning lamp	+B short circuit	o	o	o	o	o	o	P.2-3-274	-			
P1732	518277	7E885	6	FAIL + AWL	Speed change display lamp	+B short circuit	o	o	o	o	o	o	P.2-3-275	-			
P1733	518278	7E886	6	FAIL + AWL	Exhaust temperature alarm lamp	+B short circuit	o	-	o	-	o	o	P.2-3-276	-			
P1734	518279	7E887	6	FAIL + AWL	Cooling water temperature alarm lamp	+B short circuit	o	o	o	o	o	o	P.2-3-277	-			
P1735	518280	7E888	6	FAIL + AWL	Buzzer	+B short circuit	o	o	o	o	o	o	P.2-3-278	-			
P1736	518281	7E889	6	FAIL + AWL	Red engine stop lamp	+B short circuit	o	o	o	o	o	o	P.2-3-279	-			
P1737	518282	7E88A	6	FAIL + AWL	Isochronous lamp	+B short circuit	o	o	o	o	o	o	P.2-3-280	-			
P1738	518283	7E88B	6	FAIL + AWL	DPF regeneration acknowledgement lamp	+B short circuit	o	-	o	-	o	o	P.2-3-281	-			
P1739	518284	7E88C	6	FAIL + AWL	DPF regeneration inhibit lamp	+B short circuit	o	-	o	-	o	o	P.2-3-282	-			
P1740	518285	7E88D	6	FAIL + AWL	DPF regeneration request lamp	+B short circuit	o	-	o	-	o	o	P.2-3-283	-			
P053A	3059	BF3	5	FAIL + AWL	Breather heater	Disconnection	o	-	-	-	-	-	P.2-3-284	-			
P053B	3059	BF3	4	FAIL + AWL	Breather heater	GND short circuit	o	-	-	-	-	-	P.2-3-285	-			
P053C	3059	BF3	3	FAIL + AWL	Breather heater	VB short circuit	o	-	-	-	-	-	P.2-3-286	-			

DCU judgment item

P code	DTC code			Lamp that comes on	Error	Applicable model						Reference page			
	SPN		FMI			Part	State	4TNV94		4TN101		4TN107		Description	Diagnosis
	Decimal number	Hexadecimal number	Decimal number					FHT	HT	FHT	HT	FHT	FHT		
								(ECU: DC1V, DCU: VD1)	DT	FDT	TT	(DCU: HD01)	(DCU: VD1)		
P1545	523595	7FD4B	0	FAIL + RSL	SCR upstream NOx sensor	SCR upstream NOx value rise error	o	-	o	-	o	o	P.2-4-1	P.3-3-3	
P2209	523597	7FD4D	7	FAIL + RSL	SCR upstream NOx sensor	SCR upstream NOx sensor incomplete heating error	o	-	o	-	o	o	P.2-4-2	P.3-3-7	
P2203	523595	7FD4B	3	FAIL + RSL	SCR upstream NOx sensor	SCR upstream NOx sensor internal circuit short circuit	o	-	o	-	o	o	P.2-4-3	P.3-3-7	
P151C	523595	7FD4B	5	FAIL + RSL	SCR upstream NOx sensor	SCR upstream NOx sensor internal circuit disconnection	o	-	o	-	o	o	P.2-4-4	P.3-3-7	
P1525	3216	C90	15	FAIL + RSL	SCR upstream NOx sensor	SCR upstream NOx sensor detected value error (upper limit error)	o	-	o	-	o	o	P.2-4-5	P.3-3-9	
P1526	3216	C90	17	FAIL + RSL	SCR upstream NOx sensor	SCR upstream NOx sensor detected value error (lower limit error)	o	-	o	-	o	o	P.2-4-6	P.3-3-9	
P1546	523596	7FD4C	0	FAIL + RSL	SCR downstream NOx sensor	SCR downstream NOx value rise error	o	-	o	-	o	o	P.2-4-7	P.3-3-13	
P2222	523598	7FD4E	7	FAIL + RSL	SCR downstream NOx sensor	SCR downstream NOx sensor incomplete heating error	o	-	o	-	o	o	P.2-4-8	P.3-3-17	
P2216	523596	7FD4C	3	FAIL + RSL	SCR downstream NOx sensor	SCR downstream NOx sensor internal circuit short circuit	o	-	o	-	o	o	P.2-4-9	P.3-3-17	
P151D	523596	7FD4C	5	FAIL + RSL	SCR downstream NOx sensor	SCR downstream NOx sensor internal circuit disconnection	o	-	o	-	o	o	P.2-4-10	P.3-3-17	
P1524	523606	7FD56	10	FAIL + RSL	SCR downstream NOx sensor	SCR downstream NOx sensor detected value error	-	-	-	-	o	-	P.2-4-11	P.3-3-19	
P1778	518343	7E8C7	10	FAIL + RSL	SCR downstream NOx sensor	SCR downstream NOx sensor detected value error (O ₂ concentration)	o	-	o	-	-	o	P.2-4-12	P.3-3-19	
P0428	4360	1108	3	FAIL + RSL	SCR catalyst temperature sensor	SCR catalyst temperature sensor error (voltage high)	o	-	o	-	o	o	P.2-4-13	P.3-3-23	
P0427	4360	1108	4	FAIL + RSL	SCR catalyst temperature sensor	SCR catalyst temperature sensor error (voltage low)	o	-	o	-	o	o	P.2-4-15	P.3-3-23	
P0426	4360	1108	0	FAIL + RSL	SCR catalyst temperature sensor	SCR catalyst temperature sensor error (temperature rise error)	o	-	o	-	o	o	P.2-4-16	P.3-3-27	
P153B	4360	1108	15	FAIL + RSL	SCR catalyst temperature sensor	SCR catalyst temperature sensor detected value error (upper limit error)	o	-	o	-	o	o	P.2-4-17	P.3-3-29	
P1541	4360	1108	17	FAIL + RSL	SCR catalyst temperature sensor	SCR catalyst temperature sensor detected value error (lower limit error)	o	-	o	-	o	o	P.2-4-18	P.3-3-29	
P1542	4360	1108	10	FAIL + RSL	SCR catalyst temperature sensor	SCR catalyst temperature sensor detected value error (at cold start check)	o	-	o	-	o	o	P.2-4-19	P.3-3-33	
P204D	4334	10EE	3	FAIL + RSL	Supply module pressure sensor	Supply module pressure sensor error (voltage high)	o	-	o	-	o	o	P.2-4-20	P.3-3-36	
P204C	4334	10EE	4	FAIL + RSL	Supply module pressure sensor	Supply module pressure sensor error (voltage low)	o	-	o	-	o	o	P.2-4-22	P.3-3-36	
P153C	4334	10EE	15	FAIL + RSL	Supply module pressure sensor	Supply module pressure sensor detected value error (upper limit error)	o	-	o	-	o	o	P.2-4-23	P.3-3-39	
P153D	4334	10EE	17	FAIL + RSL	Supply module pressure sensor	Supply module pressure sensor detected value error (lower limit error)	o	-	o	-	o	o	P.2-4-25	P.3-3-39	
P1516	523576	7FD38	12	FAIL + RSL	DCU internal error	Sensor supply voltage error	o	-	o	-	o	o	P.2-4-27	P.3-3-42	
P1559	3515	DBB	2	FAIL + RSL	Urea water quality sensor/urea water tank temperature sensor (A1DEFI)	Urea water quality sensor/urea water tank temperature sensor (A1DEFI) controller temperature rise error	o	-	o	-	o	o	P.2-4-28	P.3-3-45	
P206D	3516	DBC	3	FAIL + RSL	Urea water quality sensor (A1DEFI)	Urea water quality sensor (A1DEFI) internal circuit disconnection	o	-	o	-	o	o	P.2-4-30	P.3-3-47	
P206C	3516	DBC	4	FAIL + RSL	Urea water quality sensor (A1DEFI)	Urea water quality sensor (A1DEFI) internal circuit short circuit	o	-	o	-	o	o	P.2-4-31	P.3-3-47	
P154F	3516	DBC	13	FAIL + RSL	Urea water quality sensor (A1DEFI)	Urea water quality sensor (A1DEFI) controller internal failure	o	-	o	-	o	o	P.2-4-32	P.3-3-47	
P1551	3515	DBB	3	FAIL + RSL	Urea water tank temperature sensor (A1DEFI)	Urea water tank temperature sensor (A1DEFI) internal circuit disconnection	o	-	o	-	o	o	P.2-4-33	P.3-3-48	
P1552	3515	DBB	4	FAIL + RSL	Urea water tank temperature sensor (A1DEFI)	Urea water tank temperature sensor (A1DEFI) internal circuit short circuit	o	-	o	-	o	o	P.2-4-34	P.3-3-48	
P1550	3515	DBB	13	FAIL + RSL	Urea water tank temperature sensor (A1DEFI)	Urea water tank temperature sensor (A1DEFI) controller internal failure	o	-	o	-	o	o	P.2-4-35	P.3-3-48	
P1557	3031	BD7	2	FAIL + RSL	Urea water tank temperature sensor/urea water tank level sensor (AT1T11)	Urea water tank temperature sensor/urea water tank level sensor (AT1T11) controller temperature rise error	o	-	o	-	o	o	P.2-4-36	P.3-3-49	

DTC code				Lamp that comes on	Error		Applicable model						Reference page				
P code	SPN		FMI				Part	State	4TNV94		4TN101		4TN107		Description	Diagnosis	
	Decimal number	Hexadecimal number	Decimal number						FHT		HT	FHT	HT	FHT			FHT
									(ECU: DC1V, DCU: VD1)	DT	FDT	TT	(DCU: HD01)	(DCU: VD1)			
P203D	1761	6E1	3	FAIL + RSL	Urea water tank level sensor (AT1T11)	Urea water tank level sensor (AT1T11) internal circuit disconnection	o	-	o	-	o	o	P.2-4-38	P.3-3-51			
P203C	1761	6E1	4	FAIL + RSL	Urea water tank level sensor (AT1T11)	Urea water tank level sensor (AT1T11) internal circuit short circuit	o	-	o	-	o	o	P.2-4-39	P.3-3-51			
P155A	1761	6E1	13	FAIL + RSL	Urea water tank level sensor (AT1T11)	Urea water tank level sensor (AT1T11) controller internal failure	o	-	o	-	o	o	P.2-4-40	P.3-3-51			
P205D	3031	BD7	3	FAIL + RSL	Urea water tank temperature sensor (AT1T11)	Urea water tank temperature sensor (AT1T11) internal circuit disconnection	o	-	o	-	o	o	P.2-4-41	P.3-3-52			
P205C	3031	BD7	4	FAIL + RSL	Urea water tank temperature sensor (AT1T11)	Urea water tank temperature sensor (AT1T11) internal circuit short circuit	o	-	o	-	o	o	P.2-4-42	P.3-3-52			
P1556	3031	BD7	13	FAIL + RSL	Urea water tank temperature sensor (AT1T11)	Urea water tank temperature sensor (AT1T11) controller internal failure	o	-	o	-	o	o	P.2-4-43	P.3-3-52			
P155B	1761	6E1	15	FAIL + RSL	Urea water tank level sensor	Urea water tank level sensor detected value error	o	-	o	-	o	o	P.2-4-44	P.3-3-53			
P205B	3031	BD7	0	FAIL + RSL	Urea water tank temperature sensor	Urea water tank temperature rise error	o	-	o	-	o	o	P.2-4-45	P.3-3-57			
P1539	3031	BD7	15	FAIL + RSL	Urea water tank temperature sensor	Urea water tank temperature sensor detected value error (upper limit error)	o	-	o	-	o	o	P.2-4-46	P.3-3-60			
P153A	3031	BD7	17	FAIL + RSL	Urea water tank temperature sensor	Urea water tank temperature sensor detected value error (lower limit error)	o	-	o	-	o	o	P.2-4-47	P.3-3-60			
P154B	523630	7FD6E	2	FAIL + RSL	Urea water tank temperature sensor	Urea water tank temperature rise error	o	-	o	-	o	o	P.2-4-48	P.3-3-63			
P1504	523581	7FD3D	0	FAIL + RSL	DCU internal temperature sensor	DCU internal temperature rise error	-	-	-	-	o	-	P.2-4-49	P.3-3-67			
P21C4	523592	7FD48	3	FAIL + AWL	Heater relay	Heater relay L side VB short circuit	o	-	o	-	o	o	P.2-4-50	P.3-3-69			
P21C3	523592	7FD48	4	FAIL + AWL	Heater relay	Heater relay L side GND short circuit	o	-	o	-	o	o	P.2-4-51	P.3-3-69			
P21C2	523592	7FD48	5	FAIL + AWL	Heater relay	Heater relay disconnection	o	-	o	-	o	o	P.2-4-52	P.3-3-69			
P1509	523592	7FD48	0	FAIL + AWL	Heater relay	Heater relay power stage temperature rise error	-	-	-	-	o	-	P.2-4-54	P.3-3-74			
P2049	523586	7FD42	3	FAIL + RSL	Dosing module	Dosing module H side VB short circuit/disconnection	-	-	-	-	o	-	P.2-4-55	P.3-3-79			
P2047	523586	7FD42	5	FAIL + RSL	Dosing module	Dosing module H side GND short circuit	-	-	-	-	o	-	P.2-4-57	P.3-3-79			
P151B	523585	7FD41	3	FAIL + RSL	Dosing module	Dosing module H side - L side short circuit	o	-	o	-	-	o	P.2-4-58	P.3-3-79			
P151B	523585	7FD41	3	FAIL + RSL	Dosing module	Dosing module L side VB short circuit	-	-	-	-	o	-	P.2-4-59	P.3-3-79			
P2048	523586	7FD42	4	FAIL + RSL	Dosing module	Dosing module L side GND short circuit	-	-	-	-	o	-	P.2-4-60	P.3-3-79			
P1771	523586	7FD42	5	FAIL + RSL	Dosing module	Dosing module disconnection	o	-	o	-	-	o	P.2-4-61	P.3-3-79			
P1770	523586	7FD42	3	FAIL + RSL	Dosing module	Dosing module VB short circuit	o	-	o	-	-	o	P.2-4-62	P.3-3-79			
P1772	523586	7FD42	4	FAIL + RSL	Dosing module	Dosing module GND short circuit	o	-	-	-	-	o	P.2-4-63	P.3-3-79			
P1505	523584	7FD40	0	FAIL + RSL	Dosing module	Dosing module power stage temperature rise error	-	-	-	-	-	-	P.2-4-64	P.3-3-79			
P208E	523588	7FD44	7	FAIL + RSL	Dosing module	Dosing module valve sticking	o	-	o	-	o	o	P.2-4-65	P.3-3-83			
P208D	4375	1117	3	FAIL + RSL	Supply module	Supply module (pump motor) PWM signal wire VB short circuit	o	-	o	-	o	o	P.2-4-66	P.3-3-206			
P208C	4375	1117	4	FAIL + RSL	Supply module	Supply module (pump motor) PWM signal wire GND short circuit	o	-	o	-	o	o	P.2-4-68	P.3-3-206			
P208A	4375	1117	5	FAIL + RSL	Supply module	Supply module (pump motor) PWM signal wire disconnection	o	-	o	-	o	o	P.2-4-70	P.3-3-206			
P150D	4375	1117	0	FAIL + RSL	Supply module	Supply module (pump motor) power stage temperature rise error	-	-	-	-	o	-	P.2-4-72	P.3-3-210			
P151F	4375	1117	10	FAIL + RSL	Supply module	Supply module (pump motor) pump motor drive error 1	o	-	o	-	o	o	P.2-4-73	P.3-3-210			
P208B	4375	1117	7	FAIL + RSL	Supply module	Supply module (pump motor) pump motor drive error 2	o	-	o	-	o	o	P.2-4-74	P.3-3-210			
P20AD	523618	7FD62	7	FAIL + RSL	Supply module	Supply module (pump motor) not starting to measure temperature	o	-	o	-	o	o	P.2-4-76	P.3-3-206			
P152F	523614	7FD5E	8	FAIL + AWL	Supply module	Supply module temperature information PWM cycle error	o	-	o	-	o	o	P.2-4-78	P.3-3-214			
P152E	523615	7FD5F	8	FAIL + AWL	Supply module	Supply module temperature information PWM signal error	o	-	o	-	o	o	P.2-4-80	P.3-3-214			
P1530	523616	7FD60	2	FAIL + AWL	Supply module	Supply module (supply module temperature sensor) fault value for temperature information duty value received	o	-	o	-	o	o	P.2-4-81	P.3-3-218			

DTC code				Lamp that comes on	Error	Applicable model						Reference page			
P code	SPN		FMI			Part	State	4TNV94	4TN101		4TN107		Description	Diagnosis	
	Decimal number	Hexadecimal number	Decimal number					FHT	HT	FHT	HT	FHT			FHT
								(ECU: DC1V, DCU: VD1)	DT	FDT	TT	(DCU: HD01)			(DCU: VD1)
P1531	523617	7FD61	2	FAIL + AWL	Supply module	Supply module (supply module temperature sensor) invalid value for temperature information duty value received	o	-	o	-	o	o	P.2-4-82	P.3-3-218	
P152B	523611	7FD5B	1	FAIL + AWL	Supply module	Supply module (supply module temperature sensor) detected value error	o	-	o	-	o	o	P.2-4-83	P.3-3-224	
P1544	523611	7FD5B	10	FAIL + AWL	Supply module	Supply module (supply module temperature sensor) detected value error (at cold start check)	o	-	o	-	o	o	P.2-4-84	P.3-3-109	
P20A3	523600	7FD50	3	FAIL + RSL	Supply module	Supply module (reverting valve) L side VB short circuit	o	-	o	-	o	o	P.2-4-85	P.3-3-112	
P20A2	523600	7FD50	4	FAIL + RSL	Supply module	Supply module (reverting valve) L side GND short circuit	o	-	o	-	o	o	P.2-4-87	P.3-3-112	
P20A0	523600	7FD50	5	FAIL + AWL	Supply module	Supply module (reverting valve) disconnection	o	-	o	-	o	o	P.2-4-89	P.3-3-116	
P150E	523599	7FD4F	0	FAIL + AWL	Supply module	Supply module (reverting valve) power stage temperature rise error	-	-	-	-	o	-	P.2-4-90	P.3-3-116	
P26E9	523556	7FD24	3	FAIL + AWL	Supply module	Supply module (supply module heater) H side VB short circuit	o	-	o	-	o	o	P.2-4-91	P.3-3-121	
P26E8	523556	7FD24	4	FAIL + RSL	Supply module	Supply module (supply module heater) H side GND short circuit	o	-	o	-	o	o	P.2-4-92	P.3-3-126	
P20C8	523593	7FD49	3	FAIL + RSL	Supply module	Supply module (supply module heater) L side VB short circuit	o	-	o	-	o	o	P.2-4-94	P.3-3-126	
P1773	523556	7FD24	4	FAIL + RSL	Supply module	Supply module (supply module heater) L side GND short circuit	o	-	o	-	-	o	P.2-4-96	P.3-3-126	
P20C5	523556	7FD24	5	FAIL + RSL	Supply module	Supply module (supply module heater) disconnection	o	-	o	-	o	o	P.2-4-98	P.3-3-126	
P150B	523610	7FD5A	0	FAIL + AWL	Supply module	Supply module (supply module heater) power stage temperature rise error	-	-	-	-	o	-	P.2-4-100	P.3-3-121	
P20B6	523556	7FD24	10	FAIL + RSL	Supply module	Supply module (supply module heater) detected value error	o	-	o	-	o	o	P.2-4-101	P.3-3-224	
P152C	523612	7FD5C	2	FAIL + AWL	Supply module	Supply module (supply module heater temperature sensor) fault value for temperature information duty value received	o	-	o	-	o	o	P.2-4-102	P.3-3-218	
P152D	523613	7FD5D	2	FAIL + AWL	Supply module	Supply module (supply module heater temperature sensor) invalid value for temperature information duty value received	o	-	o	-	o	o	P.2-4-103	P.3-3-218	
P152A	523610	7FD5A	1	FAIL + AWL	Supply module	Supply module (supply module heater temperature sensor) detected value error	o	-	o	-	o	o	P.2-4-104	P.3-3-224	
P1543	523610	7FD5A	10	FAIL + AWL	Supply module	Supply module (supply module heater temperature sensor) detected value error (at cold start check)	o	-	o	-	o	o	P.2-4-105	P.3-3-109	
P2671	523554	7FD22	3	FAIL + AWL	Supply module	Supply module (reverting valve) H side VB short circuit	o	-	o	-	o	o	P.2-4-106	P.3-3-131	
P2670	523554	7FD22	4	FAIL + RSL	Supply module	Supply module (reverting valve) H side GND short circuit	o	-	o	-	o	o	P.2-4-108	P.3-3-131	
P2686	523555	7FD23	3	FAIL + AWL	Heater relay/urea water tank heating valve	Heater relay/urea water tank heating valve H side VB short circuit	o	-	o	-	o	o	P.2-4-110	P.3-3-138	
P2685	523555	7FD23	4	FAIL + AWL	Heater relay/urea water tank heating valve	Heater relay/urea water tank heating valve H side GND short circuit	o	-	o	-	o	o	P.2-4-112	P.3-3-138	
P1510	523557	7FD25	3	FAIL + AWL	Urea water hose heater (back flow, pressure, suction)	Urea water hose heater (back flow, pressure, suction) H side VB short circuit	-	-	-	-	o	-	P.2-4-114	P.3-3-144	
P20BC	4343	10F7	3	FAIL + AWL	Urea water hose heater (back flow)	Urea water hose heater (back flow) L side VB short circuit	o	-	o	-	o	o	P.2-4-116	P.3-3-149	
P1775	4343	10F7	4	FAIL + AWL	Urea water hose heater (back flow)	Urea water hose heater (back flow) L side GND short circuit	o	-	o	-	-	o	P.2-4-118	P.3-3-149	
P20B9	4343	10F7	5	FAIL + AWL	Urea water hose heater (back flow)	Urea water hose heater (back flow) disconnection	o	-	o	-	o	o	P.2-4-120	P.3-3-149	
P1507	4343	10F7	0	FAIL + AWL	Urea water hose heater (back flow)	Urea water hose heater (back flow) power stage temperature rise error	-	-	-	-	o	-	P.2-4-122	P.3-3-149	
P20C0	4341	10F5	3	FAIL + AWL	Urea water hose heater (pressure)	Urea water hose heater (pressure) L side VB short circuit	o	-	o	-	o	o	P.2-4-123	P.3-3-155	
P1774	4341	10F5	4	FAIL + AWL	Urea water hose heater (pressure)	Urea water hose heater (pressure) L side GND short circuit	o	-	o	-	-	o	P.2-4-125	P.3-3-155	
P20BD	4341	10F5	5	FAIL + AWL	Urea water hose heater (pressure)	Urea water hose heater (pressure) disconnection	o	-	o	-	o	o	P.2-4-127	P.3-3-155	
P1508	4341	10F5	0	FAIL + AWL	Urea water hose heater (pressure)	Urea water hose heater (pressure) power stage temperature rise error	-	-	-	-	o	-	P.2-4-129	P.3-3-155	
P20C4	4345	10F9	3	FAIL + AWL	Urea water hose heater (suction)	Urea water hose heater (suction) L side VB short circuit	o	-	o	-	o	o	P.2-4-130	P.3-3-161	

2.1. DTC Code List

2.1.1. DTC Code List

DTC code				Lamp that comes on	Error		Applicable model						Reference page					
P code	SPN		FMI				Part	State	4TNV94		4TN101		4TN107		Description	Diagnosis		
	Decimal number	Hexadecimal number	Decimal number						FHT		HT	FHT	HT	FHT			FHT	FHT
									(ECU: DC1V, DCU: VD1)	DT	FDT	TT	(DCU: HD01)	(DCU: VD1)				
P1776	4345	10F9	4	FAIL + AWL	Urea water hose heater (suction)	Urea water hose heater (suction) L side GND short circuit	o	-	o	-	-	o	P.2-4-132	P.3-3-161				
P20C1	4345	10F9	5	FAIL + AWL	Urea water hose heater (suction)	Urea water hose heater (suction) disconnection	o	-	o	-	o	o	P.2-4-134	P.3-3-161				
P150A	4345	10F9	0	FAIL + AWL	Urea water hose heater (suction)	Urea water hose heater (suction) power stage temperature rise error	-	-	-	-	o	-	P.2-4-136	P.3-3-161				
P202C	523594	7FD4A	3	FAIL + AWL	Urea water tank heating valve	Urea water tank heating valve L side VB short circuit	o	-	o	-	o	o	P.2-4-137	P.3-3-167				
P202B	5137	1411	4	FAIL + AWL	Urea water tank heating valve	Urea water tank heating valve L side GND short circuit	o	-	o	-	o	o	P.2-4-139	P.3-3-167				
P202A	5137	1411	5	FAIL + AWL	Urea water tank heating valve	Urea water tank heating valve disconnection	o	-	o	-	o	o	P.2-4-141	P.3-3-167				
P150C	5137	1411	0	FAIL + AWL	Urea water tank heating valve	Urea water tank heating valve power stage temperature rise error	-	-	-	-	o	-	P.2-4-143	P.3-3-167				
U029D	523562	7FD2A	9	FAIL + RSL	SCR upstream NOx sensor	CAN reception timeout from SCR upstream NOx sensor	o	-	o	-	o	o	P.2-4-144	P.3-3-172				
U029E	523563	7FD2B	9	FAIL + RSL	SCR downstream NOx sensor	CAN reception timeout from SCR downstream NOx sensor	o	-	o	-	o	o	P.2-4-146	P.3-3-175				
U1607	523570	7FD32	9	FAIL + RSL	ECU	CAN reception timeout from ECU	o	-	o	-	o	o	P.2-4-148	P.3-3-178				
P1555	172	AC	19	Not comes on	ECU (ECU system error)	ECU system error (invalid fresh air temperature value is received)	o	-	o	-	o	o	P.2-4-150	P.3-3-181				
P155C	523637	7FD75	0	Not comes on	ECU (ECU system error)	ECU system error (FS action instruction 1 from ECU)	o	-	o	-	o	o	P.2-4-151	P.3-3-182				
P1565	518339	7E8C3	0	Not comes on	ECU (ECU system error)	ECU system error (FS action instruction 2 from ECU)	o	-	o	-	o	o	P.2-4-152	P.3-3-182				
U1610	523634	7FD72	9	FAIL + RSL	Urea water quality sensor/Urea water tank temperature sensor (A1DEFI)	Urea water quality sensor/Urea water tank temperature sensor (A1DEFI) reception timeout	o	-	o	-	o	o	P.2-4-153	P.3-3-45				
U1611	523635	7FD73	9	FAIL + RSL	Urea water tank temperature sensor/Urea water tank level sensor (AT1T11)	Urea water tank temperature sensor/Urea water tank level sensor (AT1T11) reception timeout	o	-	o	-	o	o	P.2-4-155	P.3-3-49				
P1512	523558	7FD26	3	FAIL + RSL	DCU supply voltage	DCU supply voltage error (Voltage high 1)	o	-	o	-	o	o	P.2-4-157	-				
P1514	523559	7FD27	3	FAIL + RSL	DCU supply voltage	DCU supply voltage error (Voltage high 2)	o	-	o	-	o	o	P.2-4-158	-				
P1511	523559	7FD27	4	FAIL + RSL	DCU supply voltage	DCU supply voltage error (Voltage low 1)	o	-	o	-	o	o	P.2-4-159	-				
P1513	523558	7FD26	4	FAIL + RSL	DCU supply voltage	DCU supply voltage error (Voltage low 2)	o	-	o	-	o	o	P.2-4-160	-				
P20EA	523560	7FD28	2	FAIL + AWL	Main relay	Main relay opens early	o	-	o	-	o	o	P.2-4-161	P.3-3-189				
P1600	523589	7FD45	12	FAIL + RSL	EEPROM	EEPROM memory deletion error	-	-	-	-	o	-	P.2-4-162	P.3-3-193				
P160E	523590	7FD46	12	FAIL + RSL	EEPROM	EEPROM memory reading error	o	-	o	-	o	o	P.2-4-163	P.3-3-193				
P160F	523591	7FD47	12	FAIL + RSL	EEPROM	EEPROM memory writing error	o	-	o	-	o	o	P.2-4-164	P.3-3-193				
P1500	523577	7FD39	12	FAIL + RSL	DCU internal error	SPI communication error 1	o	-	o	-	o	o	P.2-4-165	P.3-3-193				
P1501	523578	7FD3A	12	FAIL + RSL	DCU internal error	SPI communication error 2	o	-	o	-	o	o	P.2-4-166	P.3-3-193				
P21CC	523574	7FD36	3	FAIL + RSL	DCU internal error	Supply 1 overvoltage error	-	-	-	-	o	-	P.2-4-167	P.3-3-193				
P21CB	523574	7FD36	4	FAIL + RSL	DCU internal error	Supply 1 low voltage error	-	-	-	-	o	-	P.2-4-168	P.3-3-193				
P1502	523579	7FD3B	12	FAIL + RSL	DCU internal error	AD converter error 1	-	-	-	-	o	-	P.2-4-169	P.3-3-193				
P1503	523580	7FD3C	12	FAIL + RSL	DCU internal error	AD converter error 2	-	-	-	-	o	-	P.2-4-170	P.3-3-193				
P1517	523582	7FD3E	3	FAIL + RSL	DCU internal temperature sensor	DCU internal temperature sensor error (voltage high)	-	-	-	-	o	-	P.2-4-171	P.3-3-193				
P1519	523582	7FD3E	4	FAIL + RSL	DCU internal temperature sensor	DCU internal temperature sensor error (voltage low)	-	-	-	-	o	-	P.2-4-172	P.3-3-193				
P20EB	523560	7FD28	7	FAIL + AWL	Main relay	Main relay sticking	o	-	o	-	o	o	P.2-4-173	P.3-3-189				
P1561	523640	7FD78	5	FAIL + AWL	Key switch	Key switch disconnection	o	-	o	-	o	o	P.2-4-174	P.3-3-195				
P1533	523621	7FD65	0	FAIL + RSL	Urea water hose (back flow side)	Urea water hose (back flow side) pressure rise error	o	-	o	-	o	o	P.2-4-175	P.3-3-198				
P1534	523622	7FD66	7	FAIL + RSL	Urea water hose (pressure side)	Urea water hose (pressure side) pressure rise error	o	-	o	-	o	o	P.2-4-176	P.3-3-202				
P20E9	523619	7FD63	0	FAIL + RSL	Supply module	Supply module (pump motor) pressure rise error 1	o	-	o	-	o	o	P.2-4-177	P.3-3-87				
P1536	523626	7FD6A	0	FAIL + RSL	Supply module	Supply module (pump motor) pressure rise error 2	o	-	o	-	o	o	P.2-4-178	P.3-3-87				
P1532	523620	7FD64	7	FAIL + AWL	Supply module	Supply module (pump motor) pressure reduction failure	o	-	o	-	o	o	P.2-4-179	P.3-3-91				
P1535	523624	7FD68	7	FAIL + RSL	Supply module	Supply module (reverting valve) failure	o	-	o	-	o	o	P.2-4-180	P.3-3-96				
P150F	523623	7FD67	2	FAIL + RSL	Supply module	Supply module (pump motor) pressure stability error	o	-	o	-	o	o	P.2-4-181	P.3-3-100				
P1537	523627	7FD6B	1	FAIL + RSL	Supply module	Supply module pressure drop error	o	-	o	-	o	o	P.2-4-182	P.3-3-105				

2.1. DTC Code List

2.1.1. DTC Code List

DTC code				Lamp that comes on	Error		Applicable model						Reference page					
P code	SPN		FMI				Part	State	4TNV94		4TN101		4TN107		Description	Diagnosis		
	Decimal number	Hexadecimal number	Decimal number						FHT		HT	FHT	HT	FHT			FHT	FHT
									(ECU: DC1V, DCU: VD1)	DT	FDT	TT	(DCU: HD01)	(DCU: VD1)				
P1538	523628	7FD6C	10	FAIL + RSL	Supply module	Supply module urea water pressure rise failure	○	–	○	–	○	○	P.2-4-183	P.3-3-105				
P204F	523625	7FD69	0	FAIL + AWL	Supply module	Supply module urea water sucking back failure	○	–	○	–	○	○	P.2-4-184	P.3-3-230				
P1520	523601	7FD51	1	FAIL + RSL	SCR system	Inefficient NOx cleaning	○	–	○	–	○	○	P.2-4-185	P.3-3-233				
P1506	523557	7FD25	7	FAIL + RSL	SCR system	SCR system forced termination	○	–	○	–	○	○	P.2-4-187	P.3-3-237				
P1553	523636	7FD74	16	FAIL + RSL	SCR system	SCR system error (Inducement 1)	○	–	○	–	○	○	P.2-4-189	P.3-3-237				
P1554	523636	7FD74	0	FAIL + RSL	SCR system	SCR system error (Inducement 2)	○	–	○	–	○	○	P.2-4-190	P.3-3-237				
P1563	518289	7E891	16	FAIL + RSL	EGR system	EGR system error (Inducement 1)	○	–	○	–	○	○	P.2-4-191	P.3-3-238				
P1564	518289	7E891	0	FAIL + RSL	EGR system	EGR system error (Inducement 2)	○	–	○	–	○	○	P.2-4-192	P.3-3-238				
P1549	1761	6E1	18	FAIL + AWL	Urea water tank level	Low urea water tank level (Inducement 1)	○	–	○	–	○	○	P.2-4-193	P.3-3-239				
P154A	1761	6E1	1	FAIL + RSL	Urea water tank level	Low urea water tank level (Inducement 2)	○	–	○	–	○	○	P.2-4-194	P.3-3-239				
P154E	3516	DBC	1	FAIL + RSL	Urea water quality sensor	Urea water quality sensor concentration error (small deviation)	○	–	○	–	○	○	P.2-4-195	P.3-3-242				
P154D	3516	DBC	0	FAIL + RSL	Urea water quality sensor	Urea water quality sensor concentration error (large deviation)	○	–	○	–	○	○	P.2-4-197	P.3-3-242				
P1558	3521	DC1	13	FAIL + RSL	Urea water quality sensor	Urea water quality sensor contamination error in urea water tank	○	–	○	–	○	○	P.2-4-199	P.3-3-242				

2.2.1. Description

P○○○○: Error name (SPN/FMI)

P code	P○○○○
SPN/FMI	○○○○○○/□□

DTC detection criteria

Prerequisite	Prerequisite for detecting the error. Note: The voltage value described as "Battery voltage is within normal range" in the prerequisites is within the range shown below. • ECU: 12 V system: 8.0 V ≤ Battery voltage ≤ 16.0 V 24 V system: 16.0 V ≤ Battery voltage ≤ 32.0 V • DCU: 12 V system: 9.0 V ≤ Battery voltage ≤ 17.0 24 V system: 18.0 V ≤ Battery voltage ≤ 33.0 V
Judgment criteria	Condition for detecting the error.
Check points	Check point to specify the cause of the error. See "Diagnosis" for details.

Actions when an error occurs

Fault mode	[Continuous operation] / [Limited operation] / [Engine stop]: Describes the engine operation when an error is detected. [Continuous operation]: The engine continues to operate without limitations even after an error is detected. Engine control is not obstructed. [Limited operation]: The engine operation continues, but the high idle speed and engine power are limited. [Engine stop]: The engine stops immediately when an error is detected. If the error is detected before starting the engine, the key switch does not turn.
Limited operation	The details of limited operation at the time of error are listed.
Reset criteria	The condition to release the fault mode is listed.
Remarks	Precaution is listed.

Presumed cause of the failure or the error condition

Judging from the detected DTC, the presumed location and cause of the error (e.g. disconnection of sensor wiring) or the error condition of the system (e.g. abnormal rise of cooling water temperature) are listed.

* Malfunctions related to the detected DTC are listed.

Diagnosis

The method and procedure of the failure diagnosis are listed. Use YANMAR failure diagnosis tool, SMARTASSIST-Direct(SA-D), for initial diagnosis.

Note: After the normal recovery upon replacement of electrical components, replace the parts again to check that the malfunction occurs with the original parts.

2.3.1. P0336: Crankshaft signal error (522400/2)

P code	P0336
SPN/FMI	522400/2

DTC detection criteria

Prerequisite	Battery voltage is within normal range, and the engine speed is above the specified value.
Judgment criteria	The number of teeth detected by the crankshaft speed sensor is not 56.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Crankshaft speed sensor • ECU • Pulser

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited. (The operation continues controlled with only the camshaft speed sensor signal.)
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7 • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when correct number of pulse is detected before satisfying detection criteria again, the fault mode is detected.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the sensor signal wire (+) and (-), GND short circuit, power short circuit or shielding wire short circuit
- Short circuit of sensor signal wire (+) and (-)

Crankshaft speed sensor failure

Pulser (Ring gear) error and sensor installation condition error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.28. Crankshaft speed sensor 1 P.3-2-96 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the crankshaft speed sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Check the wiring of the crankshaft speed sensor for disconnection, and whether the wiring coating is peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of the crankshaft speed sensor. • Check the conduction of the wire-harness. • Check the crankshaft speed sensor mounting condition and pulser. <p>*See 3.2.28. Crankshaft speed sensor 1 P.3-2-96 for details on the diagnosis method and procedure.</p>

2.3.2. P0337: No signal from crankshaft (522400/5)

P code	P0337
SPN/FMI	522400/5

DTC detection criteria

Prerequisite	Battery voltage is within normal range.
Judgment criteria	The number of crank pulses is 1 or less per 360° CA (per rotation of the crank shaft).
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Crankshaft speed sensor • Pulser

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited. (The operation continues controlled with only the camshaft speed sensor signal.)
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7 • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when correct number of pulse is detected before satisfying detection criteria again, the fault mode is detected.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the sensor signal wire (+) and (–), GND short circuit, power short circuit or shielding wire short circuit
- Short circuit of sensor signal wire (+) and (–)

Crankshaft speed sensor failure

Pulser (Ring gear) error and sensor installation condition error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.31. Camshaft speed sensor 2 P.3-2-105 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the crankshaft speed sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Check the wiring of the crankshaft speed sensor for disconnection, and whether the wiring coating is peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of the crankshaft speed sensor. • Check the conduction of the wire-harness. • Check the crankshaft speed sensor mounting condition and pulser. <p>*See 3.2.31. Camshaft speed sensor 2 P.3-2-105 for details on the diagnosis method and procedure.</p>

2.3.3. P0341: Camshaft signal error (522401/2)

P code	P0341
SPN/FMI	522401/2

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The engine speed is above the specified value. • The sensor 5 V circuit 2 error (voltage high) is not occurring. • The sensor 5 V circuit 2 error (voltage low) is not occurring.
Judgment criteria	The number of teeth detected between the extra teeth by the camshaft speed sensor (including the extra teeth themselves) is not 5.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Camshaft speed sensor • ECU • Pulser

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected. (The operation continues controlled with only the crankshaft speed sensor signal.)
Limited operation	No
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of sensor 5 V
- Disconnection of sensor signal wire, GND short circuit, power short circuit or shielding wire short circuit
- Short circuit of sensor signal wire and sensor 5 V
- Disconnection of the sensor GND wire

Camshaft speed sensor failure

Pulser error and sensor installation condition error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.30. Camshaft speed sensor 1 P.3-2-102 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the camshaft speed sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the wiring of the camshaft speed sensor is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the ECU output voltage. <p>*See 3.2.30. Camshaft speed sensor 1 P.3-2-102 for details on the diagnosis method and procedure.</p>

2.3.4. P0342: No signal from camshaft (522401/5)

P code	P0342
SPN/FMI	522401/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The sensor 5 V circuit 2 error (voltage high) is not occurring. • The sensor 5 V circuit 2 error (voltage low) is not occurring.
Judgment criteria	The number of cam pulses is 1 or less per 360° CA (per rotation of the crank shaft).
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Camshaft speed sensor • ECU • Pulser

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected. (The operation continues controlled with only the crankshaft speed sensor signal.)
Limited operation	No
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of sensor 5 V
- Disconnection of sensor signal wire, GND short circuit, power short circuit or shielding wire short circuit
- Short circuit of sensor signal wire and sensor 5 V
- Disconnection of the sensor GND wire

Camshaft speed sensor failure

Pulser error and sensor installation condition error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.31. Camshaft speed sensor 2 P.3-2-105 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the camshaft speed sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the wiring of the camshaft speed sensor is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the wire-harness. • Check the ECU output voltage. <p>*See 3.2.31. Camshaft speed sensor 2 P.3-2-105 for details on the diagnosis method and procedure.</p>
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**2.3.5. P0008: Crank/Camshaft speed sensor non-input (simultaneous)
(523249/5)**

P code	P0008
SPN/FMI	523249/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. 1. The key switch is turned ON for a given length of time. 2. The key switch is in a operating state. 3. The sensor 5 V circuit 2 error (voltage high) is not occurring. 4. The sensor 5 V circuit 2 error (voltage low) is not occurring.
Judgment criteria	Engine stalled for 10 seconds.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Crankshaft speed sensor/Camshaft speed sensor • ECU • Pulser

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	<ul style="list-style-type: none"> • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Low battery voltage

Starter system failure

Crankshaft speed sensor error and camshaft speed sensor error occur at the same time

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.31. Camshaft speed sensor 2 P.3-2-105 for details on the diagnosis method and procedure.</p>
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2. Coupler, wiring and engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the crankshaft speed sensor and camshaft speed sensor for damage, deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the crankshaft speed sensor and camshaft speed sensor wiring is not disconnected or the wiring coating is not peeled. • Check the starter system if the engine is not started.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Perform the failure diagnosis on the crankshaft speed sensor and camshaft speed sensor. <p>*See 3.2.32. Crankshaft speed sensor/Camshaft speed sensor P.3-2-108 for details on the diagnosis method and procedure.</p>
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2.3.6. P0123: Accelerator sensor 1 error (voltage high) (91/3)

P code	P0123
SPN/FMI	91/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • The sensor 5 V circuit 1 error (voltage high) is not occurring. • The sensor 5 V circuit 1 error (voltage low) is not occurring. • The accelerator sensor 1 is used.
Judgment criteria	The sensor voltage is above the 4.75 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Accelerator sensor • ECU

Actions when an error occurs

	Backup accelerator sensor function	
	No	Yes
Fault mode	[Limited operation]: The engine operates at a constant speed.	[Continuous operation]: Switches to engine operation through a backup accelerator sensor.
Limited operation	The target rotation speed is set to "target rotation speed during error (application specific)" or "target rotation before error detection".	No
Reset criteria	When the ECU is turned OFF with the normal voltage (0.2 to 4.6 V) supplied, the fault mode is released.	When the normal voltage (0.2 to 4.6 V) is supplied, the fault mode is automatically released.
Remarks	-	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the sensor GND wire
- Power short circuit of the sensor signal wire

Accelerator sensor failure

- Sensor output failure by disconnection of accelerator sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the accelerator sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the accelerator sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the accelerator sensor resistance value. • Check the conduction of the wire-harness. • Check the accelerator sensor output voltage. <p>*See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.</p>

2.3.7. P0122: Accelerator sensor 1 error (voltage low) (91/4)

P code	P0122
SPN/FMI	91/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The sensor 5 V circuit 1 error (voltage high) is not occurring. • The sensor 5 V circuit 1 error (voltage low) is not occurring. • The accelerator sensor 1 is used.
Judgment criteria	The sensor voltage is below the 0.25 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Accelerator sensor • ECU

Actions when an error occurs

	Backup accelerator sensor function	
	No	Yes
Fault mode	[Limited operation]: The engine operates at a constant speed.	[Continuous operation]: Switches to engine operation through a backup accelerator sensor.
Limited operation	The target rotation speed is set to "target rotation speed during error (application specific)" or "target rotation before error detection".	No
Reset criteria	When the ECU is turned OFF with the normal voltage (0.2 to 4.6 V) supplied, the fault mode is released.	When the normal voltage (0.2 to 4.6 V) is supplied, the fault mode is automatically released.
Remarks	-	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or GND short circuit of the sensor signal wire
- Disconnection or GND short circuit of sensor 5 V

Accelerator sensor failure

- Sensor output failure by disconnection of accelerator sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the accelerator sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the accelerator sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the accelerator sensor resistance value. • Check the conduction of the wire-harness. • Check the accelerator sensor output voltage. <p>*See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.8. P0223: Accelerator sensor 2 error (voltage high) (28/3)

P code	P0223
SPN/FMI	28/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking.
Judgment criteria	Sensor output is higher than the 4.75 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Accelerator sensor • ECU

Actions when an error occurs

	Settings for accelerator 2 abnormality operation	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The target rotation speed is set to "target rotation speed during error (application specific)" or "target rotation before error detection".
Reset criteria	It is canceled when the battery voltage is within the specified range, the key switch is ON, and the sensor voltage is below the 4.75 V threshold.	It is canceled when the battery voltage is within the specified range, the key switch is ON, and the sensor voltage is below the 4.75 V threshold.
Remarks	-	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the sensor GND wire
- Power short circuit of the sensor signal wire

Accelerator sensor failure

- Sensor output failure by disconnection of accelerator sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the accelerator sensor coupler for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the accelerator sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the accelerator sensor resistance value. • Check the conduction of the wire-harness. • Check the accelerator sensor output voltage. <p>*See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.</p>

2.3.9. P0222: Accelerator sensor 2 error (voltage low) (28/4)

P code	P0222
SPN/FMI	28/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking.
Judgment criteria	Sensor output is lower than the 0.25 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Accelerator sensor • ECU

Actions when an error occurs

	Settings for accelerator 2 abnormality operation	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The target rotation speed is set to "target rotation speed during error (application specific)" or "target rotation before error detection".
Reset criteria	It is canceled when the battery voltage is within the specified range, the key switch is ON, not during engine cranking, and the sensor voltage is at or above the 0.25 V threshold.	It is canceled when the battery voltage is within the specified range, the key switch is ON, not during engine cranking, and the sensor voltage is at or above the 0.25 V threshold.
Remarks	-	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or GND short circuit of the sensor signal wire
- Disconnection or GND short circuit of sensor 5 V

Accelerator sensor failure

- Sensor output failure by disconnection of accelerator sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the accelerator sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the accelerator sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the accelerator sensor resistance value. • Check the conduction of the wire-harness. • Check the accelerator sensor output voltage. <p>*See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.</p>

2.3.10. P1646: Dual accelerator sensor error (closed position error) (522624/7)

P code	P1646
SPN/FMI	522624/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON. Not during engine cranking.
Judgment criteria	(APS2 terminal voltage - Estimated APS2 terminal voltage) is larger than [Double analog accelerator sensor error judgment value].
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Accelerator sensor 1 Accelerator sensor 2 ECU

Actions when an error occurs

	Settings for dual accelerator sensor abnormality operation (closed position error)	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The target rotation speed is set to "target rotation speed during error (application specific)" or "target rotation before error detection".
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the accelerator sensor 1 sensor signal wire, or GND short circuit
- Disconnection of the accelerator sensor 2 sensor signal wire, or GND short circuit
- Disconnection or GND short circuit of sensor 5 V

Accelerator sensor 1 failure

Accelerator sensor 2 failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the accelerator sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the accelerator sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the accelerator sensor resistance value.• Check the conduction of the wire-harness.• Check the accelerator sensor output voltage. *See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.

2.3.11. P1647: Dual accelerator sensor error (open position error) (522623/7)

P code	P1647
SPN/FMI	522623/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON. Not during engine cranking.
Judgment criteria	(Estimated APS2 terminal voltage- APS2 terminal voltage) is larger than [Double analog accelerator sensor error judgment value].
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Accelerator sensor 1 Accelerator sensor 2 ECU

Actions when an error occurs

	Settings for dual accelerator sensor abnormality operation (open position error)	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The target rotation speed is set to "target rotation speed during error (application specific)" or "target rotation before error detection".
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the accelerator sensor 1 sensor signal wire, or GND short circuit
- Disconnection of the accelerator sensor 2 sensor signal wire, or GND short circuit
- Disconnection or GND short circuit of sensor 5 V

Accelerator sensor 1 failure

Accelerator sensor 2 failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the accelerator sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the accelerator sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the accelerator sensor resistance value.• Check the conduction of the wire-harness.• Check the accelerator sensor output voltage. *See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.

2.3.12. P0228: Accelerator sensor 3 error (voltage high) (29/3)

P code	P0228
SPN/FMI	29/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • The sensor 5 V circuit 1 error (voltage high) is not occurring. • The sensor 5 V circuit 1 error (voltage low) is not occurring. • The accelerator sensor 3 is used.
Judgment criteria	The sensor voltage is above the 4.75 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Accelerator sensor 3 • ECU

Actions when an error occurs

	Detection of main accelerator sensor error	
	No	Yes
Fault mode	[Continuous operation]: Switches to engine operation through the main accelerator sensor.	[Limited operation]: The engine operates at a constant speed.
Limited operation	No	The target rotation speed is set to "target rotation speed during error (application specific)" or "target rotation before error detection".
Reset criteria	When the normal voltage (0.2 to 4.6 V) is supplied, the fault mode is automatically released.	When the normal voltage (0.2 to 4.6 V) is supplied, the fault mode is automatically released.
Remarks	-	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the sensor GND wire
- Power short circuit of the sensor signal wire

Accelerator sensor 3 failure

- Sensor output failure by power short circuit of accelerator sensor 3 internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the accelerator sensor 3 for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the accelerator sensor 3 wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of the accelerator sensor 3.• Check the conduction of the wire-harness.• Check the accelerator sensor 3 output voltage. *See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.

2.3.13. P0227: Accelerator sensor 3 error (voltage low) (29/4)

P code	P0227
SPN/FMI	29/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The sensor 5 V circuit 1 error (voltage high) is not occurring. • The sensor 5 V circuit 1 error (voltage low) is not occurring. • The accelerator sensor 3 is used.
Judgment criteria	The sensor voltage is below the 0.25 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Accelerator sensor 3 • ECU

Actions when an error occurs

	Detection of main accelerator sensor error	
	No	Yes
Fault mode	[Continuous operation]: Switches to engine operation through the main accelerator sensor.	[Limited operation]: The engine operates at a constant speed.
Limited operation	No	The target rotation speed is set to "target rotation speed during error (application specific)" or "target rotation before error detection".
Reset criteria	When the normal voltage (0.2 to 4.6 V) is supplied, the fault mode is automatically released.	When the normal voltage (0.2 to 4.6 V) is supplied, the fault mode is automatically released.
Remarks	-	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or GND short circuit of the accelerator sensor 3 signal wire
- Disconnection or GND short circuit of sensor 5 V

Accelerator sensor 3 failure

- Sensor output failure caused by disconnection of the accelerator sensor 3 internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the accelerator sensor 3 for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the accelerator sensor 3 wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of the accelerator sensor 3. • Check the conduction of the wire-harness. • Check the accelerator sensor 3 output voltage. <p>*See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.</p>

**2.3.14. P1126: Accelerator sensor 3 foot pedal error (open position error)
(28/0)**

P code	P1126
SPN/FMI	28/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON. Not during engine cranking.
Judgment criteria	When the APS3 input voltage is 1.1 V or above and the PDLSW terminal is low level. (PDLSW terminal is set to NO)
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Foot pedal ECU

Actions when an error occurs

	Settings for dual accelerator sensor abnormality operation (open position error)	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The target rotation speed is set to "target rotation speed during error (application specific)" or "target rotation before error detection".
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected Otherwise cleared when: ECU power OFF is detected.	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected Otherwise cleared when: ECU power OFF is detected.
Remarks	-	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or GND short circuit of the foot pedal signal wire
- Disconnection or GND short circuit of sensor 5 V

Foot pedal failure

- Sensor output failure caused by disconnection or an increase in sliding friction of the foot pedal internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the power switch.• Check the coupler pin of the foot pedal for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the foot pedal wiring is not cut or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the foot pedal resistance value.• Check the foot pedal resistance value.• Check the accelerator sensor output voltage. *See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.

2.3.15. P1125: Accelerator sensor 3 foot pedal error (closed position error) (28/1)

P code	P1125
SPN/FMI	28/1

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON. Not during engine cranking.
Judgment criteria	When the APS3 input voltage is 0.65 V or below and the PDLSW terminal is high level. (PDLSW terminal is set to NO)
Check points	

Actions when an error occurs

	Settings for dual accelerator sensor abnormality operation (closed position error)	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The target rotation speed is set to "target rotation speed during error (application specific)" or "target rotation before error detection".
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Battery short circuit of foot pedal signal wire
- Battery short circuit of sensor 5 V

Foot pedal failure

- Sensor output failure caused by a short circuit of the foot pedal internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the power switch.• Check the coupler pin of the foot pedal for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Check that the insulation of the foot pedal wiring is not peeling off.• Check that the foot pedal wiring is not short circuited with the power wire.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the foot pedal resistance value.• Check the conduction of the wire-harness.• Check the accelerator sensor output voltage. *See 3.2.3. Accelerator sensor P.3-2-7 for details on the diagnosis method and procedure.

2.3.16. P02E9: Intake throttle valve position sensor error (voltage high) (51/3)

P code	P02E9
SPN/FMI	51/3

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking. The sensor 5 V circuit 1 error (voltage high) is not occurring. The sensor 5 V circuit 1 error (voltage low) is not occurring.
Judgment criteria	The sensor voltage is above the 4.9 V threshold.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Intake throttle valve position sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: Intake throttle position is set to 100% as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. EGR fully closes. Intake throttle fully opens. DPF regeneration stops. SCR heating stops Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Short circuit of the sensor signal wire and sensor 5 V
- Power short circuit of the sensor signal wire
- Disconnection of the sensor GND wire
- Disconnection of sensor signal wire

Intake throttle valve position sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.17. Intake throttle valve position sensor P.3-2-67 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the ECU power. • Check the coupler pin of the intake throttle valve position sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the intake throttle valve position sensor wiring is not disconnected or the wiring coating is not peeled.
2. Failure diagnosis	<ul style="list-style-type: none"> • Check the intake throttle valve position sensor resistance value. • Check the conduction of the wire-harness. • Check the intake throttle valve position sensor output voltage. <p>*See 3.2.17. Intake throttle valve position sensor P.3-2-67 for details on the diagnosis method and procedure.</p>

2.3.17. P02E8: Intake throttle valve position sensor error (voltage low) (51/4)

P code	P02E8
SPN/FMI	51/4

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The sensor 5 V circuit 1 error (voltage high) is not occurring. • The sensor 5 V circuit 1 error (voltage low) is not occurring.
Judgment criteria	The sensor voltage is below the 0.2 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Intake throttle valve position sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: Intake throttle position is set to 100% as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • EGR fully closes. • Intake throttle fully opens. • DPF regeneration stops. • SCR heating stops • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Short circuit of the sensor signal wire and sensor 5 V
- Power short circuit of the sensor signal wire
- Disconnection of the sensor GND wire
- Disconnection of sensor signal wire

Intake throttle valve position sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.17. Intake throttle valve position sensor P.3-2-67 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the ECU power.• Check the coupler pin of the intake throttle valve position sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the intake throttle valve position sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the intake throttle valve position sensor resistance value.• Check the conduction of the wire-harness.• Check the intake throttle valve position sensor output voltage. *See 3.2.17. Intake throttle valve position sensor P.3-2-67 for details on the diagnosis method and procedure.

2.3.18. P0238: Intake air pressure sensor error (voltage high) (102/3)

P code	P0238
SPN/FMI	102/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The sensor 5 V circuit 2 error (voltage low) is not occurring. • The sensor 5 V circuit 2 error (voltage high) is not occurring.
Judgment criteria	The sensor voltage is above the 4.8 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Intake air pressure sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: Intake air pressure is set to 90 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • The accumulated PM amount calculation by DPF differential pressure stops. • SCR heating stops. • Ash amount reset is prohibited. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Short circuit of sensor signal wire and sensor 5 V
- Disconnection of the GND wire

Intake air pressure sensor failure

- Sensor output failure caused by a 5 V short circuit of the intake air pressure sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.18. Intake air/exhaust gas pressure sensor 1 P.3-2-70 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the intake air pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the intake air pressure sensor wiring is not disconnected or the wiring coating is not peeled.
2. Failure diagnosis	<ul style="list-style-type: none"> • Check the intake air pressure sensor resistance value. • Check the conduction of the wire-harness. • Check the intake air pressure sensor output voltage. <p>*See 3.2.18. Intake air/exhaust gas pressure sensor 1 P.3-2-70 for details on the diagnosis method and procedure.</p>

2.3.19. P0237: Intake air pressure sensor error (voltage low) (102/4)

P code	P0237
SPN/FMI	102/4

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The sensor 5 V circuit 2 error (voltage low) is not occurring. • The sensor 5 V circuit 2 error (voltage high) is not occurring. • The engine speed is 700 min⁻¹ (rpm) or more. • The final injection volume is 5 mm³/st.
Judgment criteria	The sensor voltage is below the 0.2 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Intake air pressure sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: Intake air pressure is set to 90 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • The accumulated PM amount calculation by DPF differential pressure stops. • SCR heating stops. • Ash amount reset is prohibited. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire
- Short circuit of sensor signal wire and sensor 5 V

Intake air pressure sensor failure

- Sensor output failure caused by a GND Short circuit of the intake air pressure sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.18. Intake air/exhaust gas pressure sensor 1 P.3-2-70 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the intake air pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the intake air pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the intake air pressure sensor resistance value. • Check the conduction of the wire-harness. • Check the intake air pressure sensor output voltage. <p>*See 3.2.18. Intake air/exhaust gas pressure sensor 1 P.3-2-70 for details on the diagnosis method and procedure.</p>

2.3.20. P0236: Intake air pressure sensor error (abnormal learning value) (102/13)

P code	P0236
SPN/FMI	102/13

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range • Key switch ON • Not during engine cranking • Engine rpm of $\geq 700 \text{ min}^{-1}$ • Calculation is complete for final offset value of intake air pressure <p>Offset value calculation shall be performed when all of the following prerequisites are satisfied.</p> <ul style="list-style-type: none"> • When running the engine, sufficient warm-up (Coolant temperature $\geq 60 \text{ }^\circ\text{C}$, Intake air temperature $\geq 0 \text{ }^\circ\text{C}$, Exhaust air temperature $\geq 150 \text{ }^\circ\text{C}$) is done, key is ON, and 12 seconds have elapsed since engine stalled. • Voltage of each temperature sensor in 1 is not too high or too low. • Voltage at the intake air pressure sensor is not at maximum or minimum. • Voltage at the atmospheric pressure sensor is not at maximum or minimum. • Atmospheric pressure sensor characteristic error has not occurred. • Sensor power voltage is not too high/low.
Judgment criteria	Final offset value of intake air pressure is lower than -25 kPa , or higher than 25 kPa .
Check points	Intake air pressure sensor failure

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • The accumulated PM amount calculation by DPF differential pressure stops. • SCR heating stops. • Ash amount reset is prohibited. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from off to ON, when the prerequisite is satisfied, and intake manifold pressure offset value is between -25 kPa to 25 kPa , the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

Intake air pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. *See 3.2.19. Intake air/exhaust gas pressure sensor 2 P.3-2-74 for details on the diagnosis method and procedure.
2. Failure diagnosis	<ul style="list-style-type: none">• Replace the intake air pressure sensor. *See for details on the diagnosis method and procedure.

2.3. Engine ECU Judgment Item

2.3.21. P1673: Intake air pressure sensor error (detected value error) (102/10)

P code	P1673
SPN/FMI	102/10

Purpose of DTC detection

When the pressure difference between the intake manifold pressure at engine stop and intake manifold pressure while engine is running is small, this error is detected. This detects errors such as the intake air pressure sensor falling off from the engine.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • No abnormalities in related sensors. • Key switch is ON. • During engine operation. • Batter voltage is within the prescribed range. • Not during DPF regeneration nor SCR heating mode. • Atmospheric pressure is 82.3 kPa or above. • Current injection amount is equal to or more than the predetermined value determine by the engine rpm.
Judgment criteria	The difference between the pressure on the EGR low pressure side (after learning) and the atmospheric pressure is within the prescribed range.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Intake air pressure sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

- Installation condition failure of intake air pressure sensor
- Poor connection of coupler
- Wiring failure of the wire-harness
- Intake air pressure sensor failure

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.20. Intake air/exhaust gas pressure sensor 3 P.3-2-76 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the ECU power. • Check the installation condition of intake air pressure sensor. • Make sure that there is nothing wrong (disconnections and damages) with the exhaust piping, pressure hose, or pressure pipe.
3. Coupler/wiring check	<ul style="list-style-type: none"> • Check the coupler pin of the intake air pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the intake air pressure sensor wiring is not disconnected or the wiring coating is not peeled.
4. Failure diagnosis	<ul style="list-style-type: none"> • Check the ECU output voltage. • Check the intake air pressure sensor output voltage. • Check the conduction of the wire-harness. <p>*See 3.2.20. Intake air/exhaust gas pressure sensor 3 P.3-2-76 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.22. P0473: Exhaust gas pressure sensor error (voltage high) (1209/3)

P code	P0473
SPN/FMI	1209/3

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The sensor 5 V circuit 2 error (voltage low) is not occurring. • The sensor 5 V circuit 2 error (voltage high) is not occurring.
Judgment criteria	The sensor voltage is above the 4.9 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Exhaust gas pressure sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: Exhaust gas pressure is set to 90 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • SCR heating stops. • Ash amount reset is prohibited. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

Exhaust gas pressure sensor failure

- Sensor output failure caused by a GND short circuit of the exhaust gas pressure sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

<p>1. Initial diagnosis using SA-D</p>	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.18. Intake air/exhaust gas pressure sensor 1 P.3-2-70 for details on the diagnosis method and procedure.</p>
<p>2. Coupler/wiring check</p>	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the exhaust gas pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the exhaust gas pressure sensor wiring is not disconnected or the wiring coating is not peeled.
<p>3. Failure diagnosis</p>	<ul style="list-style-type: none"> • Check the exhaust gas pressure sensor resistance value. • Check the conduction of the wire-harness. • Check the exhaust gas pressure sensor output voltage. <p>*See 3.2.18. Intake air/exhaust gas pressure sensor 1 P.3-2-70 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.23. P0472: Exhaust gas pressure sensor error (voltage low) (1209/4)

P code	P0472
SPN/FMI	1209/4

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The sensor 5 V circuit 2 error (voltage low) is not occurring. • The sensor 5 V circuit 2 error (voltage high) is not occurring.
Judgment criteria	The sensor voltage is below the 0.1 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Exhaust gas pressure sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: Exhaust gas pressure is set to 90 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation After: 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • SCR heating stops. • Ash amount reset is prohibited. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

Exhaust gas pressure sensor failure

- Sensor output failure caused by a GND Short circuit of the exhaust gas pressure sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See Chapter 3 P655 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the exhaust gas pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the exhaust gas pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the exhaust gas pressure sensor resistance value. • Check the conduction of the wire-harness. • Check the exhaust gas pressure sensor output voltage. <p>*See Chapter 3 P655 for details on the diagnosis method and procedure.</p>

2.3.24. P0471: Exhaust gas pressure sensor error (abnormal learning value) (1209/13)

P code	P0471
SPN/FMI	1209/13

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch ON. • Not during engine cranking. • Calculation is complete for final offset value of exhaust gas pressure. <p>Offset value calculation shall be performed when all of the following prerequisites are satisfied.</p> <ul style="list-style-type: none"> • When running the engine, sufficient warm-up (Coolant temperature ≥ 60 °C, Intake air temperature ≥ 0 °C, Exhaust air temperature ≥ 150 °C) is done, key is ON, and 12 seconds have elapsed since engine stalled. • Voltage of each temperature sensor in 1 is not too high or too low. • Voltage at the exhaust gas pressure sensor is not at maximum or minimum. • Voltage at the atmospheric pressure sensor is not at maximum or minimum. • Atmospheric pressure sensor characteristic error has not occurred. • Sensor power voltage is not too high/low.
Judgment criteria	Final offset value of exhaust gas pressure is lower than -25 kPa, or higher than 25 kPa.
Check points	Exhaust gas pressure sensor failure

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • SCR heating stops. • Ash amount reset is prohibited. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when the prerequisite is satisfied, and exhaust manifold pressure offset value is between -25 kPa to 25 kPa, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

Exhaust gas pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.19. Intake air/exhaust gas pressure sensor 2 P.3-2-74 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none">• Replace the exhaust gas pressure sensor. <p>*See 3.2.19. Intake air/exhaust gas pressure sensor 2 P.3-2-74 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.25. P1679: Exhaust gas pressure sensor error (detected value error) (1209/10)

P code	P1679
SPN/FMI	1209/10

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> No abnormalities in related sensors. Key switch is ON. During engine operation. Batter voltage is within the prescribed range. Not during DPF regeneration nor SCR heating mode. Atmospheric pressure is 82.3 kPA or above. Current injection amount is equal to or more than the predetermined value determine by the engine rpm.
Judgment criteria	The difference between the pressure on the EGR high pressure side (after learning) and the atmospheric pressure is within the prescribed range.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Exhaust gas pressure sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of exhaust gas pressure sensor

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

Exhaust gas pressure sensor failure

- Sensor output failure caused by a GND short circuit of the exhaust gas pressure sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. <p>*See 3.2.20. Intake air/exhaust gas pressure sensor 3 P.3-2-76 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the exhaust gas pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the exhaust gas pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the exhaust gas pressure sensor resistance value.• Check the conduction of the wire-harness.• Check the exhaust gas pressure sensor output voltage. <p>*See 3.2.20. Intake air/exhaust gas pressure sensor 3 P.3-2-76 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.26. P0118: Cooling water temperature sensor error (voltage high) (110/3)

P code	P0118
SPN/FMI	110/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking.
Judgment criteria	The sensor voltage is above the 4.8 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Cooling water temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The cooling water temperature is set to -15 °C at engine start and 50 °C after starting the engine as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Ash amount reset is prohibited. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or power short circuit of the sensor GND wire
- Disconnection or power short circuit of the sensor signal wire

Cooling water temperature sensor failure

- Sensor output failure caused by an disconnection of the cooling water temperature sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

<p>1. Initial diagnosis using SA-D</p>	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.11. Cooling water temperature sensor 1 P.3-2-41 for details on the diagnosis method and procedure.</p>
<p>2. Coupler/wiring check</p>	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the cooling water temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the cooling water temperature sensor wiring is not disconnected or the wiring coating is not peeled.
<p>3. Failure diagnosis</p>	<ul style="list-style-type: none"> • Check the cooling water temperature sensor resistance value. • Check the conduction of the wire-harness. • Check the cooling water temperature sensor output voltage. <p>*See 3.2.11. Cooling water temperature sensor 1 P.3-2-41 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.27. P0117: Cooling water temperature sensor error (voltage low) (110/4)

P code	P0117
SPN/FMI	110/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking.
Judgment criteria	The sensor voltage is below the 0.1 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Cooling water temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The cooling water temperature is set to -15 °C at engine start and 50 °C after starting the engine as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Ash amount reset is prohibited. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

Cooling water temperature sensor failure

- Sensor output failure caused by a GND short circuit of the cooling water temperature sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

<p>1. Initial diagnosis using SA-D</p>	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.11. Cooling water temperature sensor 1 P.3-2-41 for details on the diagnosis method and procedure.</p>
<p>2. Coupler/wiring check</p>	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the cooling water temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the cooling water temperature sensor wiring is not disconnected or the wiring coating is not peeled.
<p>3. Failure diagnosis</p>	<ul style="list-style-type: none"> • Check the cooling water temperature sensor resistance value. • Check the conduction of the wire-harness. • Check the cooling water temperature sensor output voltage. <p>*See 3.2.11. Cooling water temperature sensor 1 P.3-2-41 for details on the diagnosis method and procedure.</p>

2.3.28. P0217: Cooling water temperature high (overheat) (110/0)

P code	P0217
SPN/FMI	110/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The cooling water temperature sensor is normal. • Elapse of 60 seconds after the completion of engine start.
Judgment criteria	Cooling water temperature is 110 °C or higher for 20 seconds.
Check points	<ul style="list-style-type: none"> • Cooling water level • Engine cooling equipment • Cooling water temperature sensor system

Actions when an error occurs

	Settings of the actions during a "Cooling water temperature high" alarm	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected. (Application specific)	[Limited operation]: The engine operation is limited.
Limited operation	No	The engine is stopped, and the high idle speed or the maximum injection amount is limited. (Differs according to customer settings.)
Reset criteria	No	Canceled when the cooling water temperature is 105 °C or below at the time that powering off of the ECU is detected.
Remarks	-	-

Presumed cause of the failure or the error condition

- Insufficient cooling water
- Engine cooling equipment failure
- Cooling water temperature sensor system failure
- Short circuit between wire-harness or terminal

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. *See 3.2.12. Cooling water temperature sensor 2 P.3-2-45 for details on the diagnosis method and procedure.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Check the engine cooling equipment. • After a few moments, turn ON the key switch and make sure that DTC is detected.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the cooling water temperature sensor system. *See 3.2.12. Cooling water temperature sensor 2 P.3-2-45 for details on the diagnosis method and procedure.

2.3. Engine ECU Judgment Item

2.3.29. P1674: Cooling water temperature sensor error (detected value error) (110/10)

P code	P1674
SPN/FMI	110/10

Purpose of DTC detection

Compare the cooling water temperature when the engine stops and while the engine is running. If the temperature difference is small, this error is detected. This detects errors such as the cooling water temperature sensor falling off from the engine.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • No abnormalities in related sensors. • Battery voltage is within normal range. • The last driving cycle has completely warmed up. • Immediately after turning the key ON, the difference between DPF intermediate temperature and intake air temperature is within the prescribed range. • Low cooling water temperature has caused EGR valve to open completely. • Atmospheric pressure is 82.3 kPA or above. • Immediately after starting, intake air temperature is within the prescribed range. • Current injection amount is equal to or more than the predetermined value determine by the engine rpm.
Judgment criteria	The difference between the current coolant temperature and the coolant temperature at the time the engine was started is within the prescribed range.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Cooling water temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

- Installation condition failure of cooling water temperature sensor
- Poor connection of coupler
- Wiring failure of the wire-harness
- Cooling water temperature sensor failure

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. *See 3.2.13. Cooling water temperature sensor 3 P.3-2-49 for details on the diagnosis method and procedure.2.
2. Engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the ECU power. • Check the installation condition of cooling water temperature sensor. • Make sure that there is nothing wrong (disconnections and damages) with the cooling water piping or cooling system.
3. Coupler/wiring check	<ul style="list-style-type: none"> • Check the pin of the cooling water temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the cooling water temperature sensor wiring is not disconnected or the wiring coating is not peeled.
4. Failure diagnosis	<ul style="list-style-type: none"> • Check the cooling water temperature sensor resistance value. • Check the conduction of the wire-harness. • Check the cooling water temperature sensor output voltage. *See 3.2.13. Cooling water temperature sensor 3 P.3-2-49 for details on the diagnosis method and procedure.

2.3. Engine ECU Judgment Item

2.3.30. P0113: Fresh air temperature sensor error (voltage high) (172/3)

P code	P0113
SPN/FMI	172/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking.
Judgment criteria	The sensor voltage is above the 4.85 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Fresh air temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Short circuit of sensor signal wire and 5 V
- Disconnection of the GND wire

Fresh air temperature sensor failure

- Sensor output failure caused by a 5 V short circuit of the fresh air temperature sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

<p>1. Initial diagnosis using SA-D</p>	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.14. Fresh air temperature sensor 1 P.3-2-54 for details on the diagnosis method and procedure.</p>
<p>2. Coupler/wiring check</p>	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the fresh air temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the wiring of the fresh air temperature sensor is not disconnected or the wiring coating is not peeled.
<p>3. Failure diagnosis</p>	<ul style="list-style-type: none"> • Check the resistance value of the fresh air temperature sensor. • Check the conduction of the wire-harness. • Check the output voltage of the fresh air temperature sensor. <p>*See 3.2.14. Fresh air temperature sensor 1 P.3-2-54 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.31. P0112: Fresh air temperature sensor error (voltage low) (172/4)

P code	P0112
SPN/FMI	172/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking.
Judgment criteria	The sensor voltage is below the 0.15 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Fresh air temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

Fresh air temperature sensor failure

- Sensor output failure caused by a GND short circuit of the fresh air temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.14. Fresh air temperature sensor 1 P.3-2-54 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the fresh air temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the wiring of the fresh air temperature sensor is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of the fresh air temperature sensor. • Check the conduction of the wire-harness. • Check the output voltage of the fresh air temperature sensor. <p>*See 3.2.14. Fresh air temperature sensor 1 P.3-2-54 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.32. P1678: Fresh air temperature sensor error (detected value error) (172/10)

P code	P1678
SPN/FMI	172/10

Purpose of DTC detection

When the difference between fresh air temperature and exhaust gas temperature at engine stop (cold state) is large, this error is detected. This checks the fresh air temperature state.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • No abnormalities in related sensors. • Battery voltage is within normal range. • Key switch is ON. • The last driving cycle has completely warmed up. • Water temperature when key turned ON is at or below the prescribed value. • Difference between water temperature and exhaust temperature when key turned ON is within the prescribed range.
Judgment criteria	The absolute value of temperature difference between the intake temperature and exhaust temperature when key is turned ON is at or above the prescribed value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Fresh air temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

- Installation condition failure of fresh air temperature sensor
- Poor connection of coupler
- Wiring failure of the wire-harness
- Fresh air temperature sensor failure

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.15. Fresh air temperature sensor 2 P.3-2-58 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the ECU power.• Check the installation condition of fresh air temperature sensor.
3. Coupler/wiring check	<ul style="list-style-type: none">• Check the coupler pin of the fresh air temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the wiring of the fresh air temperature sensor is not disconnected or the wiring coating is not peeled.
4. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of the fresh air temperature sensor.• Check the conduction of the wire-harness.• Check the output voltage of the fresh air temperature sensor. <p>*See 3.2.15. Fresh air temperature sensor 2 P.3-2-58 for details on the diagnosis method and procedure.</p>

2.3.33. P0183: Fuel temperature sensor error (voltage high) (174/3)

P code	P0183
SPN/FMI	174/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking.
Judgment criteria	The sensor voltage is above the 4.8 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Fuel temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The fuel temperature is set to 40 °C as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • The fuel injection quantity is limited to 75% of the rated operation. • Ash amount reset is prohibited.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or power short circuit of the sensor GND wire
- Disconnection or power short circuit of the sensor signal wire

Fuel temperature sensor failure

- Sensor output failure caused by disconnection of the fuel temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.16. Fuel temperature sensor P.3-2-63 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the fuel temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the wiring of the fuel temperature sensor is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of the fuel temperature sensor. • Check the conduction of the wire-harness. • Check the output voltage of the fuel temperature sensor. <p>*See 3.2.16. Fuel temperature sensor P.3-2-63 for details on the diagnosis method and procedure.</p>
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2.3.34. P0182: Fuel temperature sensor error (voltage low) (174/4)

P code	P0182
SPN/FMI	174/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking.
Judgment criteria	The sensor voltage is below the 0.1 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Fuel temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The fuel temperature is set to 40 °C as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • The fuel injection quantity is limited to 75% of the rated operation. • Ash amount reset is prohibited.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

Fuel temperature sensor failure

- Sensor output failure caused by a GND short circuit of the fuel temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.16. Fuel temperature sensor P.3-2-63 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the fuel temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the wiring of the fuel temperature sensor is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of the fuel temperature sensor. • Check the conduction of the wire-harness. • Check the output voltage of the fuel temperature sensor. <p>*See 3.2.16. Fuel temperature sensor P.3-2-63 for details on the diagnosis method and procedure.</p>
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2.3.35. P0168: Fuel temperature high (174/0)

P code	P0168
SPN/FMI	174/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The fuel temperature sensor is normal.
Judgment criteria	After the completion of engine start and the fuel temperature is 90 °C or higher for 60 seconds.
Check points	<ul style="list-style-type: none"> • Fuel temperature sensor system • Fuel tank • Fuel cooler

Actions when an error occurs

	Settings of the actions during a "Fuel temperature high" alarm	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The engine is stopped, and the high idle speed or the maximum injection amount is limited. (Differs according to customer settings.)
Reset criteria	No	When the ECU power is turned OFF or the fuel temperature becomes 80 °C or lower, the fault mode is released.
Remarks	-	-

Presumed cause of the failure or the error condition

Insufficient fuel in the fuel tank

Decreased performance due to a clogged fuel cooler

Fuel temperature sensor system failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.16. Fuel temperature sensor P.3-2-63 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Check the engine fuel system. • After a few moments, turn ON the key switch and make sure that DTC is detected.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the fuel temperature sensor system. <p>*See 3.2.16. Fuel temperature sensor P.3-2-63 for details on the diagnosis method and procedure.</p>

2.3.36. P0193: Rail pressure sensor error (voltage high) (157/3)

P code	P0193
SPN/FMI	157/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking.
Judgment criteria	The sensor voltage is above the threshold. (4TNV94FHT: 4.84 V, 4TN101 and 107: 4.46 V)
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Rail pressure sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Short circuit of sensor signal wire and sensor 5 V
- Power short circuit of the sensor signal wire
- Disconnection of the sensor GND wire
- Disconnection of sensor signal wire

Rail pressure sensor failure

- Sensor output failure caused by disconnection or a pressure detection error of the rail pressure sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.4. Rail pressure sensor P.3-2-12 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the rail pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the rail pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the wire-harness. • Check the ECU output voltage. • Check the rail pressure sensor output voltage. <p>*See 3.2.4. Rail pressure sensor P.3-2-12Chapter 3 P597 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.37. P0192: Rail pressure sensor error (voltage low) (157/4)

P code	P0192
SPN/FMI	157/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking.
Judgment criteria	The sensor voltage is below the 0.15 V threshold. (4TNV94FHT: 0.65 V, 4TN101 and 107: 0.51 V)
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Rail pressure sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire
- Disconnection or GND short circuit of sensor 5 V

Rail pressure sensor failure

- Sensor output failure due to a GND short circuit or a pressure detection error of the rail pressure sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.4. Rail pressure sensor P.3-2-12 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the rail pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the rail pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the wire-harness. • Check the ECU output voltage. • Check the rail pressure sensor output voltage. <p>*See 3.2.4. Rail pressure sensor P.3-2-12 for details on the diagnosis method and procedure.</p>

**2.3.38. P2455: DPF differential pressure sensor error (voltage high)
(3251/3)**

P code	P2455
SPN/FMI	3251/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking. The sensor 5 V circuit 1 error (voltage high) is not occurring. The sensor 5 V circuit error (voltage low) is not occurring.
Judgment criteria	The sensor voltage is above the 4.8 V threshold.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness DPF differential pressure sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: DPF differential pressure is set to 0 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. EGR fully closes. DPF regeneration stops. The accumulated PM amount calculation by DPF differential pressure stops. SCR heating stops. Ash amount reset is prohibited. Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Short circuit of the sensor signal wire and sensor 5 V
- Power short circuit of the sensor signal wire
- Disconnection of the sensor GND wire

DPF differential pressure sensor failure

- Sensor output failure caused by a 5 V short circuit of the DPF differential pressure sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.21. DPF differential pressure sensor 1 P.3-2-81 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the DPF differential pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the DPF differential pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the DPF differential pressure sensor resistance value. • Check the conduction of the wire-harness. • Check the DPF differential pressure sensor output voltage. <p>*See 3.2.21. DPF differential pressure sensor 1 P.3-2-81 for details on the diagnosis method and procedure.</p>

2.3.39. P2454: DPF differential pressure sensor error (voltage low) (3251/4)

P code	P2454
SPN/FMI	3251/4

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking. The sensor 5 V circuit 1 error (voltage high) is not occurring. The sensor 5 V circuit 1 error (voltage low) is not occurring.
Judgment criteria	The sensor voltage is below the 0.2 V threshold.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness DPF differential pressure sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: DPF differential pressure is set to 0 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. EGR fully closes. DPF regeneration stops. The accumulated PM amount calculation by DPF differential pressure stops. SCR heating stops. Ash amount reset is prohibited. Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the sensor signal wire
- Disconnection of the sensor 5 V short circuit
- Short circuit of the sensor signal wire and GND wire

DPF differential pressure sensor failure

- Sensor output failure caused by a GND short circuit of the DPF differential pressure sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.21. DPF differential pressure sensor 1 P.3-2-81 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the DPF differential pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the DPF differential pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the DPF differential pressure sensor resistance value.• Check the conduction of the wire-harness.• Check the DPF differential pressure sensor output voltage. *See 3.2.21. DPF differential pressure sensor 1 P.3-2-81 for details on the diagnosis method and procedure.

2.3.40. P2453: DPF differential pressure sensor error (abnormal learning value) (3251/13)

P code	P2453
SPN/FMI	3251/13

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> The battery voltage is 8 V or higher and 18 V or lower. The key switch is turned ON. No crankshaft rotation. Calculation for the DPF differential pressure final offset value is completed. (1. Before engine start, 2. Elapse of 800 ms after ECU power is turned ON, 3. DPF differential pressure normal) The sensor 5 V circuit 2 error (voltage high) and sensor 5 V circuit 2 error (voltage low) are not occurring.
Judgment criteria	DPF differential pressure final offset value is below -3.5 kPa or above 5.0 kPa.
Check points	<ul style="list-style-type: none"> DPF differential pressure sensor failure

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. Inducement is activated. For Inducement1 and Inducement2, refer to P21 [Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements]. EGR fully closes. DPF regeneration stops. The accumulated PM amount calculation by DPF differential pressure stops. Ash amount reset is prohibited. Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when the prerequisite is satisfied, and DPF differential pressure offset value is between -3.5 kPa to 5.0 kPa, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

- Deviation of learned value due to increase in GND resistance value (increase in voltage of sensor signal line)
- DPF differential pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. <p>*See 3.2.23. DPF differential pressure sensor 3 P.3-2-87 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> Replace the DPF differential pressure sensor. <p>*See 3.2.23. DPF differential pressure sensor 3 P.3-2-87 for details on the diagnosis method and procedure.</p>

2.3.41. P2452: DPF differential pressure sensor abnormal rise in differential pressure (3251/0)

P code	P2452
SPN/FMI	3251/0

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • DPF differential pressure sensor is normal. • The sensor 5 V circuit 1 error (voltage high) is not occurring. • The sensor 5 V circuit 1 error (voltage low) is not occurring.
Judgment criteria	DPF differential pressure is 50 kPa or more for a given length of time (15 seconds) after the completion of the engine start.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF differential pressure sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

- Blockage of soot filter (SF)
- DPF differential pressure sensor failure
- Poor connection of coupler
- Wiring failure of the wire-harness, GND failure

Diagnosis

<p>1. Initial diagnosis using SA-D</p>	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.22. DPF differential pressure sensor 2 P.3-2-84 for details on the diagnosis method and procedure.</p>
<p>2. Coupler/wiring check</p>	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the DPF differential pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the DPF differential pressure sensor wiring is not disconnected or the wiring coating is not peeled.
<p>3. Failure diagnosis</p>	<ul style="list-style-type: none"> • Check the DPF differential pressure sensor resistance value. • Check the conduction of the wire-harness. • Check the DPF differential pressure sensor output voltage. <p>*See 3.2.22. DPF differential pressure sensor 2 P.3-2-84 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.42. P226D: DPF substrate/DPF differential pressure sensor error (DPF substrate removal/DPF differential pressure sensor detected value error) (4795/31)

P code	P226D
SPN/FMI	4795/31

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • No abnormalities in related sensors. • Battery voltage is within normal range. • Key switch is ON. • During engine operation. • Not during DPF regeneration nor SCR heating mode. • Exhaust gas volumetric flow rate (calculated value) is at or above the prescribed value.
Judgment criteria	<p>The current DPF differential pressure remains below the value prescribed for each exhaust gas volumetric flow rate (calculated value) and PM deposition amount, for a certain period of time.</p>
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF differential pressure sensor • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	<p>When the detection conditions are not established, after either of the following states occurs, it is automatically reset when all prerequisites are established.</p> <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0 or ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Loss of soot filter (SF), hose coming off, or leakage of exhaust gas from the gasket

Deviation of learned value due to increase in GND resistance value (increase in voltage of sensor signal line)

Wiring failure of the wire-harness

- Short circuit of the sensor signal wire and GND
- Power short circuit of the sensor signal wire
- GND short circuit of the sensor signal wire
- Disconnection of sensor GND wire (Sensor GND disconnection or momentary disconnection (temporary resistance increase) at key ON)

Poor connection of coupler

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. <p>*See 3.2.10. DPF intermediate temperature sensor 4 P.3-2-36 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the DPF differential pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the DPF differential pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the DPF differential pressure sensor resistance value.• Check the conduction of the wire-harness.• Check the DPF differential pressure sensor output voltage. <p>*See 3.2.24. DPF differential pressure sensor 4 P.3-2-89 for details on the diagnosis method and procedure.</p>

2.3.43. P1455: DPF high pressure sensor error (voltage high) (3609/3)

P code	P1455
SPN/FMI	3609/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The sensor 5 V circuit 1 error (voltage high) is not occurring. • The sensor 5 V circuit 1 error (voltage low) is not occurring.
Judgment criteria	The sensor voltage is above the 4.8 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF high pressure sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: DPF high pressure side pressure is set to 90 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. • EGR fully closes. • DPF regeneration stops. • The accumulated PM amount calculation by DPF differential pressure stops. • Ash amount reset is prohibited. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Short circuit of the sensor signal wire and sensor 5 V
- Power short circuit of the sensor signal wire
- Disconnection of the sensor GND wire
- Disconnection of sensor signal wire

DPF high pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.21. DPF differential pressure sensor 1 P.3-2-81 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the DPF high pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the DPF high pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the DPF high pressure sensor resistance value. • Check the conduction of the wire-harness. • Check the DPF high pressure output voltage. <p>*See 3.2.21. DPF differential pressure sensor 1 P.3-2-81 for details on the diagnosis method and procedure.</p>

2.3.44. P1454: DPF high pressure sensor error (voltage low) (3609/4)

P code	P1454
SPN/FMI	3609/4

DTC detection criteria

Prerequisite	The following prerequisites should be satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The sensor 5 V circuit 1 error (voltage high) is not occurring. • The sensor 5 V circuit 1 error (voltage low) is not occurring.
Judgment criteria	The sensor voltage is below the 0.2 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF high pressure sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: DPF high pressure side pressure is set to 90 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. • EGR fully closes. • DPF regeneration stops. • The accumulated PM amount calculation by DPF differential pressure stops. • Ash amount reset is prohibited. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire
- Power short circuit of the sensor signal wire

DPF high pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. <p>*See 3.2.21. DPF differential pressure sensor 1 P.3-2-81 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the DPF high pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the DPF high pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the DPF high pressure sensor resistance value.• Check the conduction of the wire-harness.• Check the DPF high pressure output voltage. <p>*See 3.2.21. DPF differential pressure sensor 1 P.3-2-81 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.45. P167C: DPF high pressure sensor error (detected value error) (3609/10)

P code	P167C
SPN/FMI	3609/10

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • No abnormalities in related sensors. • Key switch is ON. • During engine operation. • Battery voltage is within normal range. • Not during DPF regeneration nor SCR heating mode. • Atmospheric pressure is 82.3 kPA or above. • Current injection amount is equal to or more than the predetermined value determine by the engine rpm.
Judgment criteria	The difference between the DPF high pressure (after learning) and the atmospheric pressure is within the prescribed range.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF high pressure sensor • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Loss of soot filter (SF), hose coming off, or leakage of exhaust gas from the gasket

Deviation of learned value due to increase in GND resistance value (increase in voltage of sensor signal line)

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire
- Power short circuit of the sensor signal wire
- Sensor GND disconnection or momentary disconnection (temporary resistance increase) at key ON

Poor connection of coupler

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. <p>*See 3.2.24. DPF differential pressure sensor 4 P.3-2-89 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the DPF high pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the DPF high pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the DPF high pressure sensor resistance value.• Check the conduction of the wire-harness.• Check the DPF high pressure output voltage. <p>*See 3.2.24. DPF differential pressure sensor 4 P.3-2-89 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.46. P1428: DPF inlet temperature sensor error (voltage high) (3242/3)

P code	P1428
SPN/FMI	3242/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking.
Judgment criteria	The sensor voltage is above the 4.8 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF inlet temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: Set the DPF inlet temperature to 350 °C as default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • Ash amount reset is prohibited. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit or short circuit of the sensor signal wire 5 V
- Disconnection of the GND wire

DPF inlet temperature sensor failure

- Disconnection of the DPF inlet temperature sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. <p>*See 3.2.5. DPF inlet temperature sensor 1 P.3-2-15 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the DPF inlet temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the DPF inlet temperature sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of the DPF inlet temperature sensor.• Check the conduction of the wire-harness.• Check the output voltage of the DPF inlet temperature sensor. <p>*See 3.2.5. DPF inlet temperature sensor 1 P.3-2-15 for details on the diagnosis method and procedure.</p>

2.3.47. P1427: DPF inlet temperature sensor error (voltage low) (3242/4)

P code	P1427
SPN/FMI	3242/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking.
Judgment criteria	The sensor voltage is below the 0.2 V threshold.
Check points	Coupler Wire-harness DPF inlet temperature sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: Set the DPF inlet temperature to 350 °C as default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • Ash amount reset is prohibited. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

DPF inlet temperature sensor failure

- Sensor output failure caused by a GND Short circuit of the DPF inlet temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.5. DPF inlet temperature sensor 1 P.3-2-15 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the DPF inlet temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the DPF inlet temperature sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of the DPF inlet temperature sensor. • Check the conduction of the wire-harness. • Check the output voltage of the DPF inlet temperature sensor. <p>*See 3.2.5. DPF inlet temperature sensor 1 P.3-2-15 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.48. P167E: DPF inlet temperature sensor error (detected value error) (3242/10)

P code	P167E
SPN/FMI	3242/10

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • No abnormalities in related sensors. • Battery voltage is within normal range. • Key switch is ON. • The last driving cycle has completely warmed up. • Coolant temperature immediately after key turned ON is at or below the prescribed value. • DPF intermediate temperature immediately after key turned ON is below the prescribed value. • Immediately after turning the key ON, the difference between coolant temperature and intake air temperature is within the prescribed range. • Immediately after turning the key ON, the difference between DPF intermediate temperature and intake air temperature is within the prescribed range. • Current DPF intermediate temperature is higher for a prescribed value than the DPF intermediate temperature immediately after key turned ON for a certain period of time. • Not during DPF regeneration nor SCR heating mode. • Atmospheric pressure is 82.3 kPA or above.
Judgment criteria	(Current DPF inlet temperature)- (DPF inlet temperature immediately after key turned ON) is within the prescribed range.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF inlet temperature sensor • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of DPF inlet temperature sensor

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire (During engine operation only)
- Sensor GND disconnection or momentary disconnection (temporary resistance increase) at key ON

DPF inlet temperature sensor failure

- Sensor output failure caused by a GND Short circuit of the DPF inlet temperature sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.6. DPF inlet temperature sensor 2 P.3-2-19 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the DPF inlet temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the DPF inlet temperature sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of the DPF inlet temperature sensor.• Check the conduction of the wire-harness.• Check the output voltage of the DPF inlet temperature sensor. *See 3.2.6. DPF inlet temperature sensor 2 P.3-2-19 for details on the diagnosis method and procedure.

2.3.49. P1436: DPF inlet temperature sensor abnormal temperature (abnormally high) (32420)

P code	P1436
SPN/FMI	3242/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • After starting is complete DPF inlet temperature sensor voltage is normal. • DPF inlet temperature is 700 °C or higher for a given length of time (15 seconds).
Judgment criteria	DPF inlet temperature is 700 °C or higher for a given length of time (15 seconds).
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF inlet temperature sensor • ECU • Injector

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Injector failure

- Increase in injection quantity
- Injection timing error

Wiring failure of the wire-harness

- Sensor GND disconnection or momentary disconnection (temporary resistance increase, only during operation)

DPF inlet temperature sensor failure

Poor connection of coupler

2.3.50. P1434: DPF intermediate temperature sensor error (voltage high) (3250/3)

P code	P1434
SPN/FMI	3250/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking.
Judgment criteria	The sensor voltage is above the 4.8 V threshold.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness DPF intermediate temperature sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: Set the DPF intermediate temperature to 350 °C as default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. EGR fully closes. DPF regeneration stops. The accumulated PM amount calculation by DPF differential pressure stops. SCR heating stops. Ash amount reset is prohibited. Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit or short circuit of the sensor signal wire 5 V
- Disconnection of the GND wire

DPF intermediate temperature sensor failure

- Disconnection of the DPF intermediate temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.7. DPF intermediate temperature sensor 1 P.3-2-24 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the DPF intermediate temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the DPF intermediate temperature sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of the DPF intermediate temperature sensor.• Check the conduction of the wire-harness.• Check the output voltage of the DPF intermediate temperature sensor. *See 3.2.7. DPF intermediate temperature sensor 1 P.3-2-24 for details on the diagnosis method and procedure.

2.3.51. P1435: DPF intermediate temperature sensor error (voltage low) (3250/4)

P code	P1435
SPN/FMI	3250/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking.
Judgment criteria	The sensor voltage is below the 0.2 V threshold.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness DPF intermediate temperature sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: Set the DPF intermediate temperature to 350 °C as default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. EGR fully closes. DPF regeneration stops. The accumulated PM amount calculation by DPF differential pressure stops. SCR heating stops. Ash amount reset is prohibited. Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

DPF intermediate temperature sensor failure

- Sensor output failure caused by a GND Short circuit of the DPF intermediate temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.7. DPF intermediate temperature sensor 1 P.3-2-24 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the DPF intermediate temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the DPF intermediate temperature sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of the DPF intermediate temperature sensor.• Check the conduction of the wire-harness.• Check the output voltage of the DPF intermediate temperature sensor. *See 3.2.7. DPF intermediate temperature sensor 1 P.3-2-24 for details on the diagnosis method and procedure.

2.3.52. P167A: DPF intermediate temperature sensor error (detected value error) (3250/10)

P code	P167A
SPN/FMI	3250/10

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • No abnormalities in related sensors. • Battery voltage is within normal range. • Key switch is ON. • The last driving cycle has completely warmed up. • Coolant temperature immediately after key turned ON is at or below the prescribed value. • DPF inlet temperature immediately after key turned ON is at or below the prescribed value. • Immediately after turning the key ON, the difference between coolant temperature and intake air temperature is within the prescribed range. • Immediately after turning the key ON, the difference between DPF inlet temperature and intake air temperature is within the prescribed range. • Current DPF inlet temperature is higher by a prescribed value than the DPF inlet temperature for a certain period of time immediately after key turned ON. • Not during DPF regeneration. • Atmospheric pressure is 82.3 kPA or above.
Judgment criteria	(Current DPF intermediate temperature) - (DPF intermediate temperature immediately after key turned ON) is within the prescribed range.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF intermediate temperature sensor • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of DPF intermediate temperature sensor

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire (During engine operation only)
- Sensor GND disconnection or momentary disconnection (temporary resistance increase) at key ON

DPF intermediate temperature sensor failure

- Sensor output failure caused by a GND Short circuit of the DPF intermediate temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.10. DPF intermediate temperature sensor 4 P.3-2-36 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the DPF intermediate temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the DPF intermediate temperature sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of the DPF intermediate temperature sensor.• Check the conduction of the wire-harness.• Check the output voltage of the DPF intermediate temperature sensor. *See 3.2.10. DPF intermediate temperature sensor 4 P.3-2-36 for details on the diagnosis method and procedure.

2.3.53. P0420: DPF intermediate temperature abnormal (abnormally low) (3250/1)

P code	P0420
SPN/FMI	3250/1

DTC detection criteria

Prerequisite	None
Judgment criteria	Any of the following conditions is kept for a given length of time (1200 seconds). <ul style="list-style-type: none"> • DPF intermediate temperature becomes 300 °C or lower during the stationary regeneration. • DPF intermediate temperature becomes 250 °C or lower during the recovery regeneration.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF intermediate temperature sensor system • ECU • Injector • DOC/Piping

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Post-injection limit due to other errors during stationary regeneration

Wiring failure of the wire-harness (short circuit)

DPF intermediate temperature sensor failure

2.3.54. P1426: DPF intermediate temperature abnormal (abnormal rise in temperature) (3250/0)

P code	P1426
SPN/FMI	3250/0

DTC detection criteria

Prerequisite	DPF intermediate temperature sensor voltage is normal.
Judgment criteria	DPF intermediate temperature is 750 °C or higher for a given length of time (30 seconds).
Check points	<ul style="list-style-type: none"> • Sensor • Wire-harness • Injector • Turbocharger

Actions when an error occurs

	Settings when DPF intermediate temperature sensor temperature rises abnormally	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The engine is stopped, the high idle speed and engine output are limited, and the fail-safe action is set (Set using application)
Reset criteria	When the ECU power is turned OFF, the fault mode is released.	When the ECU power is turned OFF, the fault mode is released.
Remarks	-	-

Presumed cause of the failure or the error condition

- DPF intermediate temperature sensor failure
- Increase in injector injection quantity
- Increase in wire-harness GND resistance
- Oil inflow from another check point

2.3.55. P2229: Atmospheric pressure sensor error (voltage high) (108/3)

P code	P2229
SPN/FMI	108/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking.
Judgment criteria	Atmospheric pressure of 115 kPa or above is detected.
Check points	Atmospheric pressure sensor inside the ECU

Actions when an error occurs

Fault mode	[Limited operation]: Atmospheric pressure is set to 55 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. Ash amount reset is prohibited. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal atmospheric pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the key switch from ON to OFF to check the fault indication again. <p>*See 3.2.60. ECU internal related 1 P.3-2-205 for details on the diagnosis method and procedure.</p>
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2.3.56. P2228: Atmospheric pressure sensor error (voltage low) (108/4)

P code	P2228
SPN/FMI	108/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking.
Judgment criteria	Atmospheric pressure of 40 kPa or below is detected.
Check points	Atmospheric pressure sensor inside the ECU

Actions when an error occurs

Fault mode	[Limited operation]: Atmospheric pressure is set to 55 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. Ash amount reset is prohibited. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal atmospheric pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the key switch from ON to OFF to check the fault indication again. <p>*See 3.2.60. ECU internal related 1 P.3-2-205 for details on the diagnosis method and procedure.</p>
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2.3. Engine ECU Judgment Item

2.3.57. P1231: Atmospheric pressure sensor error (characteristic error) (108/10)

P code	P1231
SPN/FMI	108/10

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> The battery voltage is 8 V or higher and 18 V or lower. The key switch is turned ON. No crankshaft rotation. Calculation for the intake manifold pressure final offset value is completed. Calculation for the exhaust manifold pressure final offset value is completed. Sensor power voltage is not too high/low. <p>* Above (calculation for the intake manifold pressure final offset value is completed are, and calculation for the exhaust manifold pressure final offset value is completed) are satisfied under the following conditions (1. Before engine start, 2. Elapse of 400 ms after ECU power is turned ON, 3. Intake air pressure sensor voltage normal, 4. Exhaust gas pressure sensor voltage normal, 5. Atmospheric pressure sensor voltage normal)</p>
Judgment criteria	<p>The following conditions are satisfied in a cycle of 1000 ms.</p> <ul style="list-style-type: none"> The intake air pressure final offset value exceeds 25 kPa of the threshold value. The exhaust gas pressure final offset value exceeds 25 kPa of the threshold value.
Check points	<ul style="list-style-type: none"> ECU Intake air pressure sensor Exhaust gas pressure sensor

Actions when an error occurs

Fault mode	[Limited operation]: Atmospheric pressure is set to 55 kPa as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when the prerequisite is satisfied, and intake or exhaust manifold pressure offset value is between -25 kPa to 25 kPa, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

- Intake air pressure sensor/exhaust gas pressure sensor failure (large deviation from atmospheric pressure)
- Wire-harness GND wire or output wire of both intake air pressure sensor and exhaust gas pressure sensor is disconnected or short circuited (large deviation from atmospheric pressure)
- ECU breathing hole blockage due to adhesion of foreign matter (mud, dust, etc.)
- ECU internal atmospheric pressure sensor failure

2.3. Engine ECU Judgment Item

2.3.58. P041D: EGR gas temperature sensor error (voltage high) (412/3)

P code	P041D
SPN/FMI	412/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking.
Judgment criteria	The sensor voltage is above the 4.8 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • EGR gas temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: Set the EGR gas temperature to 30 °C as default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • SCR heating stops. • Ash amount reset is prohibited. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit or short circuit of the sensor signal wire 5 V
- Disconnection of the GND wire

EGR gas temperature sensor failure

- Disconnection of the EGR gas temperature sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

<p>1. Initial diagnosis using SA-D</p>	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.33. EGR gas temperature sensor P.3-2-110 for details on the diagnosis method and procedure.</p>
<p>2. Coupler/wiring check</p>	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the EGR gas temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the EGR gas temperature sensor wiring is not disconnected or the wiring coating is not peeled.
<p>3. Failure diagnosis</p>	<ul style="list-style-type: none"> • Check the resistance value of the EGR gas temperature sensor. • Check the conduction of the wire-harness. • Check the output voltage of the EGR gas temperature sensor. <p>*See 3.2.33. EGR gas temperature sensor P.3-2-110 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.59. P041C: EGR gas temperature sensor error (voltage low) (412/4)

P code	P041C
SPN/FMI	412/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking.
Judgment criteria	The sensor voltage is below the 0.07 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • EGR gas temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: Set the EGR gas temperature to 30 °C as default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • SCR heating stops. • Ash amount reset is prohibited. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

EGR gas temperature sensor failure

- Sensor output failure caused by a GND Short circuit of the EGR gas temperature sensor internal wiring

2.3. Engine ECU Judgment Item

Diagnosis

<p>1. Initial diagnosis using SA-D</p>	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.33. EGR gas temperature sensor P.3-2-110 for details on the diagnosis method and procedure.</p>
<p>2. Coupler/wiring check</p>	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the EGR gas temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the EGR gas temperature sensor wiring is not disconnected or the wiring coating is not peeled.
<p>3. Failure diagnosis</p>	<ul style="list-style-type: none"> • Check the resistance value of the EGR gas temperature sensor. • Check the conduction of the wire-harness. • Check the output voltage of the EGR gas temperature sensor. <p>*See 3.2.33. EGR gas temperature sensor P.3-2-110 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.60. P1675: EGR gas temperature sensor error (detected value error) (412/10)

P code	P1675
SPN/FMI	412/10

Purpose of DTC detection

Compare the EGR gas temperature when the engine stops and while the engine is running. If the temperature difference is small, this error is detected. This detects errors such as the EGR gas temperature sensor falling off from the engine.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • No abnormalities in related sensors. • Battery voltage is within normal range. • Key switch is ON. • The last driving cycle has completely warmed up. • Not during DPF regeneration. • Coolant temperature immediately after key turned ON is at or below the prescribed value. • Exhaust manifold temperature immediately after key turned ON is at or below the prescribed value. • Difference between exhaust manifold temperature and intake air temperature immediately after key turned ON is within the prescribed range. • While the above conditions are all met, the following conditions remain established for a prescribed amount of time. <ul style="list-style-type: none"> - EGR valve opening is at or above the prescribed value. - Current injection amount is equal to or more than the predetermined value determined by the engine rpm. - Atmospheric pressure is 82.3 kPa or above. • Atmospheric pressure is 82.3 kPa or above.
Judgment criteria	(Current EGR gas temperature) - (EGR gas temperature immediately after key turned ON) is below the prescribed range.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • EGR gas temperature sensor • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

2.3. Engine ECU Judgment Item

Presumed cause of the failure or the error condition

- Installation condition failure of EGR gas temperature sensor
- Poor connection of coupler
- Wiring failure of the wire-harness
- GND short circuit of the sensor signal wire (During engine operation only)
- Sensor GND disconnection or momentary disconnection (temporary resistance increase) at key ON
- EGR gas temperature sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. *See 3.2.34. EGR gas temperature sensor 2 P.3-2-114 for details on the diagnosis method and procedure.
2. Engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the ECU power. • Check the installation condition of EGR gas temperature sensor. • Check the EGR pipe and EGR cooler for damage or failure.
3. Coupler/wiring check	<ul style="list-style-type: none"> • Check the coupler pin of the EGR gas temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the EGR gas temperature sensor wiring is not disconnected or the wiring coating is not peeled.
4. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of the EGR gas temperature sensor. • Check the conduction of the wire-harness. • Check the output voltage of the EGR gas temperature sensor. *See 3.2.34. EGR gas temperature sensor 2 P.3-2-114 for details on the diagnosis method and procedure.

2.3.61. P040D: Intake manifold temperature sensor error (voltage high) (105/3)

P code	P040D
SPN/FMI	105/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking.
Judgment criteria	The sensor voltage is above the 4.8 V threshold.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Intake manifold temperature sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: Temperature after EGR gas conflux is set to the default value (TC 200 °C). The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. Intake throttle fully opens. DPF regeneration stops. The accumulated PM amount calculation by DPF differential pressure stops. SCR heating stops. Ash amount reset is prohibited. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit or short circuit of the sensor signal wire 5 V
- Disconnection of the GND wire

Intake manifold temperature sensor failure

- Disconnection of the intake manifold temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.2.35. Intake manifold temperature sensor P.3-2-120 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the intake manifold temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the intake manifold temperature sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the intake manifold temperature sensor resistance value. • Check the conduction of the wire-harness. • Check the intake manifold temperature sensor output voltage. <p>*See 3.2.35. Intake manifold temperature sensor P.3-2-120 for details on the diagnosis method and procedure.</p>

2.3.62. P040C: Intake manifold temperature sensor error (voltage low) (105/4)

P code	P040C
SPN/FMI	105/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking.
Judgment criteria	The sensor voltage is below the 0.2 V threshold.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Intake manifold temperature sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: Temperature after EGR gas conflux is set to the default value (TC 200 °C). The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. Intake throttle fully opens. DPF regeneration stops. The accumulated PM amount calculation by DPF differential pressure stops. SCR heating stops. Ash amount reset is prohibited. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

Intake manifold temperature sensor failure

- Sensor output failure caused by a GND short circuit of the intake manifold temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.35. Intake manifold temperature sensor P.3-2-120 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the intake manifold temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the intake manifold temperature sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the intake manifold temperature sensor resistance value.• Check the conduction of the wire-harness.• Check the intake manifold temperature sensor output voltage. *See 3.2.35. Intake manifold temperature sensor P.3-2-120 for details on the diagnosis method and procedure.

2.3.63. P1676: Intake manifold temperature sensor error (detected value error) (105/10)

P code	P1676
SPN/FMI	105/10

Purpose of DTC detection

When the difference between the intake air temperature and the fresh air temperature at engine stop (cold state) is large, this error is detected. This checks the intake air temperature state.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> No abnormalities in related sensors. Battery voltage is within normal range. Key switch is ON. The last driving cycle has completely warmed up. Immediately after turning the key ON, the difference between coolant temperature and intake air temperature is within the prescribed range.
Judgment criteria	The difference between the intake air temperature immediately after the key is turned ON, and the fresh air temperature immediately after the key is turned ON, is above the prescribed range.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Intake manifold temperature sensor Fresh air temperature sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of intake manifold temperature sensor

Poor connection of coupler

Wiring failure of the wire-harness

Sensor GND disconnection or momentary disconnection (temporary resistance increase) at key ON

Intake manifold temperature sensor failure

Fresh air temperature sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. *See 3.2.36. Intake manifold temperature sensor 2 P.3-2-124 for details on the diagnosis method and procedure.
2. Engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the ECU power. • Check the installation condition of intake manifold temperature sensor.
3. Coupler/wiring check	<ul style="list-style-type: none"> • Check the coupler pin of the intake manifold temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the intake manifold temperature sensor wiring is not disconnected or the wiring coating is not peeled.
4. Failure diagnosis	<ul style="list-style-type: none"> • Check the intake manifold temperature sensor resistance value. • Check the conduction of the wire-harness. • Check the intake manifold temperature sensor output voltage. *See 3.2.36. Intake manifold temperature sensor 2 P.3-2-124 for details on the diagnosis method and procedure.

2.3.64. P0546: Exhaust manifold temperature sensor error (voltage high) (173/3)

P code	P0546
SPN/FMI	173/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking.
Judgment criteria	The sensor output is higher than the 4.8 V threshold.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Intake manifold temperature sensor Fresh air temperature sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: The exhaust temperature is set to 550 °C as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. SCR heating stops. Ash amount reset is prohibited. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit or short circuit of the sensor signal wire 5 V
- Disconnection of the GND wire

Exhaust manifold temperature sensor failure

- Disconnection of the exhaust manifold temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.37. Exhaust manifold temperature sensor 1 P.3-2-130 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the exhaust manifold temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the exhaust manifold temperature sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of the exhaust manifold temperature sensor.• Check the conduction of the wire-harness.• Check the exhaust manifold temperature sensor output voltage. *See 3.2.37. Exhaust manifold temperature sensor 1 P.3-2-130 for details on the diagnosis method and procedure.

2.3.65. P0545: Exhaust manifold temperature sensor error (voltage low) (173/4)

P code	P0545
SPN/FMI	173/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. The key switch is turned ON for a given length of time. Not during engine cranking.
Judgment criteria	The sensor output is higher than the 0.2 V threshold.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Exhaust manifold temperature sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: The exhaust temperature is set to 550 °C as the default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. SCR heating stops. Ash amount reset is prohibited. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

Exhaust manifold temperature sensor failure

- Sensor output failure caused by a GND short circuit of the exhaust manifold temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. *See 3.2.37. Exhaust manifold temperature sensor 1 P.3-2-130 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the exhaust manifold temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the exhaust manifold temperature sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of the exhaust manifold temperature sensor.• Check the conduction of the wire-harness.• Check the exhaust manifold temperature sensor output voltage. *See 3.2.37. Exhaust manifold temperature sensor 1 P.3-2-130 for details on the diagnosis method and procedure.

2.3.66. P1677: Exhaust manifold temperature sensor error (detected value error) (173/10)

P code	P1677
SPN/FMI	173/10

Purpose of DTC detection

Compare the exhaust gas temperature when the engine stops and while the engine is running. If the temperature difference is small, this error is detected. This detects errors such as the exhaust manifold temperature sensor falling off from the engine.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> No abnormalities in related sensors. Battery voltage is within normal range. Key switch is ON. The last driving cycle has completely warmed up. Coolant temperature immediately after key turned ON is at or below the prescribed value. DPF inlet temperature immediately after key turned ON is at or below the prescribed value. Difference between DPF inlet temperature and intake air temperature immediately after key turned ON is within the prescribed range. DPF inlet temperature is higher for a prescribed value for 1 second immediately after key turned ON. Atmospheric pressure is 82.3kPA or above
Judgment criteria	The current exhaust temperature and exhaust temperature at the time the key is turned ON (temperature difference absolute value) are below the prescribed value.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Exhaust manifold temperature sensor ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of exhaust manifold temperature sensor

Poor connection of coupler

Wiring failure of the wire-harness

GND short circuit of the sensor wire (During engine operation only)

Sensor GND disconnection or momentary disconnection (temporary resistance increase) at key ON

Exhaust manifold temperature sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.39. Exhaust manifold temperature sensor 3 P.3-2-138 for details on the diagnosis method and procedure.2.</p>
2. Engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the ECU power. • Check the installation condition of exhaust manifold temperature sensor. • Make sure that there is nothing wrong (disconnections and damages) with the exhaust piping, pressure hose, or pressure pipe.
3. Coupler/wiring check	<ul style="list-style-type: none"> • Check the coupler pin of the exhaust manifold temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the exhaust manifold temperature sensor wiring is not disconnected or the wiring coating is not peeled.
4. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of the exhaust manifold temperature sensor. • Check the conduction of the wire-harness. • Check the exhaust manifold temperature sensor output voltage. <p>*See 3.2.39. Exhaust manifold temperature sensor 3 P.3-2-138 for details on the diagnosis method and procedure.</p>

2.3. Engine ECU Judgment Item

2.3.67. P2428: Exhaust manifold temperature sensor error (detected value error) (temperature high) (Applicable only to EU Stage IIIA equivalent certified model) (173/0)

P code	P2428
SPN/FMI	173/0

DTC detection criteria

Prerequisite	Exhaust manifold temperature sensor voltage is normal.
Judgment criteria	Exhaust manifold temperature is kept 740 °C or higher for 15 seconds.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Exhaust manifold temperature sensor • ECU • Injector • Exhaust piping

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • EGR fully closes.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Injector failure

- Increase in injection quantity
- Injection timing error

Poor connection of coupler

Wiring failure of the wire-harness

Exhaust manifold temperature sensor failure

2.3.68. P068A: Main relay premature opening (1485/2)

P code	P068A
SPN/FMI	1485/2

DTC detection criteria

Prerequisite	Battery voltage is within normal range, and the key switch is turned ON for a given length of time.
Judgment criteria	ECU power OFF detected twice in a row before completion of after-run.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Main relay • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Battery cut during after-run

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of main relay coil side downstream wire

Main relay contact failure

- Main relay contact sticking

2.3.69. P0543: Starting aid relay disconnection/VB short circuit (522243/5)

P code	P0543
SPN/FMI	522243/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON. • Energization instruction to the glow signal is OFF.
Judgment criteria	IC disconnection/VB short circuit is detected inside the ECU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Starting aid relay • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of starting aid relay power
- Power short circuit of starting aid relay power

Starting aid relay failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.40. Starting aid relay P.3-2-144 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the starting aid relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the starting aid relay wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the starting aid relay resistance value. • Check the conduction of the wire-harness. <p>*See 3.2.40. Starting aid relay P.3-2-144 for details on the diagnosis method and procedure.</p>
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2.3. Engine ECU Judgment Item

2.3.70. P0541: Starting aid relay GND short circuit (522243/6)

P code	P0541
SPN/FMI	522243/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • The key switch is turned ON. • Battery voltage is within normal range. • The glow signal is being energized.
Judgment criteria	IC disconnection/GND short circuit is detected inside the ECU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Starting aid relay • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of starting aid relay power

Starting aid relay failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.40. Starting aid relay P.3-2-144 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the starting aid relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the starting aid relay wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the starting aid relay resistance value. • Check the conduction of the wire-harness. <p>*See 3.2.40. Starting aid relay P.3-2-144 for details on the diagnosis method and procedure.</p>
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2.3.71. P0201: Injector (No. 1 cylinder) disconnection (injector-specific) (651/5)

P code	P0201
SPN/FMI	651/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Injection other than post-injection exists. • CPU is normal. • Driver IC is normal.
Judgment criteria	Disconnection of No. 1 cylinder injector has been detected in the drive circuit, and no disconnection of injector bank 1 has occurred.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU • Injector

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • The injection by the failed cylinder stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the injector (No. 1 cylinder) drive circuit (TWW1)

Disconnection of the injector internal circuit

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the injector resistance value. <p>*See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.</p>

2.3.72. P0202: Injector (No. 2 cylinder) disconnection (injector-specific) (652/5)

P code	P0202
SPN/FMI	652/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Injection other than post-injection exists. • CPU is normal. • Driver IC is normal.
Judgment criteria	Disconnection of No. 2 cylinder injector has been detected in the drive circuit, and no disconnection of injector bank 2 has occurred.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU • Injector

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • The injection by the failed cylinder stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the injector (No. 2 cylinder) drive circuit (TWW4)

Disconnection of the injector internal circuit

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the injector resistance value. <p>*See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.</p>

2.3.73. P0203: Injector (No. 3 cylinder) disconnection (injector-specific) (653/5)

P code	P0203
SPN/FMI	653/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Injection other than post-injection exists. • CPU is normal. • Driver IC is normal.
Judgment criteria	Disconnection of No. 3 cylinder injector has been detected in the drive circuit, and no disconnection of injector bank 2 has occurred.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU • Injector

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • The injection by the failed cylinder stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the injector (No. 3 cylinder) drive circuit (TWW2)

Disconnection of the injector internal circuit

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the injector resistance value. <p>*See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.</p>

2.3.74. P0204: Injector (No. 4 cylinder) disconnection (injector-specific) (654/5)

P code	P0204
SPN/FMI	654/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Injection other than post-injection exists. • CPU is normal. • Driver IC is normal.
Judgment criteria	Disconnection of No. 4 cylinder injector has been detected in the drive circuit, and no disconnection of injector bank 1 has occurred.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU • Injector

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • The injection by the failed cylinder stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the Injector (No. 4 cylinder) drive circuit (TWW3)

Disconnection of the injector internal circuit

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the injector resistance value. <p>*See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.</p>

2.3.75. P2148: Injector bank 1 + B short circuit (2797/3)

P code	P2148
SPN/FMI	2797/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal.
Judgment criteria	+B short circuit of injector bank 1 detected in the drive circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of injector drive circuit common 1 system
- Power short circuit of No. 1 cylinder injector drive circuit (TWW1) or No. 4 cylinder injector drive circuit (TWW3)

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. *See 3.2.54. Short circuit of the injector P.3-2-186 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness. *See 3.2.54. Short circuit of the injector P.3-2-186 for details on the diagnosis method and procedure.

2.3.76. P2147: Injector bank 1 GND short circuit (2797/6)

P code	P2147
SPN/FMI	2797/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal.
Judgment criteria	GND short circuit of injector bank 1 detected in the drive circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of injector drive circuit common 1 system
- GND short circuit of No. 1 cylinder injector drive circuit (TWW1) or No. 4 cylinder injector drive circuit (TWW3)

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. *See 3.2.54. Short circuit of the injector P.3-2-186 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness. *See 3.2.54. Short circuit of the injector P.3-2-186 for details on the diagnosis method and procedure.

2.3.77. P2146: Injector bank 1 disconnection (2797/5)

P code	P2146
SPN/FMI	2797/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Injection other than post-injection exists. • CPU is normal. • Driver IC is normal.
Judgment criteria	Disconnection of injector banks 1 and 3 has been detected in the drive circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU • Injector

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the injector drive circuit common 1 system
- Disconnection of No. 1 cylinder injector drive circuit (TWW1) and No. 4 cylinder injector drive circuit (TWW3) at the same time

Disconnection of the injector internal circuit

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. *See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the wire-harness. • Check the injector resistance value. *See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.

2.3.78. P2151: Injector bank 2 + B short circuit (2798/3)

P code	P2151
SPN/FMI	2798/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal.
Judgment criteria	+B short circuit of injector bank 2 detected in the drive circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of injector drive circuit common 2 system
- Power short circuit of No. 2 cylinder injector drive circuit (TWW4) or No. 3 cylinder injector drive circuit (TWW2)

internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. *See 3.2.54. Short circuit of the injector P.3-2-186 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness. *See 3.2.54. Short circuit of the injector P.3-2-186 for details on the diagnosis method and procedure.

2.3.79. P2150: Injector bank 2 GND short circuit (2798/6)

P code	P2150
SPN/FMI	2798/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal.
Judgment criteria	GND short circuit of injector bank 2 detected in the drive circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of injector drive circuit common 2 system
- GND short circuit of No. 2 cylinder injector drive circuit (TWW4) or No. 3 cylinder injector drive circuit (TWW2)

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. *See 3.2.54. Short circuit of the injector P.3-2-186 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness. *See 3.2.54. Short circuit of the injector P.3-2-186 for details on the diagnosis method and procedure.

2.3.80. P2149: Injector bank 2 disconnection (2798/5)

P code	P2149
SPN/FMI	2798/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Injection other than post-injection exists. • CPU is normal. • Driver IC is normal.
Judgment criteria	Disconnection of injector banks 2 and 4 has been detected in the drive circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU • Injector

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the injector drive circuit common 2 system
- Disconnection of No. 2 cylinder injector drive circuit (TWW4) and No. 3 cylinder injector drive circuit (TWW2) at the same time

Disconnection of the injector internal circuit

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the injector resistance value. <p>*See 3.2.53. Disconnection of the injector P.3-2-183 for details on the diagnosis method and procedure.</p>

2.3.81. P0611: Low charge error (522996/4)

P code	P0611
SPN/FMI	522996/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal.
Judgment criteria	Detection of a low charge error in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Temporary failure caused by external factors such as radio waves

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the fault indication again after switching the key switch from ON to OFF and starting the engine. <p>*See 3.2.62. ECU internal related 3 P.3-2-209 for details on the diagnosis method and procedure.</p>
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2.3.82. P0200: Overcharge error (522997/3)

P code	P0200
SPN/FMI	522997/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal.
Judgment criteria	Detection of an overcharge error in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	<ul style="list-style-type: none"> • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Temporary failure caused by external factors such as radio waves

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the fault indication again after switching the key switch from ON to OFF and starting the engine. <p>*See 3.2.63. ECU internal related 4 P.3-2-211 for details on the diagnosis method and procedure.</p>
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2.3.83. P1710: Injector drive circuit (No. 1 cylinder) coil short circuit between COM/TWV terminals (651/6)

P code	P1710
SPN/FMI	651/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal. • Injection other than post-injection exists.
Judgment criteria	There is no +B or GND short in injector bank 1, and an injector coil short has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Short circuit of the injector drive circuit common harness, or of injector drive harness of each cylinder

ECU internal circuit failure

Short circuit of the injector internal circuit

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.

2.3.84. P1711: Injector drive circuit (No. 1 cylinder) discharge MOS open failure (651/12)

P code	P1711
SPN/FMI	651/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal. • Injection has stopped, or a certain amount of time has elapsed since the last injection.
Judgment criteria	Discharge MOS open failure has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Temporary failure caused by external factors such as radio waves

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the fault indication again after switching the key switch from ON to OFF and starting the engine.
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2.3.85. P1712: Injector drive circuit (No. 3 cylinder) coil short circuit between COM/TWV terminals (653/6)

P code	P1712
SPN/FMI	653/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal. • Injection other than post-injection exists.
Judgment criteria	All of the followings are satisfied. <ul style="list-style-type: none"> • There is no +B or GND short in injector bank 2. • An injector coil short has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Short circuit of the injector drive circuit common harness, or of injector drive harness of each cylinder

ECU internal circuit failure

Short circuit of the injector internal circuit

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.

2.3.86. P1713: Injector drive circuit (No. 3 cylinder) discharge MOS open failure (653/12)

P code	P1713
SPN/FMI	653/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal. • Injection has stopped, or a certain amount of time has elapsed since the last injection.
Judgment criteria	Discharge MOS open failure has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Temporary failure caused by external factors such as radio waves

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the fault indication again after switching the key switch from ON to OFF and starting the engine.
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2.3.87. P1714: Injector drive circuit (No. 4 cylinder) coil short circuit between COM/TWV terminals (654/6)

P code	P1714
SPN/FMI	654/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal. • Injection other than post-injection exists.
Judgment criteria	All of the followings are satisfied. <ul style="list-style-type: none"> • There is no +B or GND short in injector bank 1. • An injector coil short has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Short circuit of the injector drive circuit common harness, or of injector drive harness of each cylinder

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.

2.3.88. P1715: Injector drive circuit (No. 4 cylinder) discharge MOS open failure (654/12)

P code	P1715
SPN/FMI	654/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal. • Injection has stopped, or a certain amount of time has elapsed since the last injection.
Judgment criteria	Discharge MOS open failure has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Temporary failure caused by external factors such as radio waves

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the fault indication again after switching the key switch from ON to OFF and starting the engine.
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2.3.89. P1716: Injector drive circuit (No. 2 cylinder) coil short circuit between COM/TWV terminals (652/6)

P code	P1716
SPN/FMI	652/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal. • Injection other than post-injection exists.
Judgment criteria	All of the followings are satisfied. <ul style="list-style-type: none"> • There is no +B or GND short in injector bank 2. • An injector coil short has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Short circuit of the injector drive circuit common harness, or of injector drive harness of each cylinder

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the injector for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the injector wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.

2.3.90. P1717: Injector drive circuit (No. 2 cylinder) discharge MOS open failure (652/12)

P code	P1717
SPN/FMI	652/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal. • Injection has stopped, or a certain amount of time has elapsed since the last injection.
Judgment criteria	Discharge MOS open failure has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Temporary failure caused by external factors such as radio waves

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the fault indication again after switching the key switch from ON to OFF and starting the engine.
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2.3.91. P1718: Injector driver IC-1 VDIC 3 internal clock error (2797/12)

P code	P1718
SPN/FMI	2797/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal.
Judgment criteria	A clock error has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Temporary failure caused by external factors such as radio waves

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the fault indication again after switching the key switch from ON to OFF and starting the engine.
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2.3.92. P1719: Injector driver IC-1 VDIC 3- communication error between micro computers (2797/9)

P code	P1719
SPN/FMI	2797/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON. Not during engine cranking. CPU is normal.
Judgment criteria	A communication error has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. Injection by the bank suffering the failure stops. SCR heating stops. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> Key switch turned from OFF to ON, and engine speed is 0. ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Temporary failure caused by external factors such as radio waves

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check the fault indication again after switching the key switch from ON to OFF and starting the engine.
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2.3.93. P1720: Injector driver IC-2 VDIC 3 internal clock error (2798/12)

P code	P1720
SPN/FMI	2798/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal.
Judgment criteria	A clock error has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Injection by the bank suffering the failure stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Temporary failure caused by external factors such as radio waves

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the fault indication again after switching the key switch from ON to OFF and starting the engine.
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2.3.94. P1721: Injector driver IC-2 VDIC 3- communication error between micro computers (2798/9)

P code	P1721
SPN/FMI	2798/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON. Not during engine cranking. CPU is normal.
Judgment criteria	A communication error has been detected in the circuit.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. Injection by the bank suffering the failure stops. SCR heating stops. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> Key switch turned from OFF to ON, and engine speed is 0. ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Temporary failure caused by external factors such as radio waves

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check the fault indication again after switching the key switch from ON to OFF and starting the engine.
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**2.3.95. P0629: SCV (Suction control valve) H/L side VB short circuit
(633/3)**

P code	P0629
SPN/FMI	633/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal.
Judgment criteria	The SCV drive current value is at or above 1300 mA, and a +B short circuit has been detected for 2 continuous seconds in the ECU internal circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • SCV • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of SCV (+) output
- Power short circuit of SVC (-) output

SCV failure caused by a coil short circuit

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.55. SCV drive circuit P.3-2-189 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the SCV for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the SCV wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the SCV resistance value.• Check the conduction of the wire-harness. <p>*See 3.2.55. SCV drive circuit P.3-2-189 for details on the diagnosis method and procedure.</p>

2.3.96. P0627: SCV (Suction control valve) H side GND short circuit/disconnection (633/5)

P code	P0627
SPN/FMI	633/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON. Not during engine cranking. CPU is normal.
Judgment criteria	SCV drive current value is 500 mA or below and disconnection or GND short circuit is detected in the ECU internal circuit for 2 seconds.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness SCV ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. DPF regeneration stops. SCR heating stops. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of SCV (+) output
- Disconnection of SCV (-) output
- GND short circuit of SCV (+) output
- GND short circuit of SCV (-) output
- Power short circuit of SCV (+) output
- Power short circuit of SVC (-) output

SCV failure caused by coil short

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.55. SCV drive circuit P.3-2-189 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the SCV for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the SCV wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the SCV resistance value.• Check the conduction of the wire-harness. <p>*See 3.2.55. SCV drive circuit P.3-2-189 for details on the diagnosis method and procedure.</p>

2.3.97. P2635: Drive circuit error (SCV sticking) (633/7)

P code	P2635
SPN/FMI	633/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • The key switch is turned ON for a given length of time. • Battery voltage is within normal range. • Engine is running.
Judgment criteria	The demand discharge quantity is below 0 mm ³ /st, and the actual rail pressure is 20 MPa above the specified value for the target rail pressure for 23 seconds or longer.
Check points	<ul style="list-style-type: none"> • Supply pump • Rail pressure sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The high idle speed is limited to the low idle speed. • The maximum fuel injection quantity is limited to 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, the fault mode is automatically released.
Remarks	-

Presumed cause of the failure or the error condition

- SCV drive circuit system failure
- SCV open sticking
- SCV intermittent failure
- Rail pressure sensor system failure
- Wiring failure of the wire-harness

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.56. SCV 1 P.3-2-192 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the coupler pin of the SCV and rail pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the SCV and rail pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Perform the failure diagnosis on the rail pressure sensor.• Perform the failure diagnosis on the SCV. <p>*See 3.2.56. SCV 1 P.3-2-192 for details on the diagnosis method and procedure.</p>

2.3.98. P1235: Pump protection failure (1347/0)

P code	P1235
SPN/FMI	1347/0

DTC detection criteria

Prerequisite	All of the followings are satisfied.. <ul style="list-style-type: none"> • Common rail pressure sensor is normal. • Battery voltage is within normal range. • Not during engine stall. • Not during engine cranking.
Judgment criteria	Common rail pressure continues for 1 second at high risk of valve seizure.
Check points	<ul style="list-style-type: none"> • Fuel system • Supply pump • Rail pressure sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Rail pressure sensor system failure
 SCV drive circuit system failure
 SCV open sticking
 SCV intermittent failure
 Blocked fuel return hose

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.57. SCV 2 P.3-2-194 for details on the diagnosis method and procedure.</p>
2. Coupler, wiring and engine check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the level of fuel in the tank.• If there is a possibility of air intrusion, perform sufficient air-bleeding.• Make sure that the coupler of the SCV and rail pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Perform the failure diagnosis on the rail pressure sensor.• Perform the failure diagnosis on the SCV. <p>*See 3.2.57. SCV 2 P.3-2-194 for details on the diagnosis method and procedure.</p>

2.3.99. P1236: Pump replacement failure (1347/15)

P code	P1236
SPN/FMI	1347/15

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Common rail pressure sensor is normal. • Battery voltage is within normal range. • Not during engine stall.
Judgment criteria	During one engine operation, the common rail pressure exceeds the specified cumulative operating time in the area where there is a risk of valve seizure.
Check points	<ul style="list-style-type: none"> • Fuel system • Supply pump • Rail pressure sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

SCV drive circuit system failure

SCV open sticking

SCV intermittent failure

Rail pressure sensor system failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.57. SCV 2 P.3-2-194 for details on the diagnosis method and procedure.</p>
2. Coupler, wiring and engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the level of fuel in the tank. • If there is a possibility of air intrusion, perform sufficient air-bleeding. • Make sure that the coupler of the SCV and rail pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Perform the failure diagnosis on the rail pressure sensor. • Perform the failure diagnosis on the SCV. <p>*See 3.2.57. SCV 2 P.3-2-194 for details on the diagnosis method and procedure.</p>

2.3.100. P1237: Pump learning not performed alarm (522803/13)

P code	P1237
SPN/FMI	522803/13

DTC detection criteria

Prerequisite	The key switch is turned ON.
Judgment criteria	When the pump learning condition is not completed.
Check points	ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	<ul style="list-style-type: none"> • When the pump learning condition is completed, the fault mode is automatically released. • When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Pump learning value is not written

ECU internal EEPROM failure

2.3.101. P0088: Rail pressure too high (157/0)

P code	P0088
SPN/FMI	157/0

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • Not during engine cranking. • The sensor 5 V circuit 1 error (voltage high) is not occurring. • The sensor 5 V circuit 1 error (voltage low) is not occurring.
Judgment criteria	Common rail pressure is threshold value (4TNV94FHT: 191 MPa, 4TN101 and 107: 232 MPa) or above.
Check points	<ul style="list-style-type: none"> • Fuel system • Supply pump • Rail pressure sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The high idle speed is limited to the low idle speed. • The maximum fuel injection quantity is limited to 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

- Rail pressure sensor system failure
- SCV drive circuit system failure
- SCV open sticking
- SCV closed sticking
- SCV intermittent failure
- Blocked fuel return hose

2.3. Engine ECU Judgment Item

2.3.102. P0094: Rail pressure deviation error (rail pressure too low) (157/18)

P code	P0094
SPN/FMI	157/18

DTC detection criteria

Prerequisite	During engine operation.
Judgment criteria	The state whereby common rail pressure - target common rail pressure \leq rail pressure calculated with the map from the engine speed, continues for 17 seconds.
Check points	<ul style="list-style-type: none"> • Fuel system • Supply pump • Rail pressure sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The high idle speed is limited to the low idle speed. • The maximum fuel injection quantity is limited to 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Rail pressure sensor system failure

Fuel system failure

- Air intrusion
- No diesel fuel

Injector failure (rail pressure drop due to increase in actual injection volume)

Feed pump failure (reversed assembly, path blockage due to sticking)

Blockage on fuel inlet side

Failure of the supply pump (performance deterioration due to rust or wear)

Failure of the rail pressure sensor / PRV (pressure reducing valve)

SCV sticking

2.3.103. P009B: PRV (Pressure reducing valve) disconnection (5571/5)

P code	P009B
SPN/FMI	5571/5

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal. • During PRV drive indication.
Judgment criteria	Disconnection has been detected in the circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • PRV • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	<p>When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established.</p> <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0 • ECU power is OFF
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- PRV + output disconnection
- PRV - output disconnection

PRV failure due to coil disconnection

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the PRV coupler pin for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Check whether the PRV wiring is disconnected or the wiring coating is peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the PRV resistance value.• Check the conduction of the wire-harness.• Inspect the PRV (pressure reducing valve) and replace the rail if any abnormality is found.

2.3.104. P1722: PRV (Pressure reducing valve) coil short circuit (5571/6)

P code	P1722
SPN/FMI	5571/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal.
Judgment criteria	Coil short circuit has been detected in the circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • PRV • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to 3a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- PRV + output and - output disconnection

PRV failure due to coil short circuit

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the PRV coupler pin for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Check whether the PRV wiring is disconnected or the wiring coating is peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the PRV resistance value.• Check the conduction of the wire-harness.

2.3.105. P1723: PRV (Pressure reducing valve) ECU internal failure (5571/12)

P code	P1723
SPN/FMI	5571/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal. • During PRV drive indication.
Judgment criteria	Detects faults in ECU internal circuits.
Check points	<ul style="list-style-type: none"> • Wire-harness • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the key switch from ON to OFF to check the fault indication again.
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2.3.106. P009F: PRV (Pressure reducing valve) sticking error (closed position) (5571/7)

P code	P009F
SPN/FMI	5571/7

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> No abnormalities in related sensors. The fuel temperature sensor is 1.5 °C or higher. Power supply voltage is within the normal range. Injection amount $\leq 0 \text{ mm}^3/\text{st}$. Pump discharge amount $\leq 0 \text{ mm}^3/\text{st}$ is kept for 4 times. Pressure reducing valve energizing time > Diagnosis threshold value (Depends on rail pressure and power supply voltage).
Judgment criteria	Pressure reduction valve flow rate (estimated value) is larger than the prescribed value.
Check points	<ul style="list-style-type: none"> PRV ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. EGR fully closes. DPF regeneration stops. SCR heating stops. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	<p>When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established.</p> <ul style="list-style-type: none"> Key switch turned from OFF to ON, and engine speed is 0. ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

PRV (pressure reducing valve) stuck closed due to rust

PRV sticking

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the PRV coupler pin for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Check whether the PRV wiring is disconnected or the wiring coating is peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the PRV resistance value.• Check the conduction of the wire-harness.

2.3.107. P009D: PRV (Pressure reducing valve) +B short circuit (518287/3)

P code	P009D
SPN/FMI	518287/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal.
Judgment criteria	PRV +B short has been detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • PRV • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- PRV +B short circuit

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the PRV coupler pin for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Check whether the PRV wiring is disconnected or the wiring coating is peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the PRV resistance value.• Check the conduction of the wire-harness.

2.3.108. P009C: PRV (Pressure reducing valve) coil disconnection / GND short circuit (518287/6)

P code	P009C
SPN/FMI	518287/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal. • Driver IC is normal.
Judgment criteria	Detects PRV GND short circuit and disconnection of ECU internal circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • PRV • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the detection conditions are not established, after either of the following states occurs, it is canceled if all prerequisites are established. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • ECU power is OFF.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- PRV + output GND short circuit
- PRV - output GND short circuit

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Check the PRV coupler pin for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Check whether the PRV wiring is disconnected or the wiring coating is peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the PRV resistance value.• Check the conduction of the wire-harness.

2.3.109. P1219: Overspeed 1 (-/-)

P code	P1219
SPN/FMI	- / -

DTC detection criteria

Prerequisite	Key switch is ON.
Judgment criteria	Engine speed is $+300 \text{ min}^{-1}$ or more above the high idle speed.
Check points	<ul style="list-style-type: none"> • Crankshaft speed sensor • Camshaft speed sensor • Injector • ECU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Injector failure

Crankshaft speed sensor failure

- Temporary failure caused by external factors such as radio waves

Camshaft speed sensor failure

- Temporary failure caused by external factors such as radio waves

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the key switch from ON to OFF to check the fault indication again. *See 3.2.27. Engine overspeed P.3-2-95 for details on the diagnosis method and procedure.
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2.3.110. P0219: Overspeed 2 (190/0)

P code	P0219
SPN/FMI	190/0

DTC detection criteria

Prerequisite	The key switch is turned ON.
Judgment criteria	Engine speed is $+600 \text{ min}^{-1}$ or more of the high idle engine speed threshold value.
Check points	<ul style="list-style-type: none"> • Crankshaft speed sensor • Camshaft speed sensor • Injector • ECU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	<ul style="list-style-type: none"> • Fuel injection stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Injector failure

Crankshaft speed sensor failure

- Temporary failure caused by external factors such as radio waves

Camshaft speed sensor failure

- Temporary failure caused by external factors such as radio waves

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the key switch from ON to OFF to check the fault indication again. <p>*See 3.2.27. Engine overspeed P.3-2-95 for details on the diagnosis method and procedure.</p>
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2.3.111. P1631: QR data not written (523221/12)

P code	P1631
SPN/FMI	523221/12

DTC detection criteria

Prerequisite	The key switch is turned ON (when the QR code of EEPROM is valid).
Judgment criteria	QR data has never been written since shipment of the ECU.
Check points	ECU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	<ul style="list-style-type: none"> • Fuel injection stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal EEPROM failure

QR data not written

Diagnosis

Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Re-write the ECU QR data. • Switch the key switch from ON to OFF to check the fault indication again. *See 3.2.65. QR data 1 P.3-2-215 for details on the diagnosis method and procedure.
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2.3.112. P1632: QR data error (523221/13)

P code	P1632
SPN/FMI	523221/13

DTC detection criteria

Prerequisite	The key switch is turned ON (when the QR code of EEPROM is valid).
Judgment criteria	QR data for at least one injector has been flagged as abnormal.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal EEPROM failure

Wrong entry of QR data

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Re-write the ECU QR data. • Switch the key switch from ON to OFF to check the fault indication again. <p>*See 3.2.66. QR data 2 P.3-2-217 for details on the diagnosis method and procedure.</p>
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2.3. Engine ECU Judgment Item

2.3.113. P1630: QR data correction input error (522995/12)

P code	P1630
SPN/FMI	522995/12

DTC detection criteria

Prerequisite	The key switch is turned ON.
Judgment criteria	QR correction information input has been flagged as abnormal.
Check points	ECU

Actions when an error occurs

Fault mode	Limited operation: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal EEPROM failure

Wrong entry of QR data

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Re-write the ECU software. • Check the fault indication again after switching the key switch from ON to OFF and starting the engine. <p>*See 3.2.66. QR data 2 P.3-2-217 for details on the diagnosis method and procedure.</p>
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2.3.114. P0660: Intake throttle drive circuit disconnection (2950/5)

P code	P0660
SPN/FMI	2950/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal.
Judgment criteria	No-load (disconnection) of drive circuit is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU • Intake throttle drive circuit

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • EGR fully closes. • Intake throttle fully opens. • DPF regeneration stops. • SCR heating stops. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

Intake throttle internal circuit failure

2.3.115. P1658: Intake throttle drive circuit VB/GND short circuit (2950/3)

P code	P1658
SPN/FMI	2950/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • CPU is normal.
Judgment criteria	GND short or VB short is detected in the drive circuit.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU • Intake throttle drive circuit

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

Intake throttle internal circuit failure

2.3.116. P1655: Intake throttle drive circuit deviation error (2950/7)

P code	P1655
SPN/FMI	2950/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Intake throttle drive circuit is normal. Intake throttle opening sensor is normal.
Judgment criteria	The difference between the actual degree of intake throttle opening and the target degree of opening is larger than a certain value.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Intake throttle ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. EGR fully closes. Intake throttle fully opens. DPF regeneration stops. SCR heating stops. Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	Cleared when: Key switch OFF, and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Intake throttle sticking

Poor connection of coupler

Wiring failure of the wire-harness

Intake throttle internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.2.59. Intake throttle P.3-2-199 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the ECU power.• Check the intake throttle condition.
3. Coupler/wiring check	<ul style="list-style-type: none">• Check the coupler pin of the intake throttle for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the intake throttle wiring is not disconnected or the wiring coating is not peeled.
4. Failure diagnosis	<ul style="list-style-type: none">• Check the intake throttle (motor) resistance value.• Check the ECU output voltage.• Check the intake throttle valve position sensor output voltage.• Check the conduction of the wire-harness. <p>*See 3.2.59. Intake throttle P.3-2-199 for details on the diagnosis method and procedure.</p>

2.3.117. P1656: Intake throttle drive circuit drive duty error (2950/8)

P code	P1656
SPN/FMI	2950/8

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Intake throttle drive circuit is normal. Intake throttle opening sensor is normal.
Judgment criteria	Drive duty above a certain value continue for more than a certain period of time.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Intake throttle ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. EGR fully closes. Intake throttle fully opens. DPF regeneration stops. SCR heating stops. Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	Cleared when: Key switch OFF, and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Intake throttle sticking

Poor connection of coupler

Wiring failure of the wire-harness

Intake throttle internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. *See 3.2.59. Intake throttle P.3-2-199 for details on the diagnosis method and procedure.
2. Engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the ECU power. • Check the intake throttle condition.
3. Coupler/wiring check	<ul style="list-style-type: none"> • Check the coupler pin of the intake throttle for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the intake throttle wiring is not disconnected or the wiring coating is not peeled.
4. Failure diagnosis	<ul style="list-style-type: none"> • Check the intake throttle (motor) resistance value. • Check the ECU output voltage. • Check the intake throttle valve position sensor output voltage. • Check the conduction of the wire-harness. *See 3.2.59. Intake throttle P.3-2-199 for details on the diagnosis method and procedure.

2.3. Engine ECU Judgment Item

2.3.118. U0292: TSC1 (SA1) reception timeout (522596/9)

P code	U0292
SPN/FMI	522596/9

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	TSC1 (SA1) reception time out has been detected for a certain period of time.
Check points	<ul style="list-style-type: none"> • ECU • Coupler • Wire-harness • Controller on the driven machine

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No (Engine stop, speed limitations, and maximum injection amount limitations can be set using the application)
Reset criteria	<p>The following operation can be selected by setting application.</p> <ul style="list-style-type: none"> • When the ECU power is turned OFF, the fault mode is released. • Automatic reset when TSC1 message is received.
Remarks	-

Presumed cause of the failure or the error condition

- CAN communication error from the controller on the driven machine
- Poor connection of coupler
- Wiring failure of the wire-harness
- ECU internal circuit failure

2.3. Engine ECU Judgment Item**2.3.119. U1301: TSC1 (SA2) reception timeout (522597/9)**

P code	U1301
SPN/FMI	522597/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	TSC1 (SA2) reception timeout has been detected for a certain period of time.
Check points	<ul style="list-style-type: none"> • ECU • Coupler • Wire-harness • Controller on the driven machine

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	The following operation can be selected by setting application. <ul style="list-style-type: none"> • When the ECU power is turned OFF, the fault mode is released. • The fault mode is automatically reset when TSC1 message is received.
Remarks	-

Presumed cause of the failure or the error condition

CAN communication error from the controller on the driven machine

Poor connection of coupler

Wiring failure of the wire-harness

ECU internal circuit failure

2.3.120. U1292: Y_ECR1 reception timeout (522599/9)

P code	U1292
SPN/FMI	522599/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Y_ECR1 reception timeout has been detected for a certain period of time.
Check points	<ul style="list-style-type: none"> • ECU • Coupler • Wire-harness • Controller on the driven machine

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	The following operation can be selected by setting application. <ul style="list-style-type: none"> • When the ECU power is turned OFF, the fault mode is released. • The fault mode is automatically reset when Y_ECR1 message is received.
Remarks	-

Presumed cause of the failure or the error condition

CAN communication error from the controller on the driven machine

Poor connection of coupler

Wiring failure of the wire-harness

ECU internal circuit failure

2.3.121. U1293: Y_EC reception timeout (522600/9)

P code	U1293
SPN/FMI	522600/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Y_EC reception timeout has been detected for a certain period of time.
Check points	<ul style="list-style-type: none"> • ECU • Coupler • Wire-harness • Controller on the driven machine

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	The following operation can be selected by setting application. <ul style="list-style-type: none"> • When the ECU power is turned OFF, the fault mode is released. • The fault mode is automatically reset when Y_EC message is received.
Remarks	-

Presumed cause of the failure or the error condition

CAN communication error from the controller on the driven machine

Poor connection of coupler

Wiring failure of the wire-harness

ECU internal circuit failure

2.3.122. U0168: VI reception timeout (some special specifications only) (237/31)

P code	U0168
SPN/FMI	237/31

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	When there is no response three times to a VIN request.
Check points	<ul style="list-style-type: none"> • ECU • Coupler • Wire-harness • Controller on the driven machine

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	The high idle speed is limited to 1500 min ⁻¹ .
Reset criteria	<ul style="list-style-type: none"> • When the ECU power is turned OFF, the fault mode is released. • When there is no response to a VIN request, it is automatically reset.
Remarks	-

Presumed cause of the failure or the error condition

CAN communication error from the controller on the driven machine

Poor connection of coupler

Wire-harness disconnection/short circuit

ECU internal circuit failure

2.3.123. U3002: VI received data error (some special specifications only) (237/13)

P code	U3002
SPN/FMI	237/13

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	When the received VI did not match with VI saved in the ECU.
Check points	<ul style="list-style-type: none"> • ECU • Controller on the driven machine

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	The high idle speed is limited to 1500 min ⁻¹ .
Reset criteria	<ul style="list-style-type: none"> • When the ECU power is turned OFF, the fault mode is released. • The fault mode is automatically reset when the received VI message matches with VI saved in the ECU.
Remarks	-

Presumed cause of the failure or the error condition

CAN communication error from the controller on the driven machine

Mismatch between implement and ECU controller

ECU internal circuit failure

2.3.124. U1303: Y_DPFIF reception timeout (522619/9)

P code	U1303
SPN/FMI	522619/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Y_DPFIF reception timeout has been detected for a certain period of time.
Check points	<ul style="list-style-type: none"> • ECU • Coupler • Wire-harness • Controller on the driven machine

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	The following operation can be selected by setting application. <ul style="list-style-type: none"> • When the ECU power is turned OFF, the fault mode is released. • The fault mode is automatically reset when Y_DPFIF message is received.
Remarks	-

Presumed cause of the failure or the error condition

CAN communication error from the controller on the driven machine

Poor connection of coupler

Wiring failure of the wire-harness

ECU internal circuit failure

2.3.125. U1302: EBC1 reception timeout (522618/9)

P code	U1302
SPN/FMI	522618/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	EBC1 reception timeout has been detected for a certain period of time.
Check points	<ul style="list-style-type: none"> • ECU • Coupler • Wire-harness • Controller on the driven machine

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	The following operation can be selected by setting application. <ul style="list-style-type: none"> • When the ECU power is turned OFF, the fault mode is released. • The fault mode is automatically reset when EBC1 message is received.
Remarks	-

Presumed cause of the failure or the error condition

CAN communication error from the controller on the driven machine

Poor connection of coupler

Wiring failure of the wire-harness

ECU internal circuit failure

2.3.126. U010B: CAN reception timeout from the EGR valve (522610/9)

P code	U010B
SPN/FMI	522610/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	ECU detects reception timeout for a certain amount of time.
Check points	<ul style="list-style-type: none"> • ECU • Coupler • Wire-harness

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, and CAN message is not received from EGR valve when prerequisite is satisfied for the first time, the fault mode is automatically released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wire-harness disconnection/short circuit

EGR valve failure

ECU internal circuit failure

2.3.127. U1294: Y_RSS reception timeout (522601/9)

P code	U1294
SPN/FMI	522601/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Key switch is ON. • Battery voltage is within normal range.
Judgment criteria	Y_RSS reception timeout has been detected for a certain period of time.
Check points	<ul style="list-style-type: none"> • ECU • Coupler • Wire-harness • Controller on the driven machine

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	When the ECU power is turned OFF, the fault mode is released. The following operation can be selected by setting application. <ul style="list-style-type: none"> • Key switch turned from OFF to ON, and engine speed is 0. • Automatic reset when Y_RSS message is received.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wire-harness disconnection/short circuit

EGR valve failure

ECU internal circuit failure

2.3.128. U0167: Immobilizer error (CAN communication) (522730/12)

P code	U0167
SPN/FMI	522730/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • The key switch is turned ON for a given length of time. • The battery normal condition is continued for given length of time. • Immobilizer is active. • Unit ID is stored.
Judgment criteria	There is no reply from the immobilizer even after requesting to start authentication.
Check points	<ul style="list-style-type: none"> • ECU • Coupler • Wire-harness • Immobilizer

Actions when an error occurs

Fault mode	[Engine stop]: The engine does not start to operate.
Limited operation	The starter does not start.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

- CAN communication error from the controller on the driven machine
- Poor connection of coupler
- Wire-harness disconnection/short circuit
- ECU internal circuit failure

2.3.129. U0426: Immobilizer error (system) (1202/2)

P code	U0426
SPN/FMI	1202/2

DTC detection criteria

Prerequisite	The immobilizer is active and the unit ID is stored.
Judgment criteria	Authentication on CAN communication between the engine ECU and immobilizer failed.
Check points	Immobilizer authentication key

Actions when an error occurs

Fault mode	[Engine stop]: The engine does not start to operate.
Limited operation	The starter does not start.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Immobilizer authentication key inconsistency

Diagnosis

1. Checking the authentication key	<ul style="list-style-type: none"> Make sure that the immobilizer authentication key is correct.
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2.3. Engine ECU Judgment Item**2.3.130. U1501: CAN reception timeout from DCU (523513/9)**

P code	U1501
SPN/FMI	523513/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Reception timeout from DCU detected for a certain amount of time.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DCU • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The high idle speed is limited to the low idle speed. • The maximum fuel injection quantity is limited to 50%. • EGR fully closes. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	When the ECU power is turned from OFF to ON, and a CAN message from the DCU is received, it is automatically canceled.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wire-harness disconnection/short circuit

- Disconnection, power short circuit or GND short circuit of CAN (engine side) communication wire (high/low)
- Disconnection, power short circuit or GND short circuit of CAN (driven machine side) communication wire (high/low)
- Disconnection of DCU power supply wire

DCU internal circuit failure

ECU internal circuit failure

2.3. Engine ECU Judgment Item

Diagnosis

<p>1. Initial diagnosis using SA-D</p>	<ul style="list-style-type: none"> • Check the fault indication. • Check the battery voltage. <p>*See 3.2.70. CAN (engine side) 2 P.3-2-227 for details on the diagnosis method and procedure.</p>
<p>2. Coupler/wiring check</p>	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the ECU power. • Check the coupler pin of the CAN communication wiring for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the CAN communication wiring is not disconnected or the wiring coating is not peeled.
<p>3. Failure diagnosis</p>	<ul style="list-style-type: none"> • Check the battery voltage. • Check the conduction of the wire-harness. <p>*See 3.2.70. CAN (engine side) 2 P.3-2-227 for details on the diagnosis method and procedure.</p>

2.3.131. U1503: DCU system error (FS action instruction 1 from DCU) (-/-)

P code	U1503
SPN/FMI	-

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	When an engine derate request for urea water tank level Inducement 1 is received from the DCU.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%.
Reset criteria	If an engine derate request for urea water tank level Inducement 1 is not received from the DCU, it is automatically canceled.
Remarks	-

Presumed cause of the failure or the error condition

Inspect the simultaneously alarmed failure parts.

The lamp does not come on when this error is detected during control. When this error is detected, the error that caused the FS action is detected at the same. Therefore, MIL/RSL always come on. This error is because of performing FS action in the ECU.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the ECU power from OFF to ON, and check the fault indication again. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> • Deal with failure that is occurring at the same time. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>

2.3.132. U1504: DCU system error (FS action instruction 2 from DCU) (-/-)

P code	U1504
SPN/FMI	-

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	When an engine derate request for urea water tank level Inducement2 is received from the DCU.
Check points	Simultaneously alarmed failure parts.

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The high idle speed is limited to the low idle speed. • The maximum fuel injection quantity is limited to 50%.
Reset criteria	If an engine derate request for urea water tank level Inducement 2 is not received from the DCU, it is automatically canceled.
Remarks	-

Presumed cause of the failure or the error condition

Inspect the simultaneously alarmed failure parts

The lamp does not come on when this error is detected during control. When this error is detected, the error that caused the FS action is detected at the same. Therefore, MIL/RSL always come on. This error is because of performing FS action in the ECU.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the ECU power from OFF to ON, and check the fault indication again. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> • Deal with failure that is occurring at the same time. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>

2.3.133. U1505: DCU system error (FS action instruction 3 from DCU) (-/-)

P code	U1505
SPN/FMI	-

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	When an engine derate request for aqueous SCR system abnormal Inducement 1 is received from the DCU.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The high idle speed is limited to the engine speed at the maximum torque + 200 min⁻¹. • The maximum fuel injection quantity is limited to 75%.
Reset criteria	If an engine derate request for SCR system abnormal Inducement 1 is not received from the DCU, it is automatically canceled.
Remarks	-

Presumed cause of the failure or the error condition

Inspect the simultaneously alarmed failure parts

The lamp does not come on when this error is detected during control. When this error is detected, the error that caused the FS action is detected at the same. Therefore, MIL/RSL always come on. This error is because of performing FS action in the ECU.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the ECU power from OFF to ON, and check the fault indication again. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> • Deal with failure that is occurring at the same time. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>

2.3.134. U1506: DCU system error (FS action instruction 4 from DCU) (-/-)

P code	U1506
SPN/FMI	-

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	When an engine derate request for Inducement 2 is received from the DCU.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The high idle speed is limited to the low idle speed. • The maximum fuel injection quantity is limited to 50%.
Reset criteria	If an engine derate request for Inducement 2 is not received from the DCU, it is automatically canceled.
Remarks	-

Presumed cause of the failure or the error condition

Inspect the simultaneously alarmed failure parts

The lamp does not come on when this error is detected during control. When this error is detected, the error that caused the FS action is detected at the same. Therefore, MIL/RSL always come on. This error is because of performing FS action in the ECU.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the ECU power from OFF to ON, and check the fault indication again. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
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2. Failure diagnosis	<ul style="list-style-type: none"> • Deal with failure that is occurring at the same time. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
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2.3.135. U1507: DCU system error (FS action instruction 5 from DCU) (-/-)

P code	U1507
SPN/FMI	-

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	When an engine derate request for fail-safe action LV2 is received from the DCU.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹.
Reset criteria	If an engine derate request for fail-safe LV2 is not received from the DCU, it is automatically canceled.
Remarks	-

Presumed cause of the failure or the error condition

Inspect the simultaneously alarmed failure parts.

The lamp does not come on when this error is detected during control. When this error is detected, the error that caused the FS action is detected at the same. Therefore, MIL/RSL always come on. This error is because of performing FS action in the ECU.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the ECU power from OFF to ON, and check the fault indication again. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> • Deal with failure that is occurring at the same time. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>

2.3.136. U1508: DCU system error (FS action instruction 6 from DCU) (-/-)

P code	U1508
SPN/FMI	-

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	When an engine derate request for fail-safe action LV3, 4, or 5 is received from the DCU.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%.
Reset criteria	If an engine derate request for fail-safe LV3, 4, or 5 is not received from the DCU, it is automatically canceled.
Remarks	-

Presumed cause of the failure or the error condition

Inspect the simultaneously alarmed failure parts.

The lamp does not come on when this error is detected during control. When this error is detected, the error that caused the FS action is detected at the same. Therefore, MIL/RSL always come on. This error is because of performing FS action in the ECU.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the ECU power from OFF to ON, and check the fault indication again. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> • Deal with failure that is occurring at the same time. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>

2.3.137. U1509: DCU system error (FS action instruction 7 from DCU) (-/-)

P code	U1509
SPN/FMI	-

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	When an EGR fully closed request is received from the DCU.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	EGR fully closes.
Reset criteria	If an EGR fully closed request is not received from the DCU, it is automatically canceled.
Remarks	-

Presumed cause of the failure or the error condition

Inspect the simultaneously alarmed failure parts.

The lamp does not come on when this error is detected during control. When this error is detected, the error that caused the FS action is detected at the same. Therefore, MIL/RSL always come on. This error is because of performing FS action in the ECU.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the ECU power from OFF to ON, and check the fault indication again. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
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2. Failure diagnosis	<ul style="list-style-type: none"> • Deal with failure that is occurring at the same time. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
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2.3.138. U1510: DCU system error (FS action instruction 8 from DCU) (-/-)

P code	U1510
SPN/FMI	-

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	When a DPF regeneration stop / SCR heating stop request is received from the DCU.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • DPF regeneration stops. • SCR heating stops.
Reset criteria	If a DPF regeneration stop / SCR heating stop request is not received from the DCU, it is automatically canceled.
Remarks	-

Presumed cause of the failure or the error condition

Inspect the simultaneously alarmed failure parts.

The lamp does not come on when this error is detected during control. When this error is detected, the error that caused the FS action is detected at the same. Therefore, MIL/RSL always come on. This error is because of performing FS action in the ECU.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the ECU power from OFF to ON, and check the fault indication again. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> • Deal with failure that is occurring at the same time. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>

2.3.139. P1672: Data verification error between ECU and DCU (engine model unmatched) (587/2)

P code	P1672
SPN/FMI	587/2

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	The engine model received from the DCU is different from the engine model of the ECU.
Check points	<ul style="list-style-type: none"> • ECU • DCU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	Fuel injection stops.
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Incorrect installation of ECU or DCU

ECU internal EEPROM data error

DCU internal EEPROM data error

ECU or DCU failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the ECU power from OFF to ON, and check the fault indication again. <p>*See 3.2.75. Data verification between ECU and DCU P.3-2-242 for details on the diagnosis method and procedure.</p>
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2. Failure diagnosis	<ul style="list-style-type: none"> • Check for other errors. • Check the recent replacement history of ECU or DCU. <p>*See 3.2.75. Data verification between ECU and DCU P.3-2-242 for details on the diagnosis method and procedure.</p>
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2.3.140. P264F: Data verification error between ECU and DCU (serial No. unmatched) (588/2)

P code	P264F
SPN/FMI	588/2

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	The serial number received from the DCU is different from the serial number of the ECU.
Check points	<ul style="list-style-type: none"> • ECU • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%.
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Incorrect installation of ECU or DCU

ECU internal EEPROM data error

DCU internal EEPROM data error

ECU or DCU failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the ECU power from OFF to ON, and check the fault indication again. <p>*See 3.2.75. Data verification between ECU and DCU P.3-2-242 for details on the diagnosis method and procedure.</p>
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2. Failure diagnosis	<ul style="list-style-type: none"> • Check for other errors. • Check the recent replacement history of ECU or DCU. <p>*See 3.2.75. Data verification between ECU and DCU P.3-2-242 for details on the diagnosis method and procedure.</p>
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2.3.141. U1502: Data verification error between ECU and DCU (verification timeout) (523643/9)

P code	U1502
SPN/FMI	523643/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	The engine model and serial number are not received from the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DCU • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%.
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wire-harness disconnection/short circuit

DCU internal circuit failure

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the battery voltage. <p>*See 3.2.70. CAN (engine side) 2 P.3-2-227 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the ECU power. • Check the coupler pin of the CAN communication wiring for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the CAN communication wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the battery voltage. • Check the conduction of the wire-harness. <p>*See 3.2.70. CAN (engine side) 2 P.3-2-227 for details on the diagnosis method and procedure.</p>
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2.3.142. P0403: Disconnection in EGR valve motor coils (2971/12)

P code	P0403
SPN/FMI	2971/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

EGR valve failure

2.3.143. P1405: EGR valve short circuit in motor coils (522579/12)

P code	P1405
SPN/FMI	522579/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

EGR valve failure

2.3. Engine ECU Judgment Item

2.3.144. P0488: EGR valve position sensor error (522580/12)

P code	P0488
SPN/FMI	522580/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

EGR valve failure

2.3.145. P1409: EGR valve feedback error (2791/7)

P code	P1409
SPN/FMI	2791/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

EGR valve failure

2.3.146. P148A: EGR valve sticking error (522581/7)

P code	P148A
SPN/FMI	522581/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Temporary malfunction of the EGR valve due to foreign matter, excessive carbon deposits, rust, etc.

EGR valve sticking

Wire-harness disconnection/short circuit

EGR valve internal circuit failure

2.3.147. P049D: EGR valve initialization error (522582/7)

P code	P049D
SPN/FMI	522582/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Temporary malfunction of the EGR valve due to foreign matter, excessive carbon deposits, rust, etc.

EGR valve sticking

Wire-harness disconnection/short circuit

EGR valve internal circuit failure

2.3.148. U0401: EGR valve ECM data error (2791/9)

P code	U0401
SPN/FMI	2791/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

EGR valve internal circuit failure

ECU internal circuit failure

2.3.149. U1401: EGR valve target value out of range (522617/12)

P code	U1401
SPN/FMI	522617/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	<ul style="list-style-type: none"> • EGR valve • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

EGR valve internal circuit failure

2.3.150. P0404: EGR valve overvoltage error (2791/0)

P code	P0404
SPN/FMI	2791/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	Battery EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Battery overcharging

EGR valve internal circuit failure

2.3.151. P1404: EGR valve low voltage error (2791/1)

P code	P1404
SPN/FMI	2791/1

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	<ul style="list-style-type: none"> • Wire-harness • Battery • EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Battery degradation

Power wiring short circuit of EGR valve

EGR valve internal circuit failure

2.3.152. P1410: EGR valve high temperature thermistor error (522583/1)

P code	P1410
SPN/FMI	522583/1

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

EGR valve internal circuit failure

2.3.153. P1411: EGR valve low temperature thermistor error (522584/1)

P code	P1411
SPN/FMI	522584/1

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is ON. • 2 seconds have elapsed since turning the key switch ON (differs depending on application menu settings). • Battery voltage is within normal range.
Judgment criteria	Receives a value indicating this abnormality from the EGR valve side.
Check points	EGR valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

EGR valve internal circuit failure

2.3.154. P1601: EEPROM error (630/2)

P code	P1601
SPN/FMI	630/2

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	When ECU is started consecutively twice during EEPROM error is occurring.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited. • EGR valve fully opens.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal circuit failure

2.3.155. P0652: Sensor 5 V circuit 1 error (voltage low) (523074/1)

P code	P0652
SPN/FMI	523074/1

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking.
Judgment criteria	The sensor voltage is below the 3.5 V threshold.
Check points	<ul style="list-style-type: none"> • Wire-harness • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Intake throttle fully opens. • DPF regeneration stops. • SCR heating stops. • Ash amount reset is prohibited. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the ECU sensor 5 V wire

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the ECU sensor 5 V voltage. *See 3.2.25. ECU sensor 5 V circuit 1 P.3-2-91 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Make sure that the ECU sensor 5 V wiring coating is not peeled.
2. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the ECU power voltage (sensor 5 V wire voltage value). *See 3.2.25. ECU sensor 5 V circuit 1 P.3-2-91 for details on the diagnosis method and procedure.

2.3.156. P0653: Sensor 5 V circuit 1 error (voltage high) (523074/0)

P code	P0653
SPN/FMI	523074/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking.
Judgment criteria	The sensor voltage is above the 4.5 V threshold.
Check points	<ul style="list-style-type: none"> • Wire-harness • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Intake throttle fully opens. • DPF regeneration stops. • SCR heating stops. • Ash amount reset is prohibited. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power supply short circuit of ECU sensor 5 V wire

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the ECU sensor 5 V voltage. *See 3.2.25. ECU sensor 5 V circuit 1 P.3-2-91 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Make sure that the wiring of the ECU sensor 5 V wire and sensor GND wire coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the ECU power voltage (sensor 5 V wire voltage value). *See 3.2.25. ECU sensor 5 V circuit 1 P.3-2-91 for details on the diagnosis method and procedure.

2.3.157. P0698: Sensor 5 V circuit 2 error (voltage low) (523075/1)

P code	P0698
SPN/FMI	523075/1

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking.
Judgment criteria	The sensor voltage is below the 3.5 V threshold.
Check points	<ul style="list-style-type: none"> • Wire-harness • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Intake throttle fully opens. • DPF regeneration stops. • The accumulated PM amount calculation by DPF differential pressure stops. • SCR heating stops. • Ash amount reset is prohibited. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the ECU sensor 5 V wire

ECU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the ECU sensor 5 V voltage. *See 3.2.26. ECU sensor 5 V circuit 2 P.3-2-93 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch.• Make sure that the ECU sensor 5 V wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the ECU power voltage (sensor 5 V wire voltage value). *See 3.2.26. ECU sensor 5 V circuit 2 P.3-2-93 for details on the diagnosis method and procedure.

2.3.158. P0699: Sensor 5 V circuit 2 error (voltage high) (523075/0)

P code	P0699
SPN/FMI	523075/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking.
Judgment criteria	The sensor voltage is above the 4.5 V threshold.
Check points	<ul style="list-style-type: none"> • Wire-harness • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • Intake throttle fully opens. • DPF regeneration stops. • The accumulated PM amount calculation by DPF differential pressure stops. • SCR heating stops. • Ash amount reset is prohibited. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	After switching the ECU power from OFF to ON, when prerequisite is satisfied for the first time, but detection criteria is not satisfied, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power supply short circuit of ECU sensor 5 V wire

ECU internal circuit failure

2.3. Engine ECU Judgment Item

Diagnosis

<p>1. Initial diagnosis using SA-D</p>	<ul style="list-style-type: none"> • Check the fault indication. • Check the ECU sensor 5 V voltage. <p>*See 3.2.26. ECU sensor 5 V circuit 2 P.3-2-93 for details on the diagnosis method and procedure.</p>
<p>2. Coupler/wiring check</p>	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Make sure that the wiring of the ECU sensor 5 V wire and sensor GND wire coating is not peeled.
<p>3. Failure diagnosis</p>	<ul style="list-style-type: none"> • Check the conduction of the wire-harness. • Check the ECU power voltage (sensor 5 V wire voltage value). <p>*See 3.2.26. ECU sensor 5 V circuit 2 P.3-2-93 for details on the diagnosis method and procedure.</p>

2.3.159. P0607: CPU monitoring IC error (522993/12)

P code	P0607
SPN/FMI	522993/12

DTC detection criteria

Prerequisite	No prerequisites.
Judgment criteria	IC for monitoring ECU internal CPU is abnormal.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal IC error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the key switch from ON to OFF to check the fault indication again. <p>*See 3.2.64. ECU internal related 5 P.3-2-213 for details on the diagnosis method and procedure.</p>
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2.3.160. P0606: CPU error (522994/12)

P code	P0606
SPN/FMI	522994/12

DTC detection criteria

Prerequisite	No prerequisites.
Judgment criteria	ECU internal CPU is abnormal.
Check points	ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal IC error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the key switch from ON to OFF to check the fault indication again. <p>*See 3.2.64. ECU internal related 5 P.3-2-213 for details on the diagnosis method and procedure.</p>
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2.3.161. P1602: Flash ROM error (checksum error) (522998/12)

P code	P1602
SPN/FMI	522998/12

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The check sum did not match for 3 times or more in each range subject to inspection.
Check points	ECU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	Fuel injection stops.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal IC error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the key switch from ON to OFF to check the fault indication again. <p>*See 3.2.64. ECU internal related 5 P.3-2-213 for details on the diagnosis method and procedure.</p>
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2.3.162. P1724: Communication error between micro computers (MSC communication error) (518267/9)

P code	P1724
SPN/FMI	518267/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON.
Judgment criteria	ECU internal IC abnormality is detected (communication error between main micro computer and monitoring micro computer).
Check points	ECU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	Fuel injection stops.
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal IC error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the key switch from ON to OFF to check the fault indication again.
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2.3. Engine ECU Judgment Item

2.3.163. P1725: Communication error between micro computers, SPI communication error (diagnosis: atmospheric pressure sensor abnormal) (518268/9)

P code	P1725
SPN/FMI	518268/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON.
Judgment criteria	ECU internal IC abnormality is detected (main micro computer cannot acquire information from the atmospheric pressure sensor IC).
Check points	ECU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	Fuel injection stops.
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal IC error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the key switch from ON to OFF to check the fault indication again.
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2.3. Engine ECU Judgment Item

2.3.164. P1726: Communication error between micro computers, SPI communication error (diagnosis: monitoring micro computer abnormal) (518269/9)

P code	P1726
SPN/FMI	518269/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON.
Judgment criteria	ECU internal IC abnormality is detected (main micro computer cannot acquire information from the monitoring micro computer).
Check points	ECU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	Fuel injection stops.
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal IC error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the key switch from ON to OFF to check the fault indication again.
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2.3.165. P060B: Micro computer internal A/D converter abnormal (518270/12)

P code	P060B
SPN/FMI	518270/12

DTC detection criteria

Prerequisite	Key switch is ON.
Judgment criteria	ECU internal IC abnormality is detected.
Check points	ECU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	Fuel injection stops.
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal IC error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the key switch from ON to OFF to check the fault indication again.
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2.3.166. P1727: Injection stop circuit error during micro computer abnormality (518271/12)

P code	P1727
SPN/FMI	518271/12

DTC detection criteria

Prerequisite	No prerequisites.
Judgment criteria	ECU internal IC abnormality is detected.
Check points	ECU

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	Fuel injection stops.
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

ECU internal IC error

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the key switch from ON to OFF to check the fault indication again.
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2.3.167. P1101: Air cleaner clogged alarm (522323/0)

P code	P1101
SPN/FMI	522323/0

DTC detection criteria

Prerequisite	The key switch is turned ON and the battery voltage is 9 V or higher.
Judgment criteria	The air cleaner switch is turned ON for 10 seconds.
Check points	<ul style="list-style-type: none"> • Air cleaner • Wire-harness • Air cleaner switch • ECU

Actions when an error occurs

	Settings of the actions during a air cleaner error	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The engine is stopped, and the high idle speed or the maximum injection amount is limited. (Set using application)
Reset criteria	When the ECU power is turned OFF, the fault mode is released.	When the ECU power is turned OFF, the fault mode is released.
Remarks	-	-

Presumed cause of the failure or the error condition

Clogged air cleaner

Wiring failure of the wire-harness

- Power short circuit of the air cleaner switch wiring

Air cleaner switch failure

- Power short circuit of the air cleaner switch internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Make sure that the input signal of the air cleaner switch is correctly recognized. *See 3.2.44. Contact input related 4 P.3-2-160 for details on the diagnosis method and procedure.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Check the air cleaner. • After a few moments, turn ON the key switch and make sure that DTC is detected.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the air cleaner switch system. *See 3.2.44. Contact input related 4 P.3-2-160 for details on the diagnosis method and procedure.

2.3.168. P1151: Water separator alarm (522329/0)

P code	P1151
SPN/FMI	522329/0

DTC detection criteria

Prerequisite	The key switch is turned ON and the battery voltage is 9 V or higher.
Judgment criteria	The level sensor is turned ON for 10 seconds.
Check points	<ul style="list-style-type: none"> • Water separator • Coupler • Wire-harness • Level sensor • ECU

Actions when an error occurs

	Settings of the actions during a water separator error	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The engine is stopped, and the high idle speed or the maximum injection amount is limited. (Set using application)
Reset criteria	When the ECU power is turned OFF, the fault mode is released.	When the ECU power is turned OFF, the fault mode is released.
Remarks	-	-

Presumed cause of the failure or the error condition

Increased water content in the water separator

Float sticking in water separator

Wiring failure of the wire-harness

- Power short circuit of the level sensor wiring

Level sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Make sure that the input signal of the water separator switch is correctly recognized. <p>*See 3.2.45. Contact input related 5 P.3-2-164 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Check the water separator. • After a few moments, turn ON the key switch and make sure that DTC is detected.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the water separator switch system. <p>*See 3.2.45. Contact input related 5 P.3-2-164 for details on the diagnosis method and procedure.</p>

2.3.169. P1562: Charge switch disconnection (167/5)

P code	P1562
SPN/FMI	167/5

DTC detection criteria

Prerequisite	Key switch is ON, and the end of detection is not established. Detection end conditions (detection ends when one of the following conditions is established. Thereafter, detection is not performed until the ECU power is turned OFF.) <ul style="list-style-type: none"> • The key switch is turned ON. • Engine speed > 45 min⁻¹.
Judgment criteria	Judge when the charge switch is turned OFF for 1 second.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Charge switch • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	When the charge switch on or the ECU power off is detected the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the charge switch wiring

Charge switch failure

- Disconnection of the charge switch internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Make sure that the input signal of the charge switch is correctly recognized. <p>*See 3.2.41. Contact input related 1 P.3-2-148 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the charge switch for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the charge switch wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the charge switch. • Check the conduction of the wire-harness. • Check the operation of the charge switch. <p>*See 3.2.41. Contact input related 1 P.3-2-148 for details on the diagnosis method and procedure.</p>

2.3.170. P1568: Charge alarm (167/1)

P code	P1568
SPN/FMI	167/1

DTC detection criteria

Prerequisite	The key switch is turned ON.
Judgment criteria	After engine starting is complete, and the charge switch has been ON for 10 continuous seconds.
Check points	<ul style="list-style-type: none"> • Alternator • Coupler • Wire-harness • Charge switch • ECU

Actions when an error occurs

	Setting of the charge alarm operation	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The engine is stopped, and the high idle speed or the maximum injection amount is limited. (Set using application)
Reset criteria	When the ECU power is turned OFF, the fault mode is released.	When the ECU power is turned OFF, the fault mode is released.
Remarks		

Presumed cause of the failure or the error condition

Belt slip due to poor fan belt tension

Alternator failure

Wiring failure of the wire-harness

- GND short circuit of the charge switch wiring

Charge switch failure

- GND short circuit of the charge switch internal wiring

Battery is not normal

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Make sure that the input signal of the charge switch is correctly recognized. <p>*See Chapter 3 P739 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Check the engine charging equipment. • After checking, turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the charge switch system. <p>*See Chapter 3 P739 for details on the diagnosis method and procedure.</p>

2.3.171. P1193: Oil pressure sensor error (voltage high) (100/3)

P code	P1193
SPN/FMI	100/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking.
Judgment criteria	Sensor output is higher than the 2.5 V threshold.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Oil pressure sensor • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Canceled when the key switch is turned from OFF to ON, and the engine speed is 0 or powering off of the ECU is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit or short circuit of the oil pressure sensor wiring 5 V wire

Oil pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the oil pressure sensor input signal is correctly recognized. <p>*See Chapter 3.2.41. Contact input related 1 P.3-2-148 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the oil pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Check whether the oil pressure sensor wiring is disconnected or the wiring coating is peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the oil pressure sensor conduction. • Check the conduction of the wire-harness. • Check the oil pressure sensor operation. <p>*See Chapter 3.2.41. Contact input related 1 P.3-2-148 for details on the diagnosis method and procedure.</p>

2.3.172. P1192: Oil pressure switch disconnection (100/4) (Applicable to 4TNV94FHT)

P code	P1192
SPN/FMI	100/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not started since the key switch was turned ON.
Judgment criteria	Oil pressure switch is OFF.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Oil pressure switch • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Canceled when the key switch is turned from OFF to ON, and the engine speed is 0, or powering off of the ECU is detected.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of the oil pressure switch wiring

Oil pressure switch failure

- Disconnection of the oil pressure switch internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the oil pressure switch input signal is correctly recognized. <p>*See 3.2.41. Contact input related 1 P.3-2-148 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the oil pressure switch for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Check whether the oil pressure switch wiring is disconnected or the wiring coating is peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the oil pressure switch. • Check the conduction of the wire-harness. • Check the operation of the oil pressure switch. <p>*See 3.2.41. Contact input related 1 P.3-2-148 for details on the diagnosis method and procedure.</p>
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2.3.173. P1192: Oil pressure sensor error (voltage low) (100/4) (Only not applicable to 4TNV94FHT)

P code	P1192
SPN/FMI	100/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON. Not during engine cranking.
Judgment criteria	Sensor output is lower than the 0.15 V threshold.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Oil pressure sensor ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Canceled when the key switch is turned from OFF to ON, and the engine speed is 0 or powering off of the ECU is detected.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or GND short circuit of the oil pressure sensor wiring

Oil pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check whether the oil pressure sensor input signal is correctly recognized. <p>*See 3.2.41. Contact input related 1 P.3-2-148 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch. Check the coupler pin of the oil pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. Check whether the oil pressure sensor wiring is disconnected or the wiring coating is peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> Check the conduction of the oil pressure sensor. Check the conduction of the wire-harness. Check the operation of the oil pressure sensor. <p>*See 3.2.41. Contact input related 1 P.3-2-148 for details on the diagnosis method and procedure.</p>

2.3.174. P1198: Low oil pressure alarm (100/1) (Applicable to 4TNV94FHT)

P code	P1198
SPN/FMI	100/1

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Engine speed > 600 min⁻¹.
Judgment criteria	Oil pressure switch is ON.
Check points	<ul style="list-style-type: none"> • Engine oil quantity • Hydraulic system • Wire-harness • Oil pressure switch • ECU

Actions when an error occurs

	Settings of the actions during a low oil pressure alarm	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The engine is stopped, and the high idle speed or the maximum injection amount is limited. (Set using application)
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-	-

Presumed cause of the failure or the error condition

Engine oil level low

Air is mixed in due to excessive engine tilt

Hydraulic system failure

Wiring failure of the wire-harness

- Power short circuit of the oil pressure switch wiring

Oil pressure switch failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check whether the oil pressure switch input signal is correctly recognized. *See 3.2.42. Contact input related 2 P.3-2-151 for details on the diagnosis method and procedure
2. Engine check	<ul style="list-style-type: none">• Turn OFF the key switch and stop the engine.• Check the lubrication system.• After checking, turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the oil pressure switch system. *See 3.2.42. Contact input related 2 P.3-2-151 for details on the diagnosis method and procedure

2.3.175. P1198: Low oil pressure alarm (100/1) (Only not applicable to 4TNV94FHT)

P code	P1198
SPN/FMI	100/1

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Engine speed > 600 min⁻¹. • No abnormalities in sensor voltage maximum and minimum.
Judgment criteria	Oil pressure is lower than the threshold (calculated using a map with the engine speed and atmospheric pressure as inputs).
Check points	<ul style="list-style-type: none"> • Engine oil quantity • Hydraulic system • Wire-harness • Oil pressure sensor • ECU

Actions when an error occurs

	Settings of the actions during a low oil pressure alarm	
	No	Yes
Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.	[Limited operation]: The engine operation is limited.
Limited operation	No	The engine is stopped, and the high idle speed or the maximum injection amount is limited. (Set using application)
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-	-

Presumed cause of the failure or the error condition

Engine oil level low

Air is mixed in due to excessive engine tilt

Hydraulic system failure

Wiring failure of the wire-harness

- GND short circuit of the oil pressure sensor output wire

Oil pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check whether the oil pressure sensor input signal is correctly recognized. *See 3.2.42. Contact input related 2 P.3-2-151 for details on the diagnosis method and procedure.
2. Engine check	<ul style="list-style-type: none">• Turn OFF the key switch and stop the engine.• Check the lubrication system.• After checking, turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the oil pressure sensor system. *See 3.2.42. Contact input related 2 P.3-2-151 for details on the diagnosis method and procedure.

2.3.176. P2463: Excessive PM accumulation (method C) (522573/0)

P code	P2463
SPN/FMI	522573/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	When transitioning to backup mode due to PM deposition amount (C method) ≥ 12 (g/L) continuing for 600 seconds.
Check points	Various sensor systems

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$.
Reset criteria	Automatically canceled when the operation is reset from backup mode (when recovery regeneration is completed).
Remarks	Then this error occurs, "Backup mode" error is also detected at the same time.

Presumed cause of the failure or the error condition

Various sensor systems failure

Regeneration for the stationary regeneration request is not performed

See 3.2.46. Excessive PM accumulation P.3-2-169 for diagnosis method and corrective action.

2.3.177. P1463: Excessive PM accumulation (method P) (522574/0)

P code	P1463
SPN/FMI	522574/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	When transitioning to backup mode due to PM deposition amount (P method) ≥ 12 (g/L) continuing for 600 seconds.
Check points	<ul style="list-style-type: none"> • DPF differential pressure sensor • DPF differential pressure sensor system wire-harness • Injector • Turbocharger • Engine oil quantity • Air cleaner • Charge air cooler

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$.
Reset criteria	Automatically canceled when the operation is reset from backup mode (when recovery regeneration is completed).
Remarks	Then this error occurs, "Backup mode" error is also detected at the same time.

Presumed cause of the failure or the error condition

Injector failure

Engine oil overfill

Turbocharger failure

Clogging of air cleaner (Indicator failure)

Clogging of charge air cooler

Abnormality in DPF system wire-harness

DPF differential pressure sensor failure

DPF differential pressure sensor downstream hose is removed or damaged

Regeneration for the stationary regeneration request is not performed

See 3.2.46. Excessive PM accumulation P.3-2-169 for diagnosis method and corrective action.

2.3. Engine ECU Judgment Item

2.3.178. P2459: Regeneration failure (stationary regeneration not performed) (522577/11)

P code	P2459
SPN/FMI	522577/11

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	If the transition to backup mode occurs after the stationary regeneration request is issued and before the stationary regeneration is performed.
Check points	<ul style="list-style-type: none"> • Regeneration request lamp • Regeneration request switch • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$.
Reset criteria	Automatically canceled when the operation is reset from backup mode.
Remarks	Then this error occurs, "Backup mode" error is also detected at the same time.

Presumed cause of the failure or the error condition

Regeneration inhibit switch: Under the inhibited state

Check the details of errors in C method excess, P method excess, and backup mode

When the engine speed is dropped to low idling during regeneration and abandoned

The ON/OFF can either be switched with contact points or CAN communication depending on the specifications.

* During control, the lamp does not come on due to this error detection. However, when this error is detected, the backup mode is detected at the same time, so MIL / RSL always comes on. This error indicates the reasons for entering backup mode, and does not execute fail-safe action.

See 3.2.48. Regeneration failure 2 P.3-2-175 for diagnosis method and corrective action.

2.3. Engine ECU Judgment Item

2.3.179. P2458: Regeneration failure (stationary regeneration failure) (522575/7)

P code	P2458
SPN/FMI	522575/7

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	When the transition is made to backup mode due to stationary regeneration not being completed within the specified time.
Check points	<ul style="list-style-type: none"> • DPF intermediate temperature sensor • DPF differential pressure sensor • DPF inlet temperature sensor • Accelerator sensor • Injector • Intake throttle • Regeneration inhibit switch • Interlock • Wire-harness • DOC • Parts related to errors that occurred during regeneration

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$.
Reset criteria	Automatically canceled when the operation is reset from backup mode.
Remarks	Then this error occurs, "Backup mode" error is also detected at the same time.

Presumed cause of the failure or the error condition

Removed or damage of piping, pressure hose, or pressure pipe

DPF intermediate temperature sensor system failure (*)

DPF inlet temperature sensor failure

Regeneration inhibit switch failure

Interlock failure

Accelerator sensor failure

Intake throttle failure

DOC deterioration or DOC breakage due to the external factor such as sulfur poisoning

Injector failure

- Decrease in injection quantity
- Injection timing error

* During control, the lamp does not come on due to this error detection. However, when this error is detected, the backup mode is detected at the same time, so MIL / RSL always comes on. This error indicates the reasons for entering backup mode, and does not execute fail-safe action.

See 3.2.47. Regeneration failure 1 P.3-2-172 for diagnosis method and corrective action.

2.3.180. P1445: Regeneration failure (recovery regeneration failure) (3719/9)

P code	P1445
SPN/FMI	3719/9

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Recovery regeneration failed.
Check points	<ul style="list-style-type: none"> • DPF intermediate temperature sensor • DPF differential pressure sensor • DPF inlet temperature sensor • Accelerator sensor • Injector • Intake throttle • Regeneration inhibit switch • Interlock • Wire-harness • DOC • Parts related to errors that occurred during regeneration

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	Fuel injection stops.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Removed or damage of piping, pressure hose, or pressure pipe

DPF intermediate temperature sensor system failure (*)

DPF inlet temperature sensor failure

Regeneration inhibit switch failure

Interlock failure

Accelerator sensor failure

Intake throttle failure

DOC deterioration or DOC breakage due to the external factor such as sulfur poisoning

Injector failure

- Decrease in injection quantity
- Injection timing error

* If this error is detected, the engine stop fail-safe action is performed. After the engine stops, recovery regeneration is canceled, the system transitions to backup mode, and RSL flashes.

See 3.2.47. Regeneration failure 1 P.3-2-172 for diagnosis method and corrective action.

2.3.181. P242F: Ash cleaning request 1 (3720/16)

P code	P242F
SPN/FMI	3720/16

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Accumulated density of ash is 50 g/L or more, and less than 60 g/L.
Check points	<ul style="list-style-type: none"> • DPF • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	The fuel injection quantity is limited to 75% of the rated operation.
Reset criteria	The error is canceled by SA-D, and the condition of ash accumulation density of ≥ 50 g/L, < 60 g/L is not established.
Remarks	-

Presumed cause of the failure or the error condition

Ash is accumulated (*)

* There are cases in which the differential pressure does not rise drastically and the actual ash accumulation is little. When this error occurs, it is highly possible that the engine has not been used for a long time. In such a case, it is required to perform the DPF maintenance.

See 3.2.49. Ash cleaning request P.3-2-178 for diagnosis method and corrective action.

2.3.182. P1420: Ash cleaning request 2 (3720/0)

P code	P1420
SPN/FMI	3720/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Ash accumulation density is 60 g/L or more.
Check points	<ul style="list-style-type: none"> • DPF • ECU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%.
Reset criteria	The error is canceled by SA-D, and the condition of ash accumulation density of ≥ 60 g/L is not established.
Remarks	-

Presumed cause of the failure or the error condition

Ash is accumulated (*)

* There are cases in which the differential pressure does not rise drastically and the actual ash accumulation is little. When this error occurs, it is highly possible that the engine has not been used for a long time. In such a case, it is required to perform the DPF maintenance.

See 3.2.49. Ash cleaning request P.3-2-178 for diagnosis method and corrective action.

2.3. Engine ECU Judgment Item

2.3.183. P1421: Stationary regeneration standby (3719/16)

P code	P1421
SPN/FMI	3719/16

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The transition is made to the stationary regeneration mode for the factors except for the SW/CAN direction from the outside during the stationary regeneration.
Check points	-

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 2 hours, the fuel injection quantity is limited to a maximum of 50%.
Reset criteria	Automatically canceled when the key switch is turned from OFF to ON, either the engine speed is 0 or powering off of the ECU is detected, and detection conditions are not established.
Remarks	-

Presumed cause of the failure or the error condition

The amount of PM accumulated in the DPF exceeds the threshold.

See 3.2.50. Stationary regeneration standby P.3-2-180 for diagnosis method and corrective action.

2.3.184. P1424: Backup mode (3719/0)

P code	P1424
SPN/FMI	3719/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Transition to backup regeneration mode.
Check points	Simultaneous DTC locations that cause backup mode

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of $+200 \text{ min}^{-1}$, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of $+200 \text{ min}^{-1}$. • EGR fully closes. • SCR heating stops. • Control of the urea water injection amount enters alternative mode, and the injection amount is limited.
Reset criteria	When backup mode is released, the fault mode is automatically released.
Remarks	-

Presumed cause of the failure or the error condition

Failure of parts related to DTCs that are triggered at the same time

When this error is detected, one of the followings is detected at the same time: "P2463: Excessive PM accumulation (method C)", "P1463: Excessive PM accumulation (method P)", "P2458: Regeneration failure (stationary regeneration failure)", and "P2459: Regeneration failure (stationary regeneration not performed)". When recovery regeneration failed, "P1445: Regeneration failure (recovery regeneration failure)" may be detected. Be sure to perform the failure diagnosis for the respective part first.

2.3.185. P1446: Recovery regeneration is inhibited (3719/7)

P code	P1446
SPN/FMI	3719/7

DTC detection criteria

Prerequisite	Any of the following is established. <ul style="list-style-type: none"> DPF accumulated PM density (method C) \geq 16 g/L for 10 seconds. Cumulative time is more than 60 seconds when DPF accumulated PM density (method P) \geq 16 g/L is satisfied.
Judgment criteria	Recovery regeneration starts.
Check points	<ul style="list-style-type: none"> Soot filter (SF) DPF differential pressure sensor DPF sensor system wire-harness Injector Turbocharger Engine oil quantity Air cleaner Charge air cooler

Actions when an error occurs

Fault mode	[Engine stop]: The engine stops.
Limited operation	Fuel injection stops.
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

There is a large amount of PM deposits, and recovery regeneration cannot be performed for safety reasons. Check the following.

- DPF system wire-harness failure
- Injector failure
- Engine oil overfill
- Turbocharger failure
- Clogging of air cleaner (Indicator failure)
- Clogging of charge air cooler

* If this error is detected, the engine stop fail-safe action is performed. After the engine stops, recovery regeneration is canceled, the system transitions to backup mode, and RSL flashes.

See 3.2.51. Recovery regeneration is inhibited P.3-2-181 for diagnosis method and corrective action.

2.3. Engine ECU Judgment Item**2.3.186. P1728: Preheating lamp +B short circuit (518272/6)**

P code	P1728
SPN/FMI	518272/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Preheating lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the preheating lamp wire

Failure lamp failure

- Power short circuit of the preheating lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the preheating lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the preheating lamp system.

2.3.187. P1729: Failure lamp +B short circuit (518273/6)

P code	P1729
SPN/FMI	518273/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Failure lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the failure lamp wire

Failure lamp failure

- Power short circuit of the failure lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the failure lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the failure lamp system.

2.3.188. P0617: Starter relay +B short circuit (518274/6)

P code	P0617
SPN/FMI	518274/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Starter relay is ON.
Judgment criteria	+B short of starter relay is detected.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Starter relay ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the starter relay wire

Starter relay failure

- Power short circuit of the starter relay internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check whether the starter relay input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> Turn OFF the key switch and stop the engine. Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> Check the starting relay system.

2.3.189. P1730: Low oil pressure alarm lamp +B short circuit (518275/6)

P code	P1730
SPN/FMI	518275/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Low oil pressure alarm lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the low oil pressure alarm lamp wire

Low oil pressure alarm lamp failure

- Power short circuit of the low oil pressure alarm lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the low oil pressure alarm lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the low oil pressure alarm lamp system.

2.3.190. P1731: Amber warning lamp +B short circuit (518276/6)

P code	P1731
SPN/FMI	518276/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Amber warning lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the amber warning lamp wire

Amber warning lamp failure

- Power short circuit of the amber warning lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the amber warning lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the amber warning lamp system.

2.3.191. P1732: Speed change display lamp +B short circuit (518277/6)

P code	P1732
SPN/FMI	518277/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Speed change display lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the speed change display lamp wire

Speed change display lamp failure

- Power short circuit of the speed change display lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the speed change display lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the speed change display lamp system.

2.3.192. P1733: Exhaust temperature alarm lamp +B short circuit (518278/6)

P code	P1733
SPN/FMI	518278/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Exhaust temperature alarm lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the exhaust temperature alarm lamp wire

Exhaust temperature alarm lamp failure

- Power short circuit of the exhaust temperature alarm lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the exhaust temperature alarm lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the exhaust temperature alarm lamp system.

2.3.193. P1734: Cooling water temperature alarm lamp +B short circuit (518279/6)

P code	P1734
SPN/FMI	518279/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Cooling water temperature alarm lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the cooling water temperature alarm lamp wire

Cooling water temperature alarm lamp failure

- Power short circuit of the cooling water temperature alarm lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the cooling water temperature alarm lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the cooling water temperature alarm lamp system.

2.3.194. P1735: Buzzer +B short circuit (518280/6)

P code	P1735
SPN/FMI	518280/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Buzzer is on.
Judgment criteria	+B short of buzzer is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Buzzer • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the buzzer wire

Power short circuit of the buzzer internal wiring

- Power short circuit of the buzzer internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the buzzer input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the buzzer system.

2.3.195. P1736: Red engine stop lamp +B short circuit (518281/6)

P code	P1736
SPN/FMI	518281/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Red engine stop lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the red engine stop lamp wire

Red engine stop lamp failure

- Power short circuit of the red engine stop lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the red engine stop lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the red engine stop lamp system.

2.3. Engine ECU Judgment Item

2.3.196. P1737: Isochronous lamp +B short circuit (518282/6)

P code	P1737
SPN/FMI	518282/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Isochronous lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the isochronous lamp wire

Isochronous lamp failure

- Power short circuit of the isochronous lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the isochronous lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the isochronous lamp system.

2.3.197. P1738: DPF regeneration acknowledgement lamp +B short circuit (518283/6)

P code	P1738
SPN/FMI	518283/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Key switch is ON. Not during engine cranking. Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness DPF regeneration acknowledgement lamp ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the DPF regeneration acknowledgement lamp wire

DPF regeneration acknowledgement lamp failure

- Power short circuit of the DPF regeneration acknowledgement lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check whether the DPF regeneration acknowledgement lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> Turn OFF the key switch and stop the engine. Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> Check the DPF regeneration acknowledgement lamp system.

2.3.198. P1739: DPF regeneration inhibit lamp +B short circuit (518284/6)

P code	P1739
SPN/FMI	518284/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF regeneration inhibit lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the DPF regeneration inhibit lamp wire

DPF regeneration inhibit lamp failure

- Power short circuit of the DPF regeneration inhibit lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the DPF regeneration inhibit lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the DPF regeneration inhibit lamp system.

2.3.199. P1740: DPF regeneration request lamp +B short circuit (518285/6)

P code	P1740
SPN/FMI	518285/6

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • Key switch is ON. • Not during engine cranking. • Lamp is on.
Judgment criteria	+B short of lamp terminal is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DPF regeneration request lamp • ECU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Cleared when: Key switch OFF and ON, and engine speed = 0 is detected. Otherwise cleared when: ECU power OFF is detected.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- Power short circuit of the DPF regeneration request lamp wire

DPF regeneration request lamp failure

- Power short circuit of the DPF regeneration request lamp internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check whether the DPF regeneration request lamp input signal is correctly recognized.
2. Engine check	<ul style="list-style-type: none"> • Turn OFF the key switch and stop the engine. • Turn ON the key switch and check for the DTC detection.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the DPF regeneration request lamp system.

2.3.200. P053A: Breather heater disconnection

P code	P053A
SPN/FMI	3059/5

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • The engine start recognition is turned OFF. • Heater energization OFF (10 seconds after starting the ECU). • No errors in the cooling water temperature sensor. • Cooling water temperature is 40 °C or below.
Judgment criteria	Breather heater disconnection is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Breather heater

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

Breather heater failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the breather heater for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the breather heater wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the breather heater resistance value. • Check the conduction of the wire-harness.

2.3. Engine ECU Judgment Item

2.3.201. P053B: Breather heater GND short circuit (3059/4)

P code	P053B
SPN/FMI	3059/4

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • The engine start recognition is turned OFF. • Heater energization OFF (10 seconds after starting the ECU). • No errors in the cooling water temperature sensor. • Cooling water temperature is 40 °C or below.
Judgment criteria	Breather heater GND short circuit is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Breather heater

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

- Poor connection of coupler
- Wiring failure of the wire-harness
- Breather heater failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication.
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the breather heater for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the breather heater wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the breather heater resistance value. • Check the conduction of the wire-harness.

2.3. Engine ECU Judgment Item

2.3.202. P053C: Breather heater VB short circuit (3059/3)

P code	P053C
SPN/FMI	3059/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • The key switch is turned ON for a given length of time. • The engine start recognition is turned OFF. • Heater energization ON.
Judgment criteria	Breather heater VB short circuit (overcurrent) is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Breather heater

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	When the ECU power is turned OFF, the fault mode is released.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- VB short circuit of wire-harness between breather heater and ECU

Breather heater failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication.
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch. • Check the coupler pin of the breather heater for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the breather heater wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the breather heater resistance value. • Check the conduction of the wire-harness.
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2.4.1. P1545: SCR upstream NOx value rise error (523595/0)

P code	P1545
SPN/FMI	523595/0

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Not during the engine cranking. • SCR upstream NOx sensor is valid (Receives the NOx sensor heater release order from the DCU, and the warm-up of the SCR upstream NOx sensor is completed) (*1) <p>(*1) The warm-up normally completes after approximately 2 minutes from receiving the order from DCU.</p>
Judgment criteria	SCR upstream NOx concentration measured with the SCR upstream sensor is 2500 ppm or above for 2 seconds.
Check points	<ul style="list-style-type: none"> • EGR valve • Intake air pressure sensor • Exhaust gas pressure sensor • Injector • SCR upstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR upstream NOx value to model value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The high idle speed is limited to the engine speed at the maximum torque + 200 min⁻¹. • The maximum fuel injection quantity is limited to 50%. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

SCR upstream NOx sensor failure

EGR valve failure

Intake air pressure sensor failure, or leakage

Exhaust gas pressure sensor failure

Injector failure

See 3.3.2. SCR upstream NOx sensor 1 P.3-3-3 for diagnosis method and corrective action.

2.4.2. P2209: SCR upstream NOx sensor incomplete heating error (523597/7)

P code	P2209
SPN/FMI	523597/7

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Not during the engine cranking. • NOx sensor heater release order from DCU is completed. • $0\text{ }^{\circ}\text{C} \leq \text{SCR catalyst temperature} \leq 500\text{ }^{\circ}\text{C}$. • CAN reception timeout from SCR upstream NOx sensor is not occurring. • SCR upstream NOx value rise error is not occurring.
Judgment criteria	When it is 240 seconds after the prerequisite is satisfied, and the warm-up of the SCR upstream NOx sensor is incomplete.
Check points	SCR upstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR upstream NOx value to model value. The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

SCR upstream NOx sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. • If DTC is detected again, replace SCR upstream NOx sensor. <p>*See the engine Service Manual for details on the replacement method and procedure.</p>
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2.4.3. P2203: SCR upstream NOx sensor internal circuit short circuit (523595/3)

P code	P2203
SPN/FMI	523595/3

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Not during the engine cranking. • Elapse of 2 seconds after all of the following criteria are satisfied. <ul style="list-style-type: none"> a. CAN reception timeout from ECU is not occurring. b. Battery voltage is within normal range. c. $0\text{ }^{\circ}\text{C} \leq \text{SCR catalyst temperature} \leq 500\text{ }^{\circ}\text{C}$. d. Elapse of 5 seconds after engine start is completed.
Judgment criteria	SCR upstream NOx sensor detects internal circuit short circuit.
Check points	SCR upstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR upstream NOx value to model value. The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

SCR upstream NOx sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. • If DTC is detected again, replace SCR upstream NOx sensor. <p>*See the engine Service Manual for details on the replacement method and procedure.</p>
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2.4.4. P151C: SCR upstream NOx sensor internal circuit disconnection (523595/5)

P code	P151C
SPN/FMI	523595/5

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Not during the engine cranking. • Elapse of 2 seconds after all of the following criteria are satisfied. <ol style="list-style-type: none"> a. CAN reception timeout from ECU is not occurring. b. Battery voltage is within normal range. c. $0\text{ }^{\circ}\text{C} \leq \text{SCR catalyst temperature} \leq 500\text{ }^{\circ}\text{C}$. d. Elapse of 5 seconds after engine start is completed.
Judgment criteria	SCR upstream NOx sensor internal circuit disconnection is detected.
Check points	SCR upstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR upstream NOx value to model value. The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

SCR upstream NOx sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. • If DTC is detected again, replace SCR upstream NOx sensor. <p>*See the engine Service Manual for details on the replacement method and procedure.</p>
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2.4.5. P1525: SCR upstream NOx sensor detected value error (upper limit error) (3216/15)

P code	P1525
SPN/FMI	3216/15

Purpose of DTC detection

When the deviation between the SCR upstream NOx concentration measured with the SCR upstream NOx sensor and the SCR upstream NOx concentration calculated with a model is large, this error is detected. This detects errors such as the SCR upstream NOx sensor falling off from the engine.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> SCR upstream NOx sensor is valid (Receives the NOx sensor heater release order from the DCU, and the warm-up of the SCR upstream NOx sensor is completed). (*1) 80 kPa ≤ atmospheric pressure ≤ 110 kPa. -40 °C ≤ fresh air temperature ≤ 40 °C. 70 °C ≤ cooling water temperature ≤ 110 °C. 17 STEP ≤ EGR valve actual position ≤ 80 STEP. Elapse of 5 minutes after engine start is completed. Engine is not at low speed nor in high load. Not during DPF regeneration. 30 ppm ≤ SCR upstream NOx model value ≤ 1500 ppm. The SCR upstream NOx model value satisfies the judgment criteria. Detected a dynamic behavior of SCR upstream NOx model value. Battery voltage is within normal range. <p>(*1) The warm-up normally completes after approximately 2 minutes from receiving the order from DCU.</p>
Judgment criteria	When comparing the SCR upstream NOx concentration calculated with a model, the SCR upstream NOx concentration measured with the SCR upstream NOx sensor is too high for 1 second.
Check points	SCR upstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR upstream NOx value to model value. The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of SCR upstream NOx sensor

SCR upstream NOx sensor failure

See 3.3.4. SCR upstream NOx sensor 3 P.3-3-9 for diagnosis method and corrective action.

2.4.6. P1526: SCR upstream NOx sensor detected value error (lower limit error) (3216/17)

P code	P1526
SPN/FMI	3216/17

Purpose of DTC detection

When the deviation between the SCR upstream NOx concentration measured with the SCR upstream NOx sensor and the SCR upstream NOx concentration calculated with a model is large, this error is detected. This detects errors such as the SCR upstream NOx sensor falling off from the engine.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> SCR upstream NOx sensor is valid (Receives the NOx sensor heater release order from the DCU, and the warm-up of the SCR upstream NOx sensor is completed). (*1) 80 kPa ≤ atmospheric pressure ≤ 110 kPa. -40 °C ≤ fresh air temperature ≤ 40 °C. 70 °C ≤ cooling water temperature ≤ 110 °C. 17 STEP ≤ EGR valve actual position ≤ 80 STEP. Elapse of 5 minutes after engine start is completed. Engine is not at low speed nor in high load. Not during DPF regeneration. 30 ppm ≤ SCR upstream NOx model value ≤ 1500 ppm. The SCR upstream NOx model value satisfies the judgment criteria. Battery voltage is within normal range. Detected a dynamic behavior of SCR upstream NOx model value. <p>(*1) The warm-up normally completes after approximately 2 minutes from receiving the order from DCU.</p>
Judgment criteria	When comparing the SCR upstream NOx concentration calculated with a model, the SCR upstream NOx concentration measured with the SCR upstream NOx sensor is too low for 1 second.
Check points	SCR upstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR upstream NOx value to model value. The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of SCR upstream NOx sensor

SCR upstream NOx sensor failure

See 3.3.4. SCR upstream NOx sensor 3 P.3-3-9 for diagnosis method and corrective action.

2.4.7. P1546: SCR downstream NOx value rise error (523595/0)

P code	P1546
SPN/FMI	523595/0

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Not during the engine cranking. • SCR downstream NOx sensor is valid (Receives the NOx sensor heater release order from the DCU, and the warm-up of the SCR downstream NOx sensor is completed). (*1) <p>(*1) The warm-up normally completes after approximately 2 minutes from receiving the order from DCU.</p>
Judgment criteria	SCR downstream NOx concentration is 2500 ppm or above for 2 seconds.
Check points	<ul style="list-style-type: none"> • Urea water injection system (dosing module, supply module, and urea water hose) • EGR valve • Intake air pressure sensor • SCR downstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: SCR downstream NOx value is 0 ppm (default value). The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹ and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

SCR downstream NOx sensor failure

Urea water injection system failure (dosing module, supply module, and urea water hose)

EGR valve failure

Intake air pressure sensor failure, or leakage

Exhaust gas pressure sensor failure

See 3.3.5. SCR downstream NOx sensor 1 P.3-3-13 for diagnosis method and corrective action.

2.4.8. P2222: SCR downstream NOx sensor incomplete heating error (523598/7)

P code	P2222
SPN/FMI	523598/7

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> The key switch is turned ON. Not during the engine cranking. NOx sensor heater release order from DCU is completed. 0 °C ≤ SCR catalyst downstream temperature ≤ 500 °C. CAN reception timeout from SCR downstream NOx sensor is not occurring. SCR downstream NOx value rise error is not occurring
Judgment criteria	When it is 240 seconds after the prerequisite is satisfied, and the warm-up of the SCR downstream NOx sensor is incomplete.
Check points	SCR downstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: SCR downstream NOx value is 0 ppm (default value). The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

SCR downstream NOx sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace SCR downstream NOx sensor. <p>*See the engine Service Manual for details on the replacement method and procedure.</p>
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2.4.9. P2216: SCR downstream NOx sensor internal circuit short circuit (523596/3)

P code	P2216
SPN/FMI	523596/3

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Not during the engine cranking. • Elapse of 2 seconds after all of the following criteria are satisfied. <ul style="list-style-type: none"> a. CAN reception timeout from ECU is not occurring. b. Battery voltage is within normal range. c. $0\text{ }^{\circ}\text{C} \leq \text{SCR catalyst downstream temperature} \leq 500\text{ }^{\circ}\text{C}$. d. Elapse of 5 seconds after engine start is completed.
Judgment criteria	SCR downstream NOx sensor internal circuit short circuit is detected.
Check points	SCR downstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: SCR downstream NOx value is 0 ppm (default value). The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

SCR downstream NOx sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. • If DTC is detected again, replace SCR downstream NOx sensor. <p>*See the engine Service Manual for details on the replacement method and procedure.</p>
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2.4.10. P151D: SCR downstream NOx sensor internal circuit disconnection (523596/5)

P code	P151D
SPN/FMI	523596/5

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Not during the engine cranking. • Elapse of 2 seconds after all of the following criteria are satisfied. <ul style="list-style-type: none"> a. CAN reception timeout from ECU is not occurring. b. Battery voltage is within normal range. c. $0\text{ }^{\circ}\text{C} \leq \text{SCR catalyst downstream temperature} \leq 500\text{ }^{\circ}\text{C}$. d. Elapse of 5 seconds after engine start is completed
Judgment criteria	SCR downstream NOx sensor internal circuit disconnection is detected.
Check points	SCR downstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: SCR downstream NOx value is 0 ppm (default value). The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

SCR downstream NOx sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. • If DTC is detected again, replace SCR downstream NOx sensor. <p>*See the engine Service Manual for details on the replacement method and procedure.</p>
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2.4.11. P1524: SCR downstream NOx sensor detected value error (523606/10)

P code	P1524
SPN/FMI	523606/10

Purpose of DTC detection

Compare the SCR upstream NOx concentration measured with the SCR upstream NOx sensor and SCR downstream NOx concentration measured with SCR downstream NOx sensor. If the concentration difference is too small, this error is detected. This detects errors such as the SCR downstream NOx sensor falling off from the engine.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Elapse of 10 seconds after engine start is completed. • SCR upstream NOx sensor is valid (Receives the NOx sensor heater release order from the DCU, and the warm-up of the SCR upstream NOx sensor is completed) (*1) • SCR downstream NOx sensor is valid (Receives the NOx sensor heater release order from the DCU, and the warm-up of the SCR downstream NOx sensor is completed) (*1) • During the urea water injection. • Urea water injection is not alternative mode. • Not during DPF regeneration. • Exhaust gas flow rate is equal to or above the threshold value. • SCR catalytic efficiency is equal to or below the threshold value. • Urea water injection flow rate is 400 mg/s or below. • The peak of SCR upstream NOx concentration exceeds the threshold value. • Battery voltage is within normal range. <p>(*1) The warm-up normally completes after approximately 2 minutes from receiving the order from DCU.</p>
Judgment criteria	The SCR downstream NOx concentration measured with the SCR downstream NOx sensor is lower than the threshold value.
Check points	SCR downstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: SCR downstream NOx value is 0 ppm (default value). The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of SCR downstream NOx sensor

SCR downstream NOx sensor failure

See 3.3.7. SCR downstream NOx sensor 3 P.3-3-19 for diagnosis method and corrective action.

2.4.12. P1778: SCR downstream NOx sensor detected value error (O2 concentration) (518343/10)

P code	P1778
SPN/FMI	518343/10

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Engine speed is more than the specified value (600 min⁻¹). • Fuel injection value is more than specified value (20 mg/st). • No abnormalities in related sensors.
Judgment criteria	SCR downstream NOx sensor O ₂ concentration is higher than the threshold (0.190).
Check points	SCR downstream NOx sensor

Actions when an error occurs

Fault mode	[Limited operation]: SCR downstream NOx value is 0 ppm (default value). The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of SCR downstream NOx sensor

SCR downstream NOx sensor failure

See 3.3.7. SCR downstream NOx sensor 3 P.3-3-19 for diagnosis method and corrective action.

2.4.13. P0428: SCR catalyst temperature sensor error (voltage high) (4360/3)

P code	P0428
SPN/FMI	4360/3

DTC detection criteria

Prerequisite	Not during the engine cranking.
Judgment criteria	Sensor output is above 4.6 V (threshold value).
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • SCR catalyst temperature sensor • DCU

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR catalyst temperature to model value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or power short circuit of the sensor signal wire
- Disconnection of the sensor GND wire

SCR catalyst temperature sensor failure

- Sensor output failure caused by disconnection of the SCR catalyst temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. <p>*See 3.3.8. SCR catalyst temperature sensor 1 P.3-3-23 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the SCR catalyst temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the wiring of the SCR catalyst temperature sensor is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of SCR catalyst temperature sensor.• Check the conduction of the wire-harness.• Check the output voltage of SCR catalyst temperature sensor. <p>*See 3.3.8. SCR catalyst temperature sensor 1 P.3-3-23 for details on the diagnosis method and procedure.</p>

2.4.14. P0427: SCR catalyst temperature sensor error (voltage low) (4360/4)

P code	P0427
SPN/FMI	4360/4

DTC detection criteria

Prerequisite	Not during the engine cranking.
Judgment criteria	Sensor output is below 0.5 V (threshold value).
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • SCR catalyst temperature sensor • DCU

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR catalyst temperature to model value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

SCR catalyst temperature sensor failure

- Sensor output failure caused by GND short circuit of the SCR catalyst temperature sensor internal wiring

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.3.8. SCR catalyst temperature sensor 1 P.3-3-23 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the SCR catalyst temperature sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the wiring of the SCR catalyst temperature sensor is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of SCR catalyst temperature sensor. • Check the conduction of the wire-harness. • Check the output voltage of SCR catalyst temperature sensor. <p>*See 3.3.8. SCR catalyst temperature sensor 1 P.3-3-23 for details on the diagnosis method and procedure.</p>
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2.4.15. P0426: SCR catalyst temperature sensor error (temperature rise error) (4360/0)

P code	P0426
SPN/FMI	4360/0

DTC detection criteria

Prerequisite	SCR catalyst temperature sensor is normal.
Judgment criteria	SCR catalyst temperature is above 700 °C for one second.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • SCR catalyst temperature sensor • DPF intermediate temperature sensor • DCU

Actions when an error occurs

Fault mode	[Limited operation]: Set the SCR catalyst temperature to 200 °C as default value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Forecast operation: If a sensor abnormality occurs, the high idle speed is limited to a maximum torque rpm of +200 min⁻¹, and the fuel injection quantity is limited to a maximum of 85%. • Main operation: After 15 minutes, the fuel injection quantity is limited to a maximum of 50%, and the high idle speed is maintained at a maximum torque rpm of +200 min⁻¹. • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • EGR valve fully closes. • DPF regeneration stops. • SCR heating stops. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

SCR catalyst temperature sensor failure

DPF inlet temperature sensor failure

DPF intermediate temperature sensor failure

Regeneration operation failure (Soot filter (SF) erosion and abnormal combustion)

See 3.3.9. SCR catalyst temperature sensor 2 P.3-3-27 for diagnosis method and corrective action.

2.4.16. P153B: SCR catalyst temperature sensor detected value error (upper limit error) (4360/15)

P code	P153B
SPN/FMI	4360/15

Purpose of DTC detection

When the deviation between the SCR catalyst temperature measured with the SCR upstream temperature sensor and the SCR catalyst temperature calculated with a model is large, this error is detected. This detects errors such as the SCR catalyst temperature sensor falling off from the engine.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • 150 seconds after all of the following criteria ECU are satisfied. <p>a. The engine start is completed. b. Not during DPF regeneration. c. SCR catalyst temperature measured with a model is 200 °C or higher. d. No errors in the SCR catalyst temperature sensor</p>
Judgment criteria	SCR catalyst temperature measured with the SCR catalyst temperature sensor is lower than 80 °C.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • SCR catalyst temperature sensor • DCU

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR catalyst temperature to model value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of SCR catalyst temperature sensor

Poor connection of coupler

Wiring failure of the wire-harness

SCR catalyst temperature sensor failure

See 3.3.10. SCR catalyst temperature sensor 3 P.3-3-29 for diagnosis method and corrective action.

2.4.17. P1541: SCR catalyst temperature sensor detected value error (lower limit error) (4360/17)

P code	P1541
SPN/FMI	4360/17

Purpose of DTC detection

When the deviation between the SCR catalyst temperature measured with the SCR upstream temperature sensor and the SCR catalyst temperature calculated with a model is large, this error is detected. This detects errors such as the SCR catalyst temperature sensor falling off from the engine.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Elapse of 90 seconds after all of the following criteria ECU are satisfied. <ul style="list-style-type: none"> a. The engine start is completed. b. Not during DPF regeneration. c. SCR catalyst temperature measured with a model is 190 °C or lower. d. No errors in the SCR catalyst temperature sensor.
Judgment criteria	SCR catalyst temperature measured with the SCR catalyst temperature sensor is higher than 670 °C.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • SCR catalyst temperature sensor • DCU

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR catalyst temperature to model value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of SCR catalyst temperature sensor

Poor connection of coupler

Wiring failure of the wire-harness

SCR catalyst temperature sensor failure

See 3.3.10. SCR catalyst temperature sensor 3 P.3-3-29 for diagnosis method and corrective action.

2.4.18. P1542: SCR catalyst temperature sensor detected value error (at cold start check) (4360/10)

P code	P1542
SPN/FMI	4360/10

Purpose of DTC detection

When the difference between the SCR catalyst temperature and the fresh air temperature at engine stop (cold state) is large, this error is detected. This checks the SCR catalyst temperature sensor state.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Previous engine operation was in a complete warming-up state. • Cooling water temperature is below 40 °C when the key switch is turned ON. • Temperature difference between cooling water temperature and fresh air temperature is within ± 8 °C when key switch is turned ON. • No errors in the SCR catalyst temperature sensor. • No errors in the cooling water temperature sensor. • No errors in the fresh air temperature sensor.
Judgment criteria	The absolute value of the difference between the SCR catalyst temperature when the key switch is ON and the fresh air temperature when the key switch is ON is 50 °C or more.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • SCR catalyst temperature sensor • DCU

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR catalyst temperature to model value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection is limited to alternative mode.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of SCR catalyst temperature sensor

Poor connection of coupler

Wiring failure of the wire-harness

SCR catalyst temperature sensor failure

See 3.3.11. SCR catalyst temperature sensor 4 P.3-3-33 for diagnosis method and corrective action.

2.4.19. P204D: Supply module pressure sensor error (voltage high) (4334/3)

P code	P204D
SPN/FMI	4334/3

DTC detection criteria

Prerequisite	Not during the engine cranking.
Judgment criteria	Sensor output is above 4.75 V (threshold value).
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module pressure sensor • DCU

Actions when an error occurs

Fault mode	[Limited operation]: Supply module pressure is 0 kPa (default value). The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or power short circuit of the sensor signal wire
- Disconnection of the sensor GND wire
- Disconnection of the sensor 5 V wire

Supply module pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. <p>*See 3.3.12. Supply module pressure sensor 1 P.3-3-36 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module pressure sensor. <p>*See 3.3.12. Supply module pressure sensor 1 P.3-3-36 for details on the diagnosis method and procedure.</p>

2.4.20. P204C: Supply module pressure sensor error (voltage low) (4334/4)

P code	P204C
SPN/FMI	4334/4

DTC detection criteria

Prerequisite	Not during the engine cranking.
Judgment criteria	Sensor output is below 0.25 V (threshold value).
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module pressure sensor • DCU

Actions when an error occurs

Fault mode	[Limited operation]: Supply module pressure is 0 kPa (default value). The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of the sensor signal wire

Supply module pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the sensor voltage. <p>*See 3.3.12. Supply module pressure sensor 1 P.3-3-36 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the supply module pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the supply module pressure sensor wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the wire-harness. • Check the DCU output voltage. • Check the output voltage of supply module pressure sensor. <p>*See 3.3.12. Supply module pressure sensor 1 P.3-3-36 for details on the diagnosis method and procedure.</p>
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2.4.21. P153C: Supply module pressure sensor detected value error (upper limit error) (4334/15)

P code	P153C
SPN/FMI	4334/15

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> Battery voltage is within normal range. Supply module is not filled with urea water. Defrosting of supply module is completed. Before starting the urea water injection (Dosing system sub-state is NOPRESSURECTL). No errors in the supply module pressure sensor. Supply module (pump motor) pressure rise error 1 is not occurring. Supply module (pump motor) pressure rise error 2 is not occurring. Supply module pressure drop error is not occurring. Not starting to measure temperature of supply module (pump motor) is not occurring.
Judgment criteria	Supply module pressure is more than 50 kPa for 1 seconds.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Supply module pressure sensor DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

- Poor connection of coupler
- Wiring failure of the wire-harness
- Supply module pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. <p>*See 3.3.23. Urea water tank temperature sensor 2 P.3-3-60 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module pressure sensor. <p>*See 3.3.23. Urea water tank temperature sensor 2 P.3-3-60 for details on the diagnosis method and procedure.</p>

2.4.22. P153D: Supply module pressure sensor detected value error (lower limit error) (4334/17)

P code	P153D
SPN/FMI	4334/17

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Supply module is not filled with urea water. • Defrosting of supply module is completed. • Before starting the urea water injection (Dosing system main-state is NOPRESSU-RECTL). • No errors in the supply module pressure sensor. • Supply module (pump motor) pressure rise error 1 is not occurring. • Supply module (pump motor) pressure rise error 2 is not occurring. • Supply module pressure drop error is not occurring. • Not starting to measure temperature of supply module (pump motor) is not occurring.
Judgment criteria	Supply module pressure is lower than -50 kPa for 1 second.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module pressure sensor • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

Supply module pressure sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the sensor voltage. <p>*See 3.3.13. Supply module pressure sensor 2 P.3-3-39 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module pressure sensor wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module pressure sensor. <p>*See 3.3.13. Supply module pressure sensor 2 P.3-3-39 for details on the diagnosis method and procedure.</p>

2.4.23. P1516: Sensor supply voltage error (523576/12)

P code	P1516
SPN/FMI	523576/12

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The voltage supplied to the sensor exceeds the range of the threshold value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.14. Supply module pressure sensor 3 P.3-3-42 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the supply module pressure sensor for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the supply module pressure sensor wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the wire-harness. • Check the DCU output voltage. <p>*See 3.3.14. Supply module pressure sensor 3 P.3-3-42 for details on the diagnosis method and procedure.</p>
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2.4.24. P1559: Urea water quality sensor/Urea water tank temperature sensor (A1DEFI) controller temperature rise error (3515/2)

P code	P1559
SPN/FMI	3515/2

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range. A1DEFI reception timeout is not occurring.
Judgment criteria	Urea water tank temperature sensor detects temperature rise of the controller. (Error information of urea water quality sensor received in A1DEFI message is 2, and the condition is continued for 5 seconds.)
Check points	<ul style="list-style-type: none"> Urea water quality sensor Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Ambient temperature rise of urea water quality sensor/urea water tank temperature sensor controller

Failure of urea water quality sensor/urea water tank temperature sensor internal circuit

Installation location and specifications of the urea water quality sensor, urea water tank temperature sensor, and controllers thereof vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.15. Urea water quality sensor/Urea water tank temperature sensor (A1DEFI) P.3-3-45 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and stop the engine.• Make sure that there is no factors causing the temperature around the urea water quality sensor and urea water tank temperature sensor controller to rise.• After a few moments, turn ON the key switch and check the fault indication again.
3. Wiring check	<ul style="list-style-type: none">• Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication.• If DTC is detected again, replace the urea water quality sensor or urea water tank temperature sensor. <p>*See 3.3.15. Urea water quality sensor/Urea water tank temperature sensor (A1DEFI) P.3-3-45 for details on the diagnosis method and procedure.</p>

2.4.25. P206D: Urea water quality sensor (A1DEFI) internal circuit disconnection (3516/3)

P code	P206D
SPN/FMI	3516/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range. A1DEFI reception timeout is not occurring.
Judgment criteria	Urea water quality sensor detects the internal circuit disconnection. (Error information of urea water quality sensor received in A1DEFI message is 3 or 5, and the condition is continued for 5 seconds.)
Check points	Urea water quality sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water quality sensor internal circuit failure

The specifications of urea water quality sensor vary according to the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water quality sensor. <p>*See 3.3.16. Urea water quality sensor (A1DEFI) P.3-3-47 for details on the diagnosis method and procedure.</p>
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2.4.26. P206C: Urea water quality sensor (A1DEFI) internal circuit short circuit (3516/4)

P code	P206C
SPN/FMI	3516/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range. A1DEFI reception timeout is not occurring.
Judgment criteria	Urea water quality sensor detects internal circuit short circuit. (Error information of urea water quality sensor received in A1DEFI message is 4 or 6, and the condition is continued for 5 seconds.)
Check points	Urea water quality sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water quality sensor internal circuit failure

The specifications of urea water quality sensor vary according to the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water quality sensor. <p>*See 3.3.16. Urea water quality sensor (A1DEFI) P.3-3-47 for details on the diagnosis method and procedure.</p>
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2.4.27. P154F: Urea water quality sensor (A1DEFI) controller internal failure (3516/13)

P code	P154F
SPN/FMI	3516/13

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range. A1DEFI reception timeout is not occurring.
Judgment criteria	Urea water quality sensor detects the internal controller error. (Error information of urea water quality sensor received in A1DEFI message is 11 or 12, and the condition is continued for 5 seconds.)
Check points	Urea water quality sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water quality sensor internal circuit failure

The specifications of urea water quality sensor and controller vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water quality sensor. <p>*See 3.3.16. Urea water quality sensor (A1DEFI) P.3-3-47 for details on the diagnosis method and procedure.</p>
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2.4.28. P1551: Urea water tank temperature sensor (A1DEFI) internal circuit disconnection (3515/3)

P code	P1551
SPN/FMI	3515/3

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range. A1DEFI reception timeout is not occurring.
Judgment criteria	Urea water tank temperature sensor detects the internal circuit disconnection. (Error information of urea water quality sensor received in A1DEFI message is 3 or 5, and the condition is continued for 5 seconds.)
Check points	Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Failure of urea water tank temperature sensor internal circuit

The specifications of urea water tank temperature sensor vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water tank temperature sensor. <p>*See 3.3.17. Urea water tank temperature sensor (A1DEFI) P.3-3-48 for details on the diagnosis method and procedure.</p>
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2.4.29. P1552: Urea water tank temperature sensor (A1DEFI) internal circuit short circuit (3515/4)

P code	P1552
SPN/FMI	3515/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range. A1DEFI reception timeout is not occurring.
Judgment criteria	Urea water tank temperature sensor detects the internal circuit short circuit. (Error information of urea water quality sensor received in A1DEFI message is 4 or 6, and the condition is continued for 5 seconds.)
Check points	Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	

Presumed cause of the failure or the error condition

Failure of urea water tank temperature sensor internal circuit

The specifications of urea water tank temperature sensor vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water tank temperature sensor. <p>*See 3.3.17. Urea water tank temperature sensor (A1DEFI) P.3-3-48 for details on the diagnosis method and procedure.</p>
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2.4.30. P1550: Urea water tank temperature sensor (A1DEFI) controller internal failure (3515/13)

P code	P1550
SPN/FMI	3515/13

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range. A1DEFI reception timeout is not occurring.
Judgment criteria	Urea water tank temperature sensor detects the internal controller error. (Error information of urea water tank temperature sensor received in A1DEFI message is 11 or 12, and the condition is continued for 5 seconds.)
Check points	Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Failure of urea water tank temperature sensor internal circuit

The specifications of urea water tank temperature sensor and controller vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water tank temperature sensor. <p>*See 3.3.17. Urea water tank temperature sensor (A1DEFI) P.3-3-48 for details on the diagnosis method and procedure.</p>
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2.4.31. P1557: Urea water tank temperature sensor/urea water tank level sensor (AT1T1I) controller temperature rise error (3031/2)

P code	P1557
SPN/FMI	3031/2

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range.
Judgment criteria	Urea water tank temperature sensor detects temperature rise of the controller. (Error information of urea water quality sensor received in AT1T1I message is 2, and the condition is continued for 5 seconds.)
Check points	<ul style="list-style-type: none"> Urea water tank temperature sensor Urea water tank level sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Ambient temperature rise of urea water tank temperature sensor/Urea water tank level sensor controller

Failure of urea water quality sensor/Urea water tank temperature sensor internal circuit

Installation location and specifications of the urea water quality sensor, urea water tank temperature sensor, and controllers thereof vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.18. Urea water tank temperature sensor/Urea water tank level sensor (AT1T1I) P.3-3-49 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and stop the engine.• Make sure that there is no factors causing the temperature around the urea water tank temperature sensor and urea water tank level sensor controller to rise.• After a few moments, turn ON the key switch and check the fault indication again.
3. Wiring check	<ul style="list-style-type: none">• Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication.• If DTC is detected again, replace the urea water quality sensor or urea water tank temperature sensor. <p>*See 3.3.18. Urea water tank temperature sensor/Urea water tank level sensor (AT1T1I) P.3-3-49 for details on the diagnosis method and procedure.</p>

2.4.32. P203D: Urea water tank level sensor (AT1T1I) internal circuit disconnection (1761/3)

P code	P203D
SPN/FMI	1761/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range.
Judgment criteria	Urea water tank level sensor detects the internal circuit disconnection. (Error information of urea water tank level sensor received in AT1T1I message is 3 or 5, and the condition is continued for 5 seconds.)
Check points	Urea water tank level sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Failure of urea water tank level sensor internal circuit

The specifications of urea water tank level sensor vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water tank level sensor. <p>*See 3.3.19. Urea water tank level sensor (AT1T1I) P.3-3-51 for details on the diagnosis method and procedure.</p>
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2.4.33. P203C: Urea water tank level sensor (AT1T1I) internal circuit short circuit (1761/4)

P code	P203C
SPN/FMI	1761/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range.
Judgment criteria	Urea water tank level sensor detects the internal circuit short circuit. (Error information of urea water tank level sensor received in AT1T1I message is 4 or 6, and the condition is continued for 5 seconds.)
Check points	Urea water tank level sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Failure of urea water tank level sensor internal circuit

The specifications of urea water tank level sensor vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water tank level sensor. <p>*See 3.3.19. Urea water tank level sensor (AT1T1I) P.3-3-51 for details on the diagnosis method and procedure.</p>
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2.4.34. P155A: Urea water tank level sensor (AT1T11) controller internal failure (1761/13)

P code	P155A
SPN/FMI	1761/13

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range.
Judgment criteria	Urea water tank level sensor detects the internal controller error. (Error information of urea water tank level sensor received in AT1T11 message is 11 or 12, and the condition is continued for 5 seconds.)
Check points	Urea water tank level sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Failure of urea water tank level sensor internal circuit

The specifications of urea water tank level sensor and controller vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water tank level sensor. <p>*See 3.3.19. Urea water tank level sensor (AT1T11) P.3-3-51 for details on the diagnosis method and procedure.</p>
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2.4.35. P205D: Urea water tank temperature sensor (AT1T1I) internal circuit disconnection (3031/3)

P code	P205D
SPN/FMI	3031/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range.
Judgment criteria	Urea water tank temperature sensor detects the internal circuit disconnection. (Error information of urea water quality sensor received in AT1T1I message is 3 or 5, and the condition is continued for 5 seconds.)
Check points	Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Failure of urea water tank temperature sensor internal circuit

The specifications of urea water tank temperature sensor vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water tank temperature sensor. <p>*See 3.3.20. Urea water tank temperature sensor (AT1T1I) P.3-3-52 for details on the diagnosis method and procedure.</p>
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2.4.36. P205C: Urea water tank temperature sensor (AT1T1I) internal circuit short circuit (3031/4)

P code	P205C
SPN/FMI	3031/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). Not during the engine cranking. Battery voltage is within normal range.
Judgment criteria	Urea water tank temperature sensor detects the internal circuit short circuit. (Error information of urea water quality sensor received in AT1T1I message is 4 or 6, and the condition is continued for 5 seconds.)
Check points	Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Failure of urea water tank temperature sensor internal circuit

The specifications of urea water tank temperature sensor vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water tank temperature sensor. <p>*See 3.3.20. Urea water tank temperature sensor (AT1T1I) P.3-3-52 for details on the diagnosis method and procedure.</p>
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2.4.37. P1556: Urea water tank temperature sensor (AT1T1I) controller internal failure (3031/13)

P code	P1556
SPN/FMI	3031/13

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY) Not during the engine cranking. Battery voltage is within normal range.
Judgment criteria	Urea water tank temperature sensor detects the internal controller error. (Error information of urea water tank temperature sensor received in AT1T1I message is 11 or 12, and the condition is continued for 5 seconds.)
Check points	Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Failure of urea water tank temperature sensor internal circuit

The specifications of urea water tank temperature sensor and controller vary depending on the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and run the engine operation that satisfies the above "DTC detection criteria 1. Prerequisite", and then re-check the fault indication. If DTC is detected again, replace the urea water tank temperature sensor. <p>*See 3.3.20. Urea water tank temperature sensor (AT1T1I) P.3-3-52 for details on the diagnosis method and procedure.</p>
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2.4.38. P155B: Urea water tank level sensor detected value error (1761/15)

P code	P155B
SPN/FMI	1761/15

Purpose of DTC detection

When the difference between the deviation of urea water tank level and the consumption of urea water injected from dosing module is large, this error is detected. This enables to check the urea water tank level sensor state.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> Battery voltage is within normal range. Urea water tank level sensor is valid (Defrosting of urea water tank is completed. Elapse of 12 seconds after the key switch is turned ON). During the urea water injection (Dosing system sub-state is METERINGCONTROL). Integrated value of quantity of urea water after the refill or the last diagnosis is threshold or higher. Urea water is not refilled into urea water tank yet. No errors in the urea water tank level sensor.
Judgment criteria	Deviation in urea water tank level is too small.
Check points	Urea water tank level sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of urea water tank level sensor (sliding failure in the float of the sensor)

Failure of urea water tank level sensor internal circuit

See 3.3.21. Urea water tank level sensor P.3-3-53 for diagnosis method and corrective action.

2.4.39. P205B: Urea water tank temperature rise error (3031/0)

P code	P205B
SPN/FMI	3031/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Battery voltage is within normal range. • No errors in the urea water tank temperature sensor.
Judgment criteria	Urea water tank temperature is higher than 70 °C for one second.
Check points	<ul style="list-style-type: none"> • Urea water tank heating valve • Urea water tank • Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water tank heating valve failure

Temperature rise around the urea water tank

See 3.3.24. Urea water tank temperature sensor 3 P.3-3-63 for diagnosis method and corrective action.

2.4.40. P1539: Urea water tank temperature sensor detected value error (upper limit error) (3031/15)

P code	P1539
SPN/FMI	3031/15

Purpose of DTC detection

When the difference between the urea water tank temperature and the fresh air temperature at engine stop (cold state) is large, this error is detected. This checks the urea water tank temperature sensor state.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Elapse of 3 seconds after urea water tank level sensor is valid (Defrosting of urea water tank is completed. Elapse of 12 seconds after the key switch is turned ON) • Urea water is not refilled into urea water tank yet. • Before starting the urea water injection (Dosing system main-state is NOPRESSU-RECTL). • Intake manifold temperature, exhaust manifold temperature, coolant temperature, and intake air temperature are all 40 °C or lower. • Difference from the intake manifold temperature, exhaust manifold temperature, coolant temperature, and intake air temperature are all within ± 5 °C. • 12 seconds have elapsed after key switch ON. • Previous operating state was completely warmed up. • No errors in the urea water tank temperature sensor. • No errors in the SCR catalyst temperature sensor. • No errors in the cooling water temperature sensor. • No errors in the fresh air temperature sensor.
Judgment criteria	The urea water tank temperature is more than 35 °C higher than the fresh air temperature.
Check points	Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of urea water tank temperature sensor

Temperature rise around the urea water tank

Failure of urea water tank temperature sensor

See 3.3.23. Urea water tank temperature sensor 2 P.3-3-60 for diagnosis method and corrective action.

2.4.41. P153A: Urea water tank temperature sensor detected value error (lower limit error) (3031/17)

P code	P153A
SPN/FMI	3031/17

Purpose of DTC detection

When the difference between the urea water tank temperature and the fresh air temperature at engine stop (cold state) is large, this error is detected. This checks the urea water tank temperature sensor state.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Elapse of 3 seconds after urea water tank level sensor is valid (Defrosting of urea water tank is completed. Elapse of 12 seconds after the key switch is turned ON). • Urea water is not refilled into urea water tank yet. • Before starting the urea water injection (Dosing system main-state is NOPRESSU-RECTL). • Intake manifold temperature, exhaust manifold temperature, coolant temperature, and intake air temperature are all 40 °C or lower. • Difference from the intake manifold temperature, exhaust manifold temperature, coolant temperature, and intake air temperature are all within ± 5 °C. • 12 seconds have elapsed after key switch ON. • Previous operating state was completely warmed up (Operates for 900 seconds at water temperature 60 °C or higher). • No errors in the urea water tank temperature sensor. • No errors in the SCR catalyst temperature sensor. • No errors in the cooling water temperature sensor. • No errors in the fresh air temperature sensor.
Judgment criteria	The urea water tank temperature is more than 35 °C lower than the fresh air temperature.
Check points	Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Installation condition failure of urea water tank temperature sensor

Temperature rise around the urea water tank

Failure of urea water tank temperature sensor internal circuit

See 3.3.23. Urea water tank temperature sensor 2 P.3-3-60 for diagnosis method and corrective action.

2.4.42. P154B: Urea water tank temperature rise error (523630/2)

P code	P154B
SPN/FMI	523630/2

Purpose of DTC detection

When the tank temperature does not rise even during the defrosting of urea water tank, this error is detected. This detects the sticking to urea water tank heating valve, or the error of the cooling system circulating in urea water tank.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Elapse of 30 minutes after all of the following criteria from (a to e) are satisfied. <ul style="list-style-type: none"> a. Elapse of 60 seconds after key switch is turned ON. b. Energization ON to urea water tank heating valve. c. Urea water tank level is 20% or above. d. Cooling water temperature is higher than 50 °C. e. Urea water tank temperature is between -8 °C and -5 °C, or lower than -14 °C.
Judgment criteria	The difference between the urea water tank temperature when the prerequisite is satisfied and the urea water tank temperature when it is 60 seconds after the key switch is turned ON is 1.5 °C or smaller.
Check points	<ul style="list-style-type: none"> • Urea water tank heating valve • Cooling water hose • Urea water tank temperature sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water tank heating valve failure

Cooling water hose circulating in the urea water tank is clogged.

Failure of urea water tank temperature sensor internal circuit

See 3.3.24. Urea water tank temperature sensor 3 P.3-3-63 for diagnosis method and corrective action.

2.4.43. P1504: DCU internal temperature rise error (523581/0)

P code	P1504
SPN/FMI	523581/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. DCU internal temperature sensor voltage normal.
Judgment criteria	DCU temperature is higher than 114 °C of the threshold.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Temperature around the DCU is high.

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check the DCU temperature. <p>*See 3.3.25. DCU internal temperature sensor P.3-3-67 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and stop the engine. Make sure that there is no factors causing the temperature around the DCU to rise. After a few moments, turn ON the key switch and check the fault indication again.
3. Wiring check	<ul style="list-style-type: none"> Check the DCU temperature sensor system. <p>*See 3.3.25. DCU internal temperature sensor P.3-3-67 for details on the diagnosis method and procedure.</p>

2.4.44. P21C4: Heater relay L side VB short circuit (523592/3)

P code	P21C4
SPN/FMI	523592/3

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	VB short circuit on the low side is detected in heater relay drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Heater relay • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of heater relay low side output (*1)

Heater relay failure

- Coil short circuit of heater relay internal circuit

(*1) When this error is caused by power short circuit of low side output, "P2686: Heater relay/Urea water tank heating valve H side VB short circuit" may be detected at the same time.

If this error occurs when defrosting or heat insulating control is required at low temperature, "" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.26. Heater relay 1 P.3-3-69 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the heater relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the heater relay is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of heater relay. • Check the conduction of the wire-harness. <p>*See 3.3.26. Heater relay 1 P.3-3-69 for details on the diagnosis method and procedure.</p>

2.4.45. P21C3: Heater relay L side GND short circuit

P code	P21C3
SPN/FMI	523592/4

DTC detection criteria

Prerequisite	Energization OFF to heater relay.
Judgment criteria	GND short circuit on the low side is detected in heater relay drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Heater relay • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of heater relay low side output

Heater relay failure

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.26. Heater relay 1 P.3-3-69 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the heater relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the heater relay is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of heater relay. • Check the conduction of the wire-harness. <p>*See 3.3.26. Heater relay 1 P.3-3-69 for details on the diagnosis method and procedure.</p>

2.4.46. P21C2: Heater relay disconnection (523592/5)

P code	P21C2
SPN/FMI	523592/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Energization OFF to heater relay.
Judgment criteria	High side or low side disconnection is detected in heater relay drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Heater relay DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> When sensor error occurs, engine power is reduced immediately. The maximum fuel injection quantity is limited to 75%. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of heater relay high side output
- Disconnection of heater relay low side output

Heater relay failure

- Heater relay internal circuit disconnection

Be sure to perform the failure diagnosis for this error first, when the followings are also detected: "P20B9: Urea water hose heater (back flow) disconnection" / "P20BD: Urea water hose heater (pressure) disconnection" / "P20C1: Urea water hose heater (suction) disconnection"

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.26. Heater relay 1 P.3-3-69 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the heater relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the heater relay is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of heater relay.• Check the conduction of the wire-harness. <p>*See 3.3.26. Heater relay 1 P.3-3-69 for details on the diagnosis method and procedure.</p>

2.4.47. P1509: Heater relay power stage temperature rise error (523592/0)

P code	P1509
SPN/FMI	523592/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The element temperature of drive circuit inside the DCU is above the threshold value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Heater relay • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

Heater relay failure

DCU internal circuit failure

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.27. Heater relay 2 P.3-3-74 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the heater relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the heater relay is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of heater relay. • Check the conduction of the wire-harness. <p>*See 3.3.27. Heater relay 2 P.3-3-74 for details on the diagnosis method and procedure.</p>
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2.4.48. P2049: Dosing module H side VB short circuit/disconnection (523586/3)

P code	P2049
SPN/FMI	523586/3

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	VB short circuit or disconnection of high side or low side is detected in dosing module drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Dosing module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water does not suck back. (urea water sucking back is stopped during after-run) • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or power short circuit of dosing module high side output
- Disconnection or power short circuit of dosing module low side output

Dosing module failure

- Dosing module internal circuit disconnection

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the dosing module for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the dosing module wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of dosing module.• Check the conduction of the wire-harness. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>

2.4.49. P2047: Dosing module H side GND short circuit (523586/5)

P code	P2047
SPN/FMI	523586/5

DTC detection criteria

Prerequisite	Enegization ON to dosing module.
Judgment criteria	GND short circuit on the high side is detected in dosing module drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Dosing module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water does not suck back. (urea water sucking back is stopped during after-run) • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Dosing module high side output GND short circuit

Dosing module failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the dosing module for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the dosing module wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of dosing module. • Check the conduction of the wire-harness. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
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2.4.50. P151B: Dosing module H side - L side short circuit (Applicable to 4TNV94FHT, 4TN101 Stage V) (523585/3)

P code	P151B
SPN/FMI	523585/3

DTC detection criteria

Prerequisite	Engization ON to dosing module.
Judgment criteria	Short circuit on the high side and low side is detected in dosing module drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Dosing module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water does not suck back. (urea water sucking back is stopped during after-run) • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of dosing module low side output

Dosing module failure

- Coil short circuit of dosing module internal circuit

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the dosing module for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the dosing module wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of dosing module. • Check the conduction of the wire-harness. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>

2.4.51. P151B: Dosing module L side VB short circuit (Applicable to 4TN107FHT, 4TN107FTT) (523585/3)

P code	P151B
SPN/FMI	523585/3

DTC detection criteria

Prerequisite	Eneigization ON to dosing module.
Judgment criteria	VB short circuit on the low side is detected in dosing module drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Dosing module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water does not suck back. (urea water sucking back is stopped during after-run) • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of dosing module low side output

Dosing module failure

- Coil short circuit of dosing module internal circuit

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the dosing module for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the dosing module wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of dosing module. • Check the conduction of the wire-harness. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>

2.4.52. P2048: Dosing module L side GND short circuit (523586/4)

P code	P2048
SPN/FMI	523586/4

DTC detection criteria

Prerequisite	Engignization ON to dosing module.
Judgment criteria	VB short circuit on the low side is detected in dosing module drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Dosing module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to . • The urea water injection stops and the urea water does not suck back. (urea water sucking back is stopped during after-run) • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of dosing module low side output

Dosing module failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the dosing module for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the dosing module wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of dosing module. • Check the conduction of the wire-harness. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>

2.4.53. P1771: Dosing module disconnection (523586/5)

P code	P1771
SPN/FMI	523586/5

DTC detection criteria

Prerequisite	Enegization ON to dosing module.
Judgment criteria	Disconnection of high side or low side is detected in dosing module drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Dosing module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water does not suck back. (urea water sucking back is stopped during after-run) • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of dosing module high side output or low side output

Dosing module failure

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
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1. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the dosing module for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the dosing module wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of dosing module. • Check the conduction of the wire-harness. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
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2.4.54. P1770: Dosing module VB short circuit (523586/3)

P code	P1770
SPN/FMI	523586/3

DTC detection criteria

Prerequisite	Eneignition ON to dosing module.
Judgment criteria	VB short circuit on the high side or low side is detected in dosing module drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Dosing module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water does not suck back. (urea water sucking back is stopped during after-run) • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of dosing module high side or low side output

Dosing module failure

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the dosing module for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the dosing module wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of dosing module. • Check the conduction of the wire-harness. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>

2.4.55. P1772: Dosing module GND short circuit (523586/4)

P code	P1772
SPN/FMI	523586/4

DTC detection criteria

Prerequisite	Engignization ON to dosing module.
Judgment criteria	GND short circuit is detected in dosing module drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Dosing module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water does not suck back. (urea water sucking back is stopped during after-run) • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of dosing module

Dosing module failure

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the dosing module for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the dosing module wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of dosing module. • Check the conduction of the wire-harness. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
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2.4.56. P1505: Dosing module power stage temperature rise error (523584/0)

P code	P1505
SPN/FMI	523584/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The element temperature of drive circuit inside the DCU is above the threshold value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Dosing module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

- Poor connection of coupler
- Wiring failure of the wire-harness
- Dosing module failure
- DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the dosing module for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the dosing module wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of dosing module. • Check the conduction of the wire-harness. <p>*See 3.3.28. Dosing module 1 P.3-3-79 for details on the diagnosis method and procedure.</p>

2.4.57. P208E: Dosing module valve sticking (523588/7)

P code	P208E
SPN/FMI	523588/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. During the urea water injection (Dosing system sub-state is METERINGCONTROL). 350 kPa ≤ Supply module pressure ≤ 1500 kPa.
Judgment criteria	Dosing module sticking is detected for 50 seconds.
Check points	<ul style="list-style-type: none"> Dosing module DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Dosing module sticking

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. <p>*See 3.3.29. Dosing module 2 P.3-3-83 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. Check the pin of the dosing module for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. Make sure that the dosing module wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> Check the conduction of the wire-harness. Perform the failure diagnosis on the dosing module. <p>*See 3.3.29. Dosing module 2 P.3-3-83 for details on the diagnosis method and procedure.</p>

2.4.58. P208D: Supply module (pump motor) PWM signal wire VB short circuit (4375/3)

P code	P208D
SPN/FMI	4375/3

DTC detection criteria

Prerequisite	When supply module (pump motor) shows the drive instruction.
Judgment criteria	PWM signal wire VB short circuit is detected in supply module (pump motor) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water suck back stops. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of supply module (pump motor) PWM signal wire

Supply module failure

- Power short circuit of supply module internal circuit
- Urea water leakage inside supply module

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.30. Supply module 1 P.3-3-87 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.30. Supply module 1 P.3-3-87 for details on the diagnosis method and procedure.</p>

2.4.59. P208C: Supply module (pump motor) PWM signal wire GND short circuit (4375/4)

P code	P208C
SPN/FMI	4375/4

DTC detection criteria

Prerequisite	Not during the temperature measurement of supply module.
Judgment criteria	PWM signal wire GND short circuit is detected for 8 seconds in supply module (pump motor) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water suck back stops. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Supply module (pump motor) PWM signal wire GND short circuit

Supply module failure

- Supply module internal circuit GND short circuit
- Urea water leakage inside supply module

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.30. Supply module 1 P.3-3-87 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.30. Supply module 1 P.3-3-87 for details on the diagnosis method and procedure.</p>

2.4.60. P208A: Supply module (pump motor) PWM signal wire disconnection (4375/5)

P code	P208A
SPN/FMI	4375/5

DTC detection criteria

Prerequisite	All of the followings are satisfied <ul style="list-style-type: none"> • Battery voltage is within normal range. • Not during the temperature measurement of supply module.
Judgment criteria	PWM signal wire, high side or low side disconnection is detected in supply module (pump motor) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water suck back stops. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Supply module (pump motor) PWM signal wire disconnection
- Disconnection in supply module (pump motor) power supply wire
- Supply module (pump motor) GND wire disconnection

Supply module failure

- Supply module internal circuit disconnection

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.30. Supply module 1 P.3-3-87 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
2. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.30. Supply module 1 P.3-3-87 for details on the diagnosis method and procedure.</p>

2.4.61. P150D: Supply module (pump motor) power stage temperature rise error (4375/0)

P code	P150D
SPN/FMI	4375/0

DTC detection criteria

Prerequisite	When supply module (pump motor) shows the drive instruction.
Judgment criteria	The element temperature of drive circuit inside the DCU is above the threshold value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water suck back stops. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

- Poor connection of coupler
- Wiring failure of the wire-harness
- Supply module failure
- DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.31. Supply module 2 P.3-3-91 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the wire-harness. • Check the DCU output voltage. • Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.31. Supply module 2 P.3-3-91 for details on the diagnosis method and procedure.</p>

2.4.62. P151F: Supply module (pump motor) pump motor drive error 1 (4375/10)

P code	P151F
SPN/FMI	4375/10

DTC detection criteria

Prerequisite	When supply module (pump motor) shows the drive instruction.
Judgment criteria	When pump motor re-drive fails consecutively 5 times after pump motor speed biasing error is detected.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Supply module failure

- Deviation of motor speed due to supply module (pump motor) failure
- Supply module internal circuit failure

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.31. Supply module 2 P.3-3-91 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the wire-harness. • Check the DCU output voltage. • Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.31. Supply module 2 P.3-3-91 for details on the diagnosis method and procedure.</p>
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2.4.63. P208B: Supply module (pump motor) pump motor drive error 2 (4375/7)

P code	P208B
SPN/FMI	4375/7

DTC detection criteria

Prerequisite	When temperature measurement of supply module is completed.
Judgment criteria	When completion signal of temperature measurement is not received from supply module.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water suck back stops. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or GND short circuit of supply module (pump motor) PWM signal wire (*1)
- Disconnection or GND short circuit of supply module (pump motor) power supply wire (*1) (*2)
- Supply module (pump motor) GND wire disconnection (*1)

Supply module failure

- Disconnection or GND short circuit of supply module internal circuit
- Urea water leakage inside supply module

(*1) When this error is caused by PWM signal wire disconnection or GND short circuit, power supply wire disconnection, or GND wire disconnection, the followings may be detected at the same time: "P20AD: Not starting to measure temperature of supply module (pump motor)", or "P152F: Supply module temperature information PWM cycle error".

(*2) When this error is caused by power supply wire GND short circuit, "" may be detected at the same time.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.31. Supply module 2 P.3-3-91 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
2. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.31. Supply module 2 P.3-3-91 for details on the diagnosis method and procedure.</p>

2.4.64. P20AD: Not starting to measure temperature of supply module (pump motor) (523618/7)

P code	P20AD
SPN/FMI	523618/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> When temperature measurement of supply module is started. Battery voltage is within normal range.
Judgment criteria	When supply module does not respond to the start signal of temperature measurement.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Supply module DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection, power short circuit, or GND short circuit of supply module (pump motor) PWM signal wire (*1) (*2)
- Supply module (pump motor) power supply wire disconnection (*1)
- Supply module (pump motor) GND wire disconnection (*1)

Supply module failure

- Disconnection, power short circuit, or GND short circuit of supply module internal circuit
- Urea water leakage inside supply module

(*1) When this error is caused by PWM signal wire disconnection or GND disconnection, power supply wire disconnection, or GND wire disconnection, the followings may be detected at the same time: “”, or “”.

(*2)When this error is caused by power short circuit of PWM signal wire, “” may be detected at the same time.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.30. Supply module 1 P.3-3-87 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.30. Supply module 1 P.3-3-87 for details on the diagnosis method and procedure.</p>

2.4.65. P152F: Supply module temperature information PWM cycle error (523614/8)

P code	P152F
SPN/FMI	523614/8

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. While measuring the temperature of supply module. Battery voltage is within normal range.
Judgment criteria	When PWM signal cycle of temperature signal received from supply module exceeds a specified range.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Supply module DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection, power short circuit, or GND short circuit of supply module (pump motor) PWM signal wire (*1) (*2)
- Supply module (pump motor) power supply wire disconnection (*1)
- Supply module (pump motor) GND wire disconnection (*1)

Supply module failure

- Disconnection, power short circuit, or GND short circuit of supply module internal circuit
- Supply module internal circuit failure
- Urea water leakage inside supply module

(*1) When this error is caused by PWM signal wire disconnection or GND disconnection, power supply wire disconnection, or GND wire disconnection, the followings may be detected at the same time: "P208B: Supply module(pump motor) pump motor drive error 2", or "P20AD: Not starting to measure temperature of supply module (pump motor)".

(*2) When this error is caused by PWM signal wire power short circuit, "P20AD: Not starting to measure temperature of supply module (pump motor)" may be detected at the same time.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.32. Supply module 3 P.3-3-96 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.32. Supply module 3 P.3-3-96 for details on the diagnosis method and procedure.</p>

2.4.66. P152E: Supply module temperature information PWM signal error (523615/8)

P code	P152E
SPN/FMI	523615/8

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> While measuring the temperature of supply module. Battery voltage is within normal range.
Judgment criteria	When the PWM communication of the temperature signal received from the supply module becomes abnormal.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Supply module DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Intermittent disconnection of supply module PWM signal wire

Supply module failure

- Supply module internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. <p>*See 3.3.32. Supply module 3 P.3-3-96 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> Check the conduction of the wire-harness. Check the DCU output voltage. Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.32. Supply module 3 P.3-3-96 for details on the diagnosis method and procedure.</p>
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2.4.67. P1530: Supply module (supply module temperature sensor) fault value for temperature information duty value received (523616/2)

P code	P1530
SPN/FMI	523616/2

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • While measuring the temperature of supply module. • Battery voltage is within normal range.
Judgment criteria	When supply module temperature received from supply module becomes an invalid value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Intermittent disconnection of supply module PWM signal wire

Supply module failure

- Supply module internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.33. Supply module 4 P.3-3-100 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the wire-harness. • Check the DCU output voltage. • Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.33. Supply module 4 P.3-3-100 for details on the diagnosis method and procedure.</p>
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2.4.68. P1531: Supply module (supply module temperature sensor) invalid value for temperature information duty value received (523617/2)

P code	P1531
SPN/FMI	523617/2

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> While measuring the temperature of supply module. Battery voltage is within normal range.
Judgment criteria	When supply module temperature received from supply module becomes an invalid value.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Supply module DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Intermittent disconnection of supply module PWM signal wire

Supply module failure

- Supply module internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. <p>*See 3.3.33. Supply module 4 P.3-3-100 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> Check the conduction of the wire-harness. Check the DCU output voltage. Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.33. Supply module 4 P.3-3-100 for details on the diagnosis method and procedure.</p>
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2.4.69. P152B: Supply module (supply module temperature sensor) detected value error (523611/1)

P code	P152B
SPN/FMI	523611/1

Purpose of DTC detection

Two temperature sensors are built-in to the supply module (supply module temperature sensor and supply module heater temperature sensor). Although the supply module heater is energized, when the supply module temperature does not rise, this error is detected. This detects the error from the supply module temperature sensor.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Energization ON to the supply module heater (Defrosting supply module or checking heater). • Cooling water temperature is 55 °C or higher. • Supply module temperature is lower than 60 °C when the key switch is turned ON. • Supply module heater temperature is lower than 60 °C when the key switch is turned ON. • No errors in the supply module heater. • No errors in the supply module temperature sensor. • No errors in the supply module heater temperature sensor. • Not starting to measure temperature of supply module (pump motor) is not occurring . • Supply module temperature information PWM cycle error is not occurring. • Supply module temperature information PWM signal error is not occurring. • No errors in the cooling water temperature sensor.
Judgment criteria	Supply module temperature rises not more than 3 °C in 500 seconds, and supply module heater temperature rises 3 °C or more in 500 seconds.
Check points	<ul style="list-style-type: none"> • Supply module • DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Supply module (supply module temperature sensor) failure

Supply module (supply module heater) failure

See 3.3.34. Supply module 5 P.3-3-105 for diagnosis method and corrective action.

2.4.70. P1544: Supply module (supply module temperature sensor) detected value error (at cold start check) (523611/10)

P code	P1544
SPN/FMI	523611/10

Purpose of DTC detection

Two temperature sensors are built-in to the supply module (supply module temperature sensor and supply module heater temperature sensor). When the difference between the supply module temperature and the fresh air temperature at engine stop (cold state) is large, this error is detected. This detects the error from the supply module temperature sensor.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Eneigization OFF to supply module heater. • Intake manifold temperature, exhaust manifold temperature, coolant temperature, and intake air temperature are all 40 °C or lower. • Difference from the intake manifold temperature, exhaust manifold temperature, coolant temperature, and intake air temperature are all within ± 5 °. • 12 seconds have elapsed after key switch ON. • Previous operating state was completely warmed up (Operates for 900 seconds at water temperature 60 °C or higher). • No errors in the supply module temperature sensor. • No errors in the supply module heater temperature sensor. • Supply module (supply module heater) H side GND short circuit is not occurring. • Not starting to measure temperature of supply module (pump motor) is not occurring. • Supply module temperature information PWM cycle error is not occurring. • Supply module temperature information PWM signal error is not occurring. • No errors in the SCR catalyst temperature sensor. • No errors in the cooling water temperature sensor. • No errors in the fresh air temperature sensor.
Judgment criteria	The difference between the supply module heater temperature when the key switch is turned ON and the fresh air temperature is out of ± 15 °C.
Check points	<ul style="list-style-type: none"> • Supply module • DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Supply module (supply module temperature sensor) failure

Supply module (supply module heater) failure

See 3.3.35. Supply module 6 P.3-3-109 for diagnosis method and corrective action.

2.4.71. P20A3: Supply module (reverting valve) L side VB short circuit (523600/3)

P code	P20A3
SPN/FMI	523600/3

DTC detection criteria

Prerequisite	Engization ON to reverting valve.
Judgment criteria	Low side VB short circuit is detected in the reverting valve drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water suck back stops. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of reverting valve low side output

Supply module failure

- Power short circuit of supply module internal circuit
- Urea water leakage inside supply module

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.36. Supply module (reverting valve) 1 P.3-3-112 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (reverting valve) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (reverting valve) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of supply module (reverting valve).• Check the conduction of the wire-harness. <p>*See 3.3.36. Supply module (reverting valve) 1 P.3-3-112 for details on the diagnosis method and procedure.</p>

2.4.72. P20A2: Supply module (reverting valve) L side GND short circuit (523600/4)

P code	P20A2
SPN/FMI	523600/4

DTC detection criteria

Prerequisite	Enegization OFF to reverting valve.
Judgment criteria	GND short circuit on the low side is detected in the reverting valve drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of reverting valve low side output

Supply module failure

- Supply module internal circuit GND short circuit
- Urea water leakage inside supply module

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.36. Supply module (reverting valve) 1 P.3-3-112 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (reverting valve) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (reverting valve) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of supply module (reverting valve).• Check the conduction of the wire-harness. <p>*See 3.3.36. Supply module (reverting valve) 1 P.3-3-112 for details on the diagnosis method and procedure.</p>

2.4.73. P20A0: Supply module (reverting valve) disconnection (523600/5)

P code	P20A0
SPN/FMI	523600/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Eneqization OFF to reverting valve.
Judgment criteria	Disconnection on the high side or low side is detected in the reverting valve drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Supply module DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> When sensor error occurs, engine power is reduced immediately. The maximum fuel injection quantity is limited to 75%. The suck-back of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of reverting valve high side output
- Disconnection of reverting valve low side output

Supply module failure

- Supply module internal circuit disconnection

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. <p>*See 3.3.37. Supply module (reverting valve) 2 P.3-3-116 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. Check the pin of the supply module (reverting valve) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. Make sure that the supply module (reverting valve) wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> Check the resistance value of supply module (reverting valve). Check the conduction of the wire-harness. <p>*See 3.3.37. Supply module (reverting valve) 2 P.3-3-116 for details on the diagnosis method and procedure.</p>
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2.4.74. P150E: Supply module (reverting valve) power stage temperature rise error (523599/0)

P code	P150E
SPN/FMI	523599/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The element temperature of drive circuit inside the DCU is above the threshold value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • The suck-back of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

- Poor connection of coupler
- Wiring failure of the wire-harness
- Supply module failure
- DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.37. Supply module (reverting valve) 2 P.3-3-116 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the supply module (reverting valve) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the supply module (reverting valve) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of supply module (reverting valve). • Check the conduction of the wire-harness. <p>*See 3.3.37. Supply module (reverting valve) 2 P.3-3-116 for details on the diagnosis method and procedure.</p>

2.4.75. P26E9: Supply module (supply module heater) H side VB short circuit (523556/3)

P code	P26E9
SPN/FMI	523556/3

DTC detection criteria

Prerequisite	During the DCU after-run.
Judgment criteria	VB short circuit on the high side is detected in supply module heater drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of supply module heater high side output
- Power short circuit of supply module heater low side output

Supply module failure

- Power short circuit of supply module internal circuit
- Urea water leakage inside supply module

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.38. Supply module (supply module heater) 1 P.3-3-121 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the supply module (supply module heater) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the supply module (supply module heater) wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of supply module (supply module heater). • Check the conduction of the wire-harness. <p>*See 3.3.38. Supply module (supply module heater) 1 P.3-3-121 for details on the diagnosis method and procedure.</p>
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2.4.76. P26E8: Supply module (supply module heater) H side GND short circuit (523556/4)

P code	P26E8
SPN/FMI	523556/4

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	GND short circuit on the high side is detected in supply module heater drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of supply module heater high side output (*1)

Supply module failure

- Supply module internal circuit GND short circuit
- Heater short circuit of supply module internal circuit
- Urea water leakage inside supply module

(*1) When this error occurs by GND short circuit of high side output during the defrosting control of supply module, there is a case that "" may be detected.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.39. Supply module (supply module heater) 2 P.3-3-126 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (supply module heater) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (supply module heater) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of supply module (supply module heater).• Check the conduction of the wire-harness. <p>*See 3.3.39. Supply module (supply module heater) 2 P.3-3-126 for details on the diagnosis method and procedure.</p>

2.4.77. P20C8: Supply module (supply module heater) L side VB short circuit (523593/3)

P code	P20C8
SPN/FMI	523593/3

DTC detection criteria

Prerequisite	Eneigization ON to supply module heater.
Judgment criteria	VB short circuit of the low side is detected in supply module heater drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of supply module heater low side output (*1)

Supply module failure

- Power short circuit of supply module internal circuit
- Urea water leakage inside supply module

(*1) When this error occurs by power short circuit of low side output during the defrosting control of supply module, there is a case that "P208B: Supply module (pump motor) pump motor drive error 2" may be detected.

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506:SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.39. Supply module (supply module heater) 2 P.3-3-126 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (supply module heater) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (supply module heater) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of supply module (supply module heater).• Check the conduction of the wire-harness. <p>*See 3.3.39. Supply module (supply module heater) 2 P.3-3-126 for details on the diagnosis method and procedure.</p>

2.4.78. P1773: Supply module (supply module heater) L side GND short circuit (523556/4)

P code	P1773
SPN/FMI	523556/4

DTC detection criteria

Prerequisite	Engization ON to supply module heater.
Judgment criteria	GND short circuit on the low side is detected in supply module heater drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of supply module heater low side output

Supply module failure

- Supply module internal circuit GND short circuit
- Heater short circuit of supply module internal circuit
- Urea water leakage inside supply module

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.39. Supply module (supply module heater) 2 P.3-3-126 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (supply module heater) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (supply module heater) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of supply module (supply module heater).• Check the conduction of the wire-harness. <p>*See 3.3.39. Supply module (supply module heater) 2 P.3-3-126 for details on the diagnosis method and procedure.</p>

2.4.79. P20C5: Supply module (supply module heater) disconnection (523556/5)

P code	P20C5
SPN/FMI	523556/5

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Disconnection of the high side or low side is detected in supply module heater drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of supply module heater high side output (*1)
- Disconnection or GND short circuit of supply module heater low side output (*1)

Supply module failure

- Disconnection or GND short circuit of supply module internal circuit
- Urea water leakage inside supply module

(*1) When this error occurs by high side output disconnection, low side output disconnection or GND short circuit during the defrosting control of supply module, there is a case that "P208B: Supply module (pump motor) pump motor drive error 2" may be detected.

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.39. Supply module (supply module heater) 2 P.3-3-126 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (supply module heater) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the supply module (supply module heater) wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of supply module (supply module heater).• Check the conduction of the wire-harness. <p>*See 3.3.39. Supply module (supply module heater) 2 P.3-3-126 for details on the diagnosis method and procedure.</p>

2.4.80. P150B: Supply module (supply module heater) power stage temperature rise error (523610/0)

P code	P150B
SPN/FMI	523610/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The element temperature of drive circuit inside the DCU is above the threshold value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

Supply module failure

DCU internal circuit failure

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.38. Supply module (supply module heater) 1 P.3-3-121 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the supply module (supply module heater) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the supply module (supply module heater) wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of supply module (supply module heater). • Check the conduction of the wire-harness. <p>*See 3.3.38. Supply module (supply module heater) 1 P.3-3-121 for details on the diagnosis method and procedure.</p>
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2.4.81. P20B6: Supply module (supply module heater) detected value error (523556/10)

P code	P20B6
SPN/FMI	523556/10

Purpose of DTC detection

Two temperature sensors are built-in to the supply module (supply module temperature sensor and supply module heater temperature sensor). Although the supply module heater is energized, when both the supply module temperature and the supply module heater temperature do not rise, this error is detected. This detects the error from the supply module heater.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> Battery voltage is within normal range. Energization ON to the supply module heater (Defrosting supply module or checking heater). Cooling water temperature is 55 °C or higher. Supply module temperature is lower than 60 °C when the key switch is turned ON. Supply module heater temperature is lower than 60 °C when the key switch is turned ON. No error related to the supply module has occurred. No errors in the cooling water temperature sensor.
Judgment criteria	Supply module temperature rises not more than 3 °C in 500 seconds, and supply module heater temperature rises not more than 3 °C in 500 seconds.
Check points	<ul style="list-style-type: none"> Supply module DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Supply module failure

See 3.3.34. Supply module 5 P.3-3-105 for diagnosis method and corrective action.

2.4.82. P152C: Supply module (supply module heater temperature sensor) fault value for temperature information duty value received (523612/2)

P code	P152C
SPN/FMI	523612/2

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> While measuring the temperature of supply module. Battery voltage is within normal range.
Judgment criteria	When supply module heater temperature received from supply module becomes an invalid value.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Supply module DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Intermittent disconnection of supply module PWM signal wire

Supply module failure

- Supply module internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. <p>*See 3.3.33. Supply module 4 P.3-3-100 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> Check the conduction of the wire-harness. Check the DCU output voltage. Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.33. Supply module 4 P.3-3-100 for details on the diagnosis method and procedure.</p>
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2.4.83. P152D: Supply module (supply module heater temperature sensor) invalid value for temperature information duty value received (523613/2)

P code	P152D
SPN/FMI	523613/2

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> While measuring the temperature of supply module. Battery voltage is within normal range.
Judgment criteria	When supply module heater temperature received from supply module becomes an invalid value.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Supply module DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Intermittent disconnection of supply module PWM signal wire

Supply module failure

- Supply module internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. <p>*See 3.3.33. Supply module 4 P.3-3-100 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. Check the pin of the supply module (pump motor) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. Make sure that the supply module (pump motor) wiring is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> Check the conduction of the wire-harness. Check the DCU output voltage. Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.33. Supply module 4 P.3-3-100 for details on the diagnosis method and procedure.</p>
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2.4.84. P152A: Supply module (supply module heater temperature sensor) detected value error (523610/1)

P code	P152A
SPN/FMI	523610/1

Purpose of DTC detection

Two temperature sensors are built-in to the supply module (supply module temperature sensor and supply module heater temperature sensor). Although the supply module heater is energized, when the supply module temperature does not rise, this error is detected. This detects the error from the supply module heater temperature sensor.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied</p> <ul style="list-style-type: none"> Battery voltage is within normal range. Energization ON to the supply module heater (Defrosting supply module or checking heater). Cooling water temperature is 55 °C or higher. Supply module temperature is lower than 60 °C when the key switch is turned ON. Supply module heater temperature is lower than 60 °C when the key switch is turned ON. No error related to the supply module has occurred. No errors in the cooling water temperature sensor.
Judgment criteria	Supply module temperature rises 3 °C or more in 500 seconds, and supply module heater temperature rises not more than 3 °C in 500 seconds.
Check points	<ul style="list-style-type: none"> Supply module DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Supply module (supply module heater temperature sensor) failure

Supply module (supply module heater) failure

See 3.3.34. Supply module 5 P.3-3-105 for diagnosis method and corrective action.

2.4.85. P1543: Supply module (supply module heater temperature sensor) detected value error (at cold start check) (523610/10)

P code	P1543
SPN/FMI	523610/10

Purpose of DTC detection

Two temperature sensors are built-in to the supply module (supply module temperature sensor and supply module heater temperature sensor). When the difference between the supply module heater temperature and the fresh air temperature at engine stop (cold state) is large, this error is detected. This detects the error from the supply module heater temperature sensor.

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Battery voltage is within normal range. • Enegezation OFF to supply module heater. • Intake manifold temperature, exhaust manifold temperature, coolant temperature, and intake air temperature are all 40 °C or lower. • Difference from the intake manifold temperature, exhaust manifold temperature, coolant temperature, and intake air temperature are all within ± 5 °C. • 12 seconds have elapsed after key switch ON. • Previous operating state was completely warmed up (Operates for 900 seconds at water temperature 60 °C or higher). • No errors in the supply module temperature sensor. • No errors in the supply module heater temperature sensor. • Supply module (supply module heater) H side GND short circuit is not occurring. • Not starting to measure temperature of supply module (pump motor) is not occurring. • Supply module temperature information PWM cycle error is not occurring. • Supply module temperature information PWM signal error is not occurring. • No errors in the SCR catalyst temperature sensor. • No errors in the cooling water temperature sensor. • No errors in the fresh air temperature sensor.
Judgment criteria	The difference between the supply module heater temperature and the fresh air temperature when the key switch is turned ON is out of 15 °C.
Check points	<ul style="list-style-type: none"> • Supply module • DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Supply module (supply module heater temperature sensor) failure

Supply module (supply module heater) failure

See 3.3.35. Supply module 6 P.3-3-109 for diagnosis method and corrective action.

2.4.86. P2671: Supply module (reverting valve) H side VB short circuit (523554/3)

P code	P2671
SPN/FMI	523554/3

DTC detection criteria

Prerequisite	During the DCU after-run.
Judgment criteria	VB short circuit of high side is detected in the pump motor drive circuit and reverting valve drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of pump motor and reverting valve high side output

Supply module failure

- Power short circuit of supply module internal circuit
- Urea water leakage inside supply module

Supply module high side and reverting valve high side are connected inside the DCU. When this error occurs, check both supply module and reverting valve.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.40. Supply module (reverting valve) P.3-3-131 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (pump motor) or supply module (reverting valve) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the wiring of supply module (pump motor) or supply module (reverting valve) is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of supply module (reverting valve).• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.40. Supply module (reverting valve) P.3-3-131 for details on the diagnosis method and procedure.</p>

2.4.87. P2670: Supply module (reverting valve) H side GND short circuit (523554/4)

P code	P2670
SPN/FMI	523554/4

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	GND short circuit of high side is detected in the pump motor drive circuit and reverting valve drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Supply module • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water suck back stops. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of reverting valve high side output (*1)

Supply module failure

- Supply module internal circuit GND short circuit
- Urea water leakage inside supply module

(*1) When this error is caused by GND short circuit of high side output during supply module temperature measurement, there is a case that "P208B: Supply module (pump motor) pump motor drive error 2" may be detected.

Supply module high side and reverting valve high side are connected inside the DCU. When this error occurs, check both supply module and reverting valve.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.40. Supply module (reverting valve) P.3-3-131 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the supply module (pump motor) or supply module (reverting valve) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the wiring of supply module (pump motor) or supply module (reverting valve) is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of supply module (reverting valve).• Check the conduction of the wire-harness.• Check the DCU output voltage.• Check the output voltage of supply module (pump motor) PWM signal wire. <p>*See 3.3.40. Supply module (reverting valve) P.3-3-131 for details on the diagnosis method and procedure.</p>

2.4.88. P2686: Heater relay/Urea water tank heating valve H side VB short circuit (523555/3)

P code	P2686
SPN/FMI	523555/3

DTC detection criteria

Prerequisite	During the DCU after-run.
Judgment criteria	VB short circuit is detected on the high side is detected in the heater relay drive circuit or urea water tank heating valve drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water tank heating valve • Heater relay • DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of heater relay high side output
- Power short circuit of heater relay low side output (*1)
- Power short circuit of urea water tank heating valve high side output
- Power short circuit of urea water tank heating valve low side output

Supply module failure

(*1) When this error is caused by power short circuit of low side output, "P21C4: Heater relay L side VB short circuit" may be detected at the same time.

Heater relay high side and urea water tank heating valve high side are connected inside the DCU. When this error occurs, check both heater relay and urea water tank heating valve.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.41. Heater relay/urea water tank heating valve P.3-3-138 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water tank heating valve or heater relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the wiring of urea water tank heating valve or heater relay is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water tank heating valve.• Check the resistance value of heater relay.• Check the conduction of the wire-harness. <p>*See 3.3.41. Heater relay/urea water tank heating valve P.3-3-138 for details on the diagnosis method and procedure.</p>

2.4.89. P2685: Heater relay/Urea water tank heating valve H side GND short circuit (523555/4)

P code	P2685
SPN/FMI	523555/4

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	GND short circuit is detected on the high side is detected in the heater relay drive circuit or urea water tank heating valve drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water tank heating valve • Heater relay • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of heater relay high side output
- GND short circuit of urea water tank heating valve high side output

Supply module failure

- If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.
- Heater relay high side and urea water tank heating valve high side are connected inside the DCU. When this error occurs, check both heater relay and urea water tank heating valve.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.41. Heater relay/urea water tank heating valve P.3-3-138 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water tank heating valve or heater relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the wiring of urea water tank heating valve or heater relay is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water tank heating valve.• Check the resistance value of heater relay.• Check the conduction of the wire-harness. <p>*See 3.3.41. Heater relay/urea water tank heating valve P.3-3-138 for details on the diagnosis method and procedure.</p>

2.4.90. P1510: Urea water hose heater (back flow, pressure, suction) H side VB short circuit/L side VB short circuit (523557/3)

P code	P1510
SPN/FMI	523557/3

DTC detection criteria

Prerequisite	During the DCU after-run.
Judgment criteria	VB short circuit on the high side or low side is detected in the urea water hose heater (backflow, pressure, suction) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (backflow) • Urea water hose heater (pressure) • Urea water hose heater (suction) • Heater relay • Urea water tank heating valve • DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of urea water hose heater (back flow, pressure, suction) high side output
- Power short circuit of urea water hose heater (back flow, pressure, suction) low side output
- Power short circuit of heater relay high side output
- Power short circuit of urea water tank heating valve high side output
- Power short circuit of urea water tank heating valve low side output

Supply module failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the urea water hose heater (back flow, pressure, suction) or heater relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the urea water hose heater (back flow, pressure, suction) or heater relay is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of urea water hose heater (back flow). • Check the resistance value of urea water hose heater (pressure). • Check the resistance value of urea water hose heater (suction). • Check the resistance value of heater relay. • Check the conduction of the wire-harness. <p>*See 3.2.74. DCU system error P.3-2-241 for details on the diagnosis method and procedure.</p>
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2.4.91. P20BC: Urea water hose heater (back flow) L side VB short circuit (4343/3)

P code	P20BC
SPN/FMI	4343/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization ON to urea water hose heater (back flow).
Judgment criteria	VB short circuit on the low side is detected in urea water hose heater (back flow) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (backflow) • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of urea water hose heater (back flow) low side output (*1)

Urea water hose heater (back flow) failure

- Coil short circuit of urea water hose heater (back flow) internal circuit

(*1) When this error is caused by power short circuit of low side output, "P1510: Urea water hose heater (back flow, pressure, suction) H side VB short circuit/L side VB short circuit" may be detected at the same time.

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.43. Urea water hose heater (back flow) P.3-3-149 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water hose heater (back flow) for deformation or cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the urea water hose heater (back flow) is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water hose heater (back flow).• Check the conduction of the wire-harness. <p>*See 3.3.43. Urea water hose heater (back flow) P.3-3-149 for details on the diagnosis method and procedure.</p>

2.4.92. P1775: Urea water hose heater (back flow) L side GND short circuit (4343/4)

P code	P1775
SPN/FMI	4343/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization ON to urea water hose heater (back flow).
Judgment criteria	GND short circuit on the low side is detected in urea water hose heater (back flow) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (backflow) • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of urea water hose heater (back flow) low side output

Urea water hose heater (back flow) failure

- Disconnection of coil

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.43. Urea water hose heater (back flow) P.3-3-149 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water hose heater (back flow) for deformation or cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the urea water hose heater (back flow) is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water hose heater (back flow).• Check the conduction of the wire-harness. <p>*See 3.3.43. Urea water hose heater (back flow) P.3-3-149 for details on the diagnosis method and procedure.</p>

2.4.93. P20B9: Urea water hose heater (back flow) disconnection (4343/5)

P code	P20B9
SPN/FMI	4343/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization OFF to urea water hose heater (back flow)
Judgment criteria	Disconnection on the high side or low side is detected in urea water hose heater (back flow) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (backflow) • Heater relay • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of urea water hose heater (back flow) high side output
- Disconnection or GND short circuit of urea water hose heater (back flow) low side output
- Disconnection of heater relay high side output
- Disconnection of heater relay low side output

Urea water hose heater (back flow) failure

- Disconnection of urea water hose heater (back flow) internal circuit

Heater relay failure

- Heater relay internal circuit disconnection
- Be sure to perform the failure diagnosis for "P21C2: Heater relay disconnection" first when this error is detected at the same time because the error may be caused due to heater relay open circuit caused by "P21C2: Heater relay disconnection".
- If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.43. Urea water hose heater (back flow) P.3-3-149 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water hose heater (back flow) or heater relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the urea water hose heater (back flow) or heater relay is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water hose heater (back flow).• Check the resistance value of heater relay.• Check the conduction of the wire-harness. <p>*See 3.3.43. Urea water hose heater (back flow) P.3-3-149 for details on the diagnosis method and procedure.</p>

2.4.94. P1507: Urea water hose heater (back flow) power stage temperature rise error (4343/0)

P code	P1507
SPN/FMI	4343/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The element temperature of drive circuit inside the DCU is above the threshold value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (backflow) • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

Urea water hose heater (back flow) failure

DCU internal circuit failure

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.43. Urea water hose heater (back flow) P.3-3-149 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the urea water hose heater (back flow) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the urea water hose heater (back flow) is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of urea water hose heater (back flow). • Check the conduction of the wire-harness. <p>*See 3.3.43. Urea water hose heater (back flow) P.3-3-149 for details on the diagnosis method and procedure.</p>
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2.4.95. P20C0: Urea water hose heater (pressure) L side VB short circuit (4341/3)

P code	P20C0
SPN/FMI	4341/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization ON to urea water hose heater (pressure).
Judgment criteria	VB short circuit on the low side is detected in urea water hose heater (pressure) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (pressure) • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of urea water hose heater (pressure) low side output (*1)

Urea water hose heater (pressure) failure

- Coil short circuit of urea water hose heater (pressure) internal circuit

(*1) When this error is caused by power short circuit of low side output, "P1510: Urea water hose heater (back flow, pressure, suction) H side VB short circuit/L side VB short circuit" may be detected at the same time.

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.44. Urea water hose heater (pressure) P.3-3-155 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water hose heater (pressure) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the urea water hose heater (pressure) is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water hose heater (pressure).• Check the conduction of the wire-harness. <p>*See 3.3.44. Urea water hose heater (pressure) P.3-3-155 for details on the diagnosis method and procedure.</p>

2.4.96. P1774: Urea water hose heater (pressure) L side GND short circuit (4341/4)

P code	P1774
SPN/FMI	4341/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization ON to urea water hose heater (pressure).
Judgment criteria	GND short circuit on the low side is detected in urea water hose heater (pressure) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (pressure) • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of urea water hose heater (pressure) low side output

Urea water hose heater (pressure) failure

- Coil short circuit of urea water hose heater (pressure) internal circuit

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.44. Urea water hose heater (pressure) P.3-3-155 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water hose heater (pressure) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the urea water hose heater (pressure) is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water hose heater (pressure).• Check the conduction of the wire-harness. <p>*See 3.3.44. Urea water hose heater (pressure) P.3-3-155 for details on the diagnosis method and procedure.</p>

2.4.97. P20BD: Urea water hose heater (pressure) disconnection (4341/5)

P code	P20BD
SPN/FMI	4341/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization OFF to urea water hose heater (pressure).
Judgment criteria	Disconnection on the high side or low side is detected in urea water hose heater (pressure) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (pressure) • Heater relay • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of urea water hose heater (pressure) high side output
- Disconnection or GND short circuit of urea water hose heater (pressure) low side output
- Disconnection of heater relay high side output
- Disconnection of heater relay low side output

Urea water hose heater (pressure) failure

- Disconnection of urea water hose heater (pressure) internal circuit

Heater relay failure

- Heater relay internal circuit disconnection

Be sure to perform the failure diagnosis for “P21C2: Heater relay disconnection” first when this error is detected at the same time because the error may be caused due to heater relay open circuit caused by “P21C2: Heater relay disconnection”.

If this error occurs when defrosting or heat insulating control is required at low temperature, “P1506: SCR system forced termination” is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.44. Urea water hose heater (pressure) P.3-3-155 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the urea water hose heater (pressure) or heater relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the urea water hose heater (pressure) or heater relay is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of urea water hose heater (pressure). • Check the resistance value of heater relay. • Check the conduction of the wire-harness. <p>*See 3.3.44. Urea water hose heater (pressure) P.3-3-155 for details on the diagnosis method and procedure.</p>

2.4.98. P1508: Urea water hose heater (pressure) power stage temperature rise error (4341/0)

P code	P1508
SPN/FMI	4341/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The element temperature of drive circuit inside the DCU is above the threshold value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (pressure) • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

Urea water hose heater (pressure) failure

DCU internal circuit failure

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.44. Urea water hose heater (pressure) P.3-3-155 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the urea water hose heater (pressure) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the urea water hose heater (pressure) is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of urea water hose heater (pressure). • Check the conduction of the wire-harness. <p>*See 3.3.44. Urea water hose heater (pressure) P.3-3-155 for details on the diagnosis method and procedure.</p>
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2.4.99. P20C4: Urea water hose heater (suction)L side VB short circuit (4345/3)

P code	P20C4
SPN/FMI	4345/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization ON to urea water hose heater (suction).
Judgment criteria	VB short circuit on the low side is detected in urea water hose heater (suction) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (suction) • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of urea water hose heater (suction) low side output (*1)

Urea water hose heater (suction) failure

- Coil short circuit of urea water hose heater (suction) internal circuit

(*1) When this error is caused by power short circuit of low side output, "P1510: Urea water hose heater (back flow, pressure, suction) H side VB short circuit/L side VB short circuit" may be detected at the same time.

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.45. Urea water hose heater (suction) P.3-3-161 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water hose heater (suction) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the urea water hose heater (suction) is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water hose heater (suction).• Check the conduction of the wire-harness. <p>*See 3.3.45. Urea water hose heater (suction) P.3-3-161 for details on the diagnosis method and procedure.</p>

2.4.100. P1776: Urea water hose heater (suction) L side GND short circuit (4345/4)

P code	P1776
SPN/FMI	4345/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization ON to urea water hose heater (suction).
Judgment criteria	GND short circuit on the low side is detected in urea water hose heater (suction) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (suction) • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of urea water hose heater (suction) low side output

Urea water hose heater (suction) failure

- Coil short circuit of urea water hose heater (suction) internal circuit

DCU internal circuit failure

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.45. Urea water hose heater (suction) P.3-3-161 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water hose heater (suction) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the urea water hose heater (suction) is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water hose heater (suction).• Check the conduction of the wire-harness. <p>*See 3.3.45. Urea water hose heater (suction) P.3-3-161 for details on the diagnosis method and procedure.</p>

2.4.101. P20C1: Urea water hose heater (suction) disconnection (4345/5)

P code	P20C1
SPN/FMI	4345/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization OFF to urea water hose heater (suction).
Judgment criteria	Disconnection on the high side or low side is detected in urea water hose heater (suction) drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (suction) • Heater relay • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of urea water hose heater (suction) high side output
- Disconnection or GND short circuit of urea water hose heater (suction) low side output
- Disconnection of heater relay high side output
- Disconnection of heater relay low side output

Urea water hose heater (suction) failure

- Disconnection of urea water hose heater (suction) internal circuit

Heater relay failure

- Heater relay internal circuit disconnection

Be sure to perform the failure diagnosis for “P21C2: Heater relay disconnection” first when this error is detected at the same time because the error may be caused due to heater relay open circuit caused by “P21C2: Heater relay disconnection”.

If this error occurs when defrosting or heat insulating control is required at low temperature, “P1506: SCR system forced termination” is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.45. Urea water hose heater (suction) P.3-3-161 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water hose heater (suction) or heater relay for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the urea water hose heater (suction) or heater relay is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water hose heater (suction).• Check the resistance value of heater relay.• Check the conduction of the wire-harness. <p>*See 3.3.45. Urea water hose heater (suction) P.3-3-161 for details on the diagnosis method and procedure.</p>

2.4.102. P150A: Urea water hose heater (suction) power stage temperature rise error (4345/0)

P code	P150A
SPN/FMI	4345/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The element temperature of drive circuit inside the DCU is above the threshold value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water hose heater (suction) • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

Urea water hose heater (suction) failure

DCU internal circuit failure

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.45. Urea water hose heater (suction) P.3-3-161 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the urea water hose heater (suction) for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the urea water hose heater (suction) is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of urea water hose heater (suction). • Check the conduction of the wire-harness. <p>*See 3.3.45. Urea water hose heater (suction) P.3-3-161 for details on the diagnosis method and procedure.</p>
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2.4.103. P202C: Urea water tank heating valve L side VB short circuit (523594/3)

P code	P202C
SPN/FMI	523594/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay • Energization ON to urea water tank heating valve
Judgment criteria	Low side VB short circuit is detected in the urea water tank heating valve drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water tank heating valve • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Power short circuit of urea water tank heating valve low side output

Urea water tank heating valve failure

- Coil short circuit of urea water tank heating valve internal circuit

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.46. Urea water tank heating valve P.3-3-167 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water tank heating valve for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the wiring of urea water tank heating valve is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water tank heating valve.• Check the conduction of the wire-harness. <p>*See 3.3.46. Urea water tank heating valve P.3-3-167 for details on the diagnosis method and procedure.</p>

2.4.104. P202B: Urea water tank heating valve L side GND short circuit (5137/4)

P code	P202B
SPN/FMI	5137/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization OFF to urea water tank heating valve.
Judgment criteria	Low side GND short circuit is detected in the urea water tank heating valve drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water tank heating valve • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- GND short circuit of urea water tank heating valve low side output.

Urea water tank heating valve failure

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.46. Urea water tank heating valve P.3-3-167 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water tank heating valve for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the wiring of urea water tank heating valve is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water tank heating valve.• Check the conduction of the wire-harness. <p>*See 3.3.46. Urea water tank heating valve P.3-3-167 for details on the diagnosis method and procedure.</p>

2.4.105. P202A: Urea water tank heating valve disconnection (5137/5)

P code	P202A
SPN/FMI	5137/5

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Energization ON to heater relay. • Energization OFF to urea water tank heating valve.
Judgment criteria	Disconnection on the high side or low side is detected in heater relay drive circuit inside the DCU.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water tank heating valve • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection of urea water tank heating valve high side output
- Disconnection of urea water tank heating valve low side output

Urea water tank heating valve failure

- Disconnection of urea water tank heating valve internal circuit

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication. <p>*See 3.3.46. Urea water tank heating valve P.3-3-167 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the urea water tank heating valve for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the wiring of urea water tank heating valve is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the resistance value of urea water tank heating valve.• Check the conduction of the wire-harness. <p>*See 3.3.46. Urea water tank heating valve P.3-3-167 for details on the diagnosis method and procedure.</p>

2.4.106. P150C: Urea water tank heating valve power stage temperature rise error (5137/0)

P code	P150C
SPN/FMI	5137/0

DTC detection criteria

Prerequisite	Energization ON to heater relay.
Judgment criteria	The element temperature of drive circuit inside the DCU is above the threshold value.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Urea water tank heating valve • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The maximum fuel injection quantity is limited to 75%. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

Urea water tank heating valve failure

DCU internal circuit failure

If this error occurs when defrosting or heat insulating control is required at low temperature, "P1506: SCR system forced termination" is also detected. Be sure to perform the failure diagnosis for this error first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.46. Urea water tank heating valve P.3-3-167 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the urea water tank heating valve for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the wiring of urea water tank heating valve is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the resistance value of urea water tank heating valve. • Check the conduction of the wire-harness. <p>*See 3.3.46. Urea water tank heating valve P.3-3-167 for details on the diagnosis method and procedure.</p>
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2.4.107. U029D: CAN reception timeout from SCR upstream NOx sensor (523562/9)

P code	U029D
SPN/FMI	523562/9

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Elapse of 12 seconds after the key switch is turned ON. (Dosing system state is neither INIT nor STANDBY) • Battery voltage is within normal range.
Judgment criteria	The CAN message from SCR upstream NOx sensor is not received for a given length of time.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • SCR upstream NOx sensor • NOx sensor relay • DCU

Actions when an error occurs

Fault mode	[Limited operation]: Switch from SCR upstream NOx value to model value. The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection, power short circuit or GND short circuit of CAN (engine side) communication wire (high/low)
- Disconnection of SCR upstream NOx sensor power supply wire
- Disconnection or power short circuit of SCR upstream NOx sensor switching wire (upstream/downstream)
- NOx sensor relay disconnection

SCR upstream temperature sensor failure

NOx sensor relay failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the battery voltage. <p>*See 3.3.47. SCR upstream NOx sensor P.3-3-172 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the CAN communication wiring for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the CAN communication wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the battery voltage.• Check the conduction of the wire-harness. <p>*See 3.3.47. SCR upstream NOx sensor P.3-3-172 for details on the diagnosis method and procedure.</p>

2.4.108. U029E: CAN reception timeout from SCR downstream NOx sensor (523563/9)

P code	U029E
SPN/FMI	523563/9

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Elapse of 12 seconds after the key switch is turned ON. (Dosing system state is neither INIT nor STANDBY) • Battery voltage is within normal range.
Judgment criteria	The CAN message from SCR downstream NOx sensor is not received for a given length of time.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • SCR downstream NOx sensor • NOx sensor relay • DCU

Actions when an error occurs

Fault mode	[Limited operation]: SCR downstream NOx value is 0 ppm (default value). The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection, power short circuit or GND short circuit of CAN (engine side) communication wire (high/low)
- Disconnection of SCR downstream NOx sensor power supply wire
- NOx sensor relay disconnection

SCR downstream temperature sensor failure

NOx sensor relay failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the battery voltage. <p>*See 3.3.48. SCR downstream NOx sensor P.3-3-175 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the CAN communication wiring for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the CAN communication wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the battery voltage.• Check the conduction of the wire-harness. <p>*See 3.3.48. SCR downstream NOx sensor P.3-3-175 for details on the diagnosis method and procedure.</p>

2.4.109. U1607: CAN reception timeout from ECU (523570/9)

P code	U1607
SPN/FMI	523570/9

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Elapse of 12 seconds after the key switch is turned ON. (Dosing system state is neither INIT nor STANDBY) • The key switch is turned ON. • Battery voltage is within normal range.
Judgment criteria	The CAN message for ECU is not received for a given length of time.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • ECU • DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • When sensor error occurs, engine power is reduced immediately. • The high idle speed is limited to the low idle speed. • The maximum fuel injection quantity is limited to 50%. • While continuing with the limited operation, the SCR system error Inducement level changes from Warning to Inducement 1 to Inducement 2, sequentially, according to the time of the engine operation. • EGR fully closes. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wire-harness disconnection/short circuit

- Disconnection, power short circuit or GND short circuit of CAN (engine side) communication wire (high/low)
- Disconnection of ECU power supply wire

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the battery voltage. *See 3.3.49. ECU P.3-3-178 for details on the diagnosis method and procedure.
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the CAN communication wiring for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the CAN communication wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the battery voltage.• Check the conduction of the wire-harness. *See 3.3.49. ECU P.3-3-178 for details on the diagnosis method and procedure.

2.4.110. P1555: ECU system error (invalid fresh air temperature value is received) (172/19)

P code	P1555
SPN/FMI	172/19

DTC detection criteria

Prerequisite	CAN reception timeout from ECU is not occurring.
Judgment criteria	When fresh air temperature sensor error is detected in ECU, and the invalid value for fresh air temperature is received from ECU.
Check points	Fresh air temperature sensor

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Fresh air temperature sensor failure

When this error is detected, error for fresh air temperature is also detected in ECU at the same time. Be sure to perform the failure diagnosis for the respective part first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. <p>*See 3.3.50. ECU (ECU system error) 1 P.3-3-181 for details on the diagnosis method and procedure.</p>
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2. Failure diagnosis	<ul style="list-style-type: none"> Deal with failure that is occurring at the same time. <p>*See 3.3.50. ECU (ECU system error) 1 P.3-3-181 for details on the diagnosis method and procedure.</p>
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2.4.111. P155C: ECU system error (FS action instruction 1 from ECU) (523637/0)

P code	P155C
SPN/FMI	523637/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON. Engine status is READY/CRANKING, and speed is not 0. (Dosing system state is neither INIT nor STANDBY) Battery voltage is within normal range. CAN reception timeout from ECU is not occurring.
Judgment criteria	When "FS action instruction 1" is received from ECU. (When the error that causes the Inducement of SCR system error is detected in ECU.)
Check points	Engine system

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Check the error item that caused the Inducement.

When this error is detected, error that causes the Inducement of SCR system error in ECU is also detected at the same time. Be sure to perform the failure diagnosis for the respective part first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. <p>*See 3.3.51. ECU (ECU system error) 2 P.3-3-182 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> Deal with failure that is occurring at the same time. <p>*See 3.3.51. ECU (ECU system error) 2 P.3-3-182 for details on the diagnosis method and procedure.</p>

2.4.112. P1565: ECU system error (FS action instruction 2 from ECU) (518339/0)

P code	P1565
SPN/FMI	518339/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON. Engine status is READY/CRANKING, and speed is not 0. (Dosing system state is neither INIT nor STANDBY) Battery voltage is within normal range. CAN reception timeout from ECU is not occurring.
Judgment criteria	When "FS action instruction 2" is received from ECU. (When the error that causes the Inducement of EGR system error is detected in ECU.)
Check points	Engine system

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	When sensor error occurs, engine power is reduced according to EGR system error Inducement level. <ol style="list-style-type: none"> When Inducement level is "Warning", <ul style="list-style-type: none"> The high idle speed and fuel injection quantity are not limited. When Inducement level is "Inducement 1", <ul style="list-style-type: none"> The maximum fuel injection quantity is limited to 75%. When Inducement level is "Inducement 2", <ul style="list-style-type: none"> The high idle speed is limited to the low idle speed. The maximum fuel injection quantity is limited to 50%.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Check the error item that caused the Inducement

When this error is detected, error that causes the Inducement of EGR system error in ECU is also detected at the same time. Be sure to perform the failure diagnosis for the respective part first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. <p>*See 3.3.51. ECU (ECU system error) 2 P.3-3-182 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> Deal with failure that is occurring at the same time. <p>*See 3.3.51. ECU (ECU system error) 2 P.3-3-182 for details on the diagnosis method and procedure.</p>

2.4.113. U1610: Urea water quality sensor/Urea water tank temperature sensor (A1DEFI) reception timeout (523634/9)

P code	U1610
SPN/FMI	523634/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY) Battery voltage is within normal range.
Judgment criteria	The CAN message for A1DEFI from urea water quality sensor and urea water tank temperature sensor is not received for a given length of time.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Urea water quality sensor Urea water tank temperature sensor DCU

Actions when an error occurs

Fault mode	[Limited operation]: Urea water concentration is set to 32.5% (default value) and urea water tank temperature retains the previous value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wire-harness disconnection/short circuit

- Disconnection, power short circuit or GND short circuit of CAN (driven machine side) communication wire (high/low)
- Disconnection of controller power supply wire of urea water quality sensor/urea water tank temperature sensor

Failure of controller internal circuit of urea water quality sensor/urea water tank temperature sensor

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the battery voltage. <p>*See 3.3.52. Urea water quality sensor/urea water tank temperature sensor (A1DEFI) P.3-3-183 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the CAN communication wiring for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the CAN communication wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the battery voltage.• Check the conduction of the wire-harness. <p>*See 3.3.52. Urea water quality sensor/urea water tank temperature sensor (A1DEFI) P.3-3-183 for details on the diagnosis method and procedure.</p>

2.4.114. U1611: Urea water tank temperature sensor/Urea water tank level sensor (AT1T1I) reception timeout (523635/9)

P code	U1611
SPN/FMI	523635/9

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> The key switch is turned ON. Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY) Battery voltage is within normal range.
Judgment criteria	The CAN message for AT1T1I from urea water tank temperature sensor and urea water tank level sensor is not received for a given length of time.
Check points	<ul style="list-style-type: none"> Coupler Wire-harness Urea water tank temperature sensor Urea water tank level sensor DCU

Actions when an error occurs

Fault mode	[Limited operation]: Urea water tank level is set to 50% (default value) and urea water tank temperature retains the previous value. The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wire-harness disconnection/short circuit

- Disconnection, power short circuit or GND short circuit of CAN (driven machine side) communication wire (high/low).
- Disconnection of controller power supply wire of urea water tank temperature sensor/urea water tank level sensor.

Failure of controller internal circuit of urea water tank temperature sensor/urea water tank level sensor

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the battery voltage. <p>*See 3.3.53. Urea water tank temperature sensor/urea water tank level sensor (AT1T1I) P.3-3-186 for details on the diagnosis method and procedure.</p>
2. Coupler/wiring check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power.• Check the pin of the CAN communication wiring for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.• Make sure that the CAN communication wiring is not disconnected or the wiring coating is not peeled.
3. Failure diagnosis	<ul style="list-style-type: none">• Check the battery voltage.• Check the conduction of the wire-harness. <p>*See 3.3.53. Urea water tank temperature sensor/urea water tank level sensor (AT1T1I) P.3-3-186 for details on the diagnosis method and procedure.</p>

2.4.115. P1512: DCU supply voltage error (voltage high 1) (523558/3)

P code	P1512
SPN/FMI	523558/3

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Not during engine cranking. 2 seconds have elapsed after engine starting is complete.
Judgment criteria	DCU supply voltage is higher than the threshold below for 10 seconds. <ul style="list-style-type: none"> For 12 V specification: 16 V For 24 V specification: 32 V
Check points	<ul style="list-style-type: none"> Battery Alternator Wire-harness

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

A battery of the wrong specification is used

Incorrect wiring of the battery

Alternator failure

Wiring failure of the wire-harness

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check the battery voltage.
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2. Engine check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and stop the engine. Using a circuit tester, check the battery voltage. Check the engine charging equipment. After a few moments, turn ON the key switch and check the fault indication again.
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3. Wiring check	<ul style="list-style-type: none"> Make sure that the battery wiring is not disconnected or the wiring coating is not peeled.
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2.4.116. P1514: DCU supply voltage error (voltage high 2) (523559/3)

P code	P1514
SPN/FMI	523559/3

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • Not during engine cranking. • 2 seconds have elapsed after engine starting is complete.
Judgment criteria	<p>DCU supply voltage is higher than the threshold below.</p> <ul style="list-style-type: none"> • For 12 V specification: 17 V • For 24 V specification: 33 V
Check points	<ul style="list-style-type: none"> • Battery • Alternator • Wire-harness

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water suck back stops. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

A battery of the wrong specification is used

Incorrect wiring of the battery

Alternator failure

Wiring failure of the wire-harness

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Check the battery voltage.
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2. Engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and stop the engine. • Using a circuit tester, check the battery voltage. • Check the engine charging equipment. • After a few moments, turn ON the key switch and check the fault indication again.
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3. Wiring check	<ul style="list-style-type: none"> • Make sure that the battery wiring is not disconnected or the wiring coating is not peeled.
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2.4.117. P1511: DCU supply voltage error (voltage low 1) (523559/4)

P code	P1511
SPN/FMI	523559/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Not during engine cranking. 2 seconds have elapsed after engine starting is complete.
Judgment criteria	DCU supply voltage is lower than the threshold below. <ul style="list-style-type: none"> For 12 V specification: 9 V For 24 V specification: 18 V
Check points	<ul style="list-style-type: none"> Battery Alternator Wire-harness

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Battery with wrong specification uses

Incorrect wiring of the battery

Alternator failure

Wiring failure of the wire-harness

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check the battery voltage.
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2. Engine check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and stop the engine. Using a circuit tester, check the battery voltage. Check the engine charging equipment. After a few moments, turn ON the key switch and check the fault indication again.
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3. Wiring check	<ul style="list-style-type: none"> Make sure that the battery wiring is not disconnected or the wiring coating is not peeled.
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2.4.118. P1513: DCU supply voltage error (voltage low 2) (523558/4)

P code	P1513
SPN/FMI	523558/4

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Not during engine cranking. 2 seconds have elapsed after engine starting is complete.
Judgment criteria	DCU supply voltage is lower than the threshold below for 10 seconds. <ul style="list-style-type: none"> For 12 V specification: 10 V For 24 V specification: 20 V
Check points	<ul style="list-style-type: none"> Battery Alternator Wire-harness

Actions when an error occurs

Fault mode	Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Battery with wrong specification uses

Incorrect wiring of the battery

Alternator failure

Wiring failure of the wire-harness

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check the battery voltage.
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2. Engine check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and stop the engine. Using a circuit tester, check the battery voltage. Check the engine charging equipment. After a few moments, turn ON the key switch and check the fault indication again.
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3. Wiring check	<ul style="list-style-type: none"> Make sure that the battery wiring is not disconnected or the wiring coating is not peeled.
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2.4.119. P20EA: Main relay opens early (523560/2)

P code	P20EA
SPN/FMI	523560/2

DTC detection criteria

Prerequisite	Immediately after DCU power is turned ON.
Judgment criteria	Detects DCU power OFF twice in a row before after-run is completed.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Make sure that you can log in SMARTASSIST-DIRECT (SA-D) after the key switch is turned ON, and a specified time has passed. <p>*See 3.3.54. Main relay P.3-3-189 for details on the diagnosis method and procedure.</p>
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2. Engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and stop the engine. • Check the battery terminal for looseness. • Using a circuit tester, check the battery voltage. • After a few moments, turn ON the key switch and check the fault indication again.
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3. Wiring check	<ul style="list-style-type: none"> • Make sure that the battery wiring is not disconnected or the wiring coating is not peeled.
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2.4.120. P1600: EEPROM memory deletion error (523589/12)

P code	P1600
SPN/FMI	523589/12

DTC detection criteria

Prerequisite	When the page (sector) is switched.
Judgment criteria	EEPROM deletion error. There are two pages in EEPROM and data is stored alternately to each page. When the first page is fully occupied with data, the data on the second page is deleted to write in. Alternatively, when the second page is fully occupied with data, then the data on the first page is deleted to secure space to write in. Error is detected when the data cannot be deleted when switching between the pages.
Check points	<ul style="list-style-type: none"> DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.121. P160E: EEPROM memory reading error (523590/12)

P code	P160E
SPN/FMI	523590/12

DTC detection criteria

Prerequisite	When accessing to read.
Judgment criteria	EEPROM reading error. Judge errors by check sum for all EEPROM.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.122. P160F: EEPROM memory writing error (523591/12)

P code	P160F
SPN/FMI	523591/12

DTC detection criteria

Prerequisite	When accessing to write.
Judgment criteria	EEPROM writing error. This error occurs when wiring to single data is failed three times.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.123. P1500: SPI communication error 1 (523577/12)

P code	P1500
SPN/FMI	523577/12

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> • Key switch is turned ON for 5 seconds. • Not during the engine cranking. • 2 seconds have elapsed after engine starting is complete.
Judgment criteria	When SPI communication error frequency between FC and MM inside the DCU exceeds the threshold value.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops and the urea water suck back stops. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the DCU power from OFF to ON, and check the fault indication again. • If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.124. P1501: SPI communication error 2 (523578/12)

P code	P1501
SPN/FMI	523578/12

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	When SPI communication error inside the DCU is detected.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.125. P21CC: Supply 1 overvoltage error (523574/3)

P code	P21CC
SPN/FMI	523574/3

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The voltage supplied to the micro-controller is above the threshold value.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.126. P21CB: Supply 1 low voltage error (523574/4)

P code	P21CB
SPN/FMI	523574/4

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	The voltage supplied to the micro-controller is below the threshold value.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.127. P1502: AD converter error 1 (523579/12)

P code	P1502
SPN/FMI	523579/12

DTC detection criteria

Prerequisite	Immediately after DCU power is turned ON.
Judgment criteria	When initialization of AD converter is not completed within the specified time.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.128. P1503: AD converter error 2 (voltage high) (523580/12)

P code	P1503
SPN/FMI	523580/12

DTC detection criteria

Prerequisite	Immediately after DCU power is turned ON.
Judgment criteria	A/D conversion in all of AD converters is not completed within the specified time.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.129. P1517: DCU internal temperature sensor error (voltage high) (523582/3)

P code	P1517
SPN/FMI	523582/3

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Temperature sensor output inside the DCU is higher than threshold value.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.130. P1519: DCU internal temperature sensor error (voltage low) (523582/4)

P code	P1519
SPN/FMI	523582/4

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Temperature sensor output inside the DCU is lower than threshold value.
Check points	DCU

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. If DTC is detected again, replace DCU. <p>*See 3.3.55. DCU internal error P.3-3-193 for details on the diagnosis method and procedure.</p>
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2.4.131. P20EB: Main relay sticking (523560/7)

P code	P20EB
SPN/FMI	523560/7

DTC detection criteria

Prerequisite	Immediately after DCU power is turned ON.
Judgment criteria	Even after DCU after-run is completed, and 70 ms have passed, main relay inside the DCU does not open.
Check points	DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

DCU internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Make sure that you can log in SMARTASSIST-DIRECT (SA-D) after the key switch is turned ON, and a specified time has passed. • Switch the DCU power from OFF to ON, and check the fault indication again. • If DTC is detected again, replace DCU. <p>*See 3.3.54. Main relay P.3-3-189 for details on the diagnosis method and procedure.</p>
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2.4.132. P1561: Key switch disconnection (523640/5)

P code	P1561
SPN/FMI	523640/5

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	After turning the key switch OFF, engine speed is above 240 min ⁻¹ for 30 seconds.
Check points	<ul style="list-style-type: none"> • Coupler • Wire-harness • Key switch • DCU

Actions when an error occurs

Fault mode	[Continuous operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	When ECU power OFF is detected, automatic reset occurs.
Remarks	-

Presumed cause of the failure or the error condition

Poor connection of coupler

Wiring failure of the wire-harness

- Disconnection or GND short circuit of the key switch wiring

Key switch failure

- Disconnection or GND short circuit of the key switch internal circuit

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. <p>*See 3.3.56. Key switch P.3-3-195 for details on the diagnosis method and procedure.</p>
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2. Coupler/wiring check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and turn OFF the DCU power. • Check the pin of the key switch for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed. • Make sure that the key switch is not disconnected or the wiring coating is not peeled.
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3. Failure diagnosis	<ul style="list-style-type: none"> • Check the conduction of the key switch. • Check the conduction of the wire-harness. • Check the operation of the key switch. <p>*See 3.3.56. Key switch P.3-3-195 for details on the diagnosis method and procedure.</p>
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2.4.133. P1533: Urea water hose (back flow side) pressure rise error (523621/0)

P code	P1533
SPN/FMI	523621/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Under clogging test when urea water pressure starts to rise (Dosing system sub-state is DETECTIONMODE).
Judgment criteria	Supply module pressure of 1070 kPa or above for 5 seconds is detected consecutively three times.
Check points	<ul style="list-style-type: none"> Urea water hose system (back flow) Supply module

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water hose (back flow) clogging

Urea water hose coupler (back flow) clogging

Supply module failure

See 3.3.57. Urea water hose (back flow) P.3-3-198 for diagnosis method and corrective action.

2.4.134. P1534: Urea water hose (pressure side) pressure rise error (523622/7)

P code	P1534
SPN/FMI	523622/7

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> Battery voltage is within normal range. Under clogging test when urea water pressure starts to rise (Dosing system sub-state is DETECTIONMODE).
Judgment criteria	Supply module pressure not dropping to 850 kPa or below within 5 seconds is detected consecutively three times after dosing module valve opens.
Check points	<ul style="list-style-type: none"> Urea water hose system (pressure) Supply module Dosing module

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water hose (pressure) clogging

Urea water hose coupler (pressure) clogging

Supply module failure

Dosing module clogging

See 3.3.58. Urea water hose (pressure) P.3-3-202 for diagnosis method and corrective action.

2.4.135. P20E9: Supply module (pump motor) pressure rise error 1 (523619/0)

P code	P20E9
SPN/FMI	523619/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Defrosting of supply module is completed.
Judgment criteria	Supply module pressure is more than 1250 kPa for 5 seconds.
Check points	<ul style="list-style-type: none"> Urea water hose system (back flow) Supply module

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water hose (back flow) clogging

Urea water hose coupler (back flow) clogging

Supply module failure

See 3.3.59. Supply module 1 P.3-3-206 for diagnosis method and corrective action.

2.4.136. P1536: Supply module (pump motor) pressure rise error 2 (523626/0)

P code	P1536
SPN/FMI	523626/0

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. During the urea water injection (Dosing system sub-state is METERINGCONTROL).
Judgment criteria	Supply module pressure is 1050 kPa or above for 20 seconds.
Check points	<ul style="list-style-type: none"> Urea water hose system (back flow) Supply module

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water hose (back flow) clogging

Urea water hose coupler (back flow) clogging

Supply module failure

See 3.3.59. Supply module 1 P.3-3-206 for diagnosis method and corrective action.

2.4.137. P1532: Supply module (pump motor) pressure reduction failure (523620/7)

P code	P1532
SPN/FMI	523620/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. When sucking back the urea water (Dosing system state is PRESSUREREDUCTION).
Judgment criteria	Supply module pressure does not drop to 25 kPa or below within 25 seconds after starting to suck back the urea water.
Check points	<ul style="list-style-type: none"> Urea water hose system (suction) Supply module main filter Supply module

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	The suck-back of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water hose (suction) clogging

Urea water hose coupler (suction) clogging

Supply module main filter clogging

Supply module failure

See 3.3.60. Supply module 2 P.3-3-210 for diagnosis method and corrective action.

2.4.138. P1535: Supply module (reverting valve) failure (523624/7)

P code	P1535
SPN/FMI	523624/7

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Under clogging test when urea water pressure starts to rise (Dosing system sub-state is DETECTIONMODE).
Judgment criteria	Supply module pressure does not drop to below 90 kPa within 30 seconds after energization ON to the reverting valve.
Check points	Supply module

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops and the urea water suck back stops. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Supply module failure

See 3.3.61. Supply module 3 P.3-3-214 for diagnosis method and corrective action.

2.4.139. P150F: Supply module (pump motor) pressure stability error (523623/2)

P code	P150F
SPN/FMI	523623/2

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Under clogging test when urea water pressure starts to rise (Dosing system sub-state is DETECTIONMODE).
Judgment criteria	Within the supply module pump pressure range between 850 kPa and 950 kPa, NODE-FROST: detects a state where it does not continue for 327 seconds, once DFEFROST: detects a state where it does not continue for 327 seconds, 21 times in a row.
Check points	<ul style="list-style-type: none"> Urea water hose system (suction) Urea water hose system (back flow) Supply module main filter Supply module

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Urea water hose (suction) clogging

Urea water hose (back flow) clogging

Urea water hose coupler (suction) clogging

Urea water hose coupler (back flow) clogging

Supply module main filter clogging

Supply module failure

See 3.3.62. Supply module 4 P.3-3-218 for diagnosis method and corrective action.

2.4.140. P1537: Supply module pressure drop error (523627/1)

P code	P1537
SPN/FMI	523627/1

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. Urea water tank level is above 2.5%. During the urea water injection (Dosing system sub-state is METERINGCONTROL).
Judgment criteria	Supply module pressure is below 750 kPa for 180 seconds.
Check points	<ul style="list-style-type: none"> Urea water hose system (suction) Urea water hose system (pressure) Supply module main filter Urea water tank Supply module Dosing module

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

- Urea water leakage from urea water hose (suction), clogging
 - Urea water leakage from urea water hose (pressure)
 - Urea water leakage from urea water hose coupler (suction), clogging
 - Urea water leakage from urea water hose coupler (pressure)
 - Supply module main filter clogging
 - Clogging of urea inlet in the urea water tank
 - Supply module failure
 - Urea water leakage from supply module
 - Urea water leakage from dosing module
- See 3.3.63. Supply module 5 P.3-3-224 for diagnosis method and corrective action.

2.4.141. P1538: Supply module urea water pressure rise failure (523628/10)

P code	P1538
SPN/FMI	523628/10

DTC detection criteria

Prerequisite	All of the followings are satisfied. <ul style="list-style-type: none"> Battery voltage is within normal range. When the urea water pressure starts to rise (Dosing system sub-state is PRESSURE-BUILDUP).
Judgment criteria	The condition where the supply module pressure does not rise to 800 kPa or above within 40 seconds after the urea water pressure starts to rise is detected consecutively 7 times.
Check points	<ul style="list-style-type: none"> Urea water tank Urea water hose (suction) Urea water hose (pressure) Supply module main filter Supply module Dosing module Backflow line

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

- Low urea water tank level
- Urea water leakage from urea water hose (suction), clogging
- Urea water leakage from urea water hose (pressure)
- Urea water hose (back flow) clogging
- Urea water hose coupler (back flow) clogging
- Urea water leakage from urea water hose coupler (suction), clogging
- Urea water leakage from urea water hose coupler (pressure)
- Supply module main filter clogging
- Clogging of urea inlet in the urea water tank
- Supply module failure
- Urea water leakage from supply module
- Urea water leakage from dosing module
- See 3.3.34. Supply module 5 P.3-3-105 for diagnosis method and corrective action.

2.4.142. P204F: Supply module urea water suck-back failure (523625/0)

P code	P204F
SPN/FMI	523625/0

DTC detection criteria

Prerequisite	Battery voltage is within normal range.
Judgment criteria	This detects if urea water remains in the supply module.
Check points	<ul style="list-style-type: none"> • Presence or absence of power supply cutoff during after-run after key OFF. • Simultaneously alarmed failure parts.

Actions when an error occurs

Fault mode	[Limited operation]: The engine continues to operate without limitations after the error is detected.
Limited operation	No
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

After stopping the engine last time, the DCU power was turned OFF before the urea water was sucked back.
Last time, an error which stops the suck-back of urea water occurred.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Make sure an error which stops the suck-back of urea water is not detected. <p>*See 3.3.64. Supply module 6 P.3-3-230 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none"> • Before beginning your work, be sure to turn OFF the key switch, and stop the engine. • Check the battery terminal for looseness. • Using a circuit tester, check the battery voltage. • After a few moments, turn ON the key switch and check the fault indication again.
3. Wiring check	<ul style="list-style-type: none"> • Make sure that the battery wiring is not disconnected or the wiring coating is not peeled.

2.4.143. P1520: Inefficient NOx cleaning (523601/1)

P code	P1520
SPN/FMI	523601/1

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> SCR upstream NOx sensor is valid (Receives the NOx sensor heater release order from the DCU, and the warm-up of the SCR upstream NOx sensor is completed) (*1). SCR downstream NOx sensor is valid (Receives the NOx sensor heater release order from the DCU, and the warm-up of the SCR downstream NOx sensor is completed) (*1). During the urea water injection. Urea water injection is not alternative mode. Not during DPF regeneration. 80 kPa ≤ atmospheric pressure. Integrated value of SCR upstream NOx flow exceeds the threshold value. Battery voltage is within normal range. No errors in the SCR upstream NOx sensor. No errors in the SCR downstream NOx sensor. <p>(*1) The warm-up normally completes after approximately 2 minutes from receiving the order from DCU.</p>
Judgment criteria	NOx cleaning rate is below the threshold value.
Check points	<ul style="list-style-type: none"> Urea water tank Urea water hose system (suction) Urea water hose system (pressure) Urea water quality Remaining amount of urea water Supply module main filter Supply module Dosing module SCR catalyst

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

SCR catalyst damage (pulling out)

Deterioration of SCR catalyst

Low urea water tank level

Urea water leakage from urea water hose (suction), clogging

Urea water leakage from urea water hose (pressure)

Urea water leakage from urea water hose coupler (suction), clogging

Urea water leakage from urea water hose coupler (pressure)

Supply module main filter clogging

Clogging of urea inlet in the urea water tank

Supply module failure

Urea water leakage from supply module

Urea water leakage from dosing module

See 3.3.65. SCR system 1 P.3-3-233 for diagnosis method and corrective action.

2.4.144. P1506: SCR system forced termination (523557/7)

P code	P1506
SPN/FMI	523557/7

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	<p>Any of the following conditions is detected.</p> <ul style="list-style-type: none"> • All of the followings (a to c) are satisfied. a. When this error is detected, the error in any of the followings is also detected at the same time: supply module heater, urea water hose heater (back flow, pressure, and suction), heater relay, or urea water tank heating valve. b. Energization ON to urea water hose heater (pressure). c. SCR catalyst temperature is lower than 400 °C. • All of the followings (d to f) are satisfied. d. When the transition in defrosting of urea water tank is made from completed defrosting to refreezing. e. During the urea water injection. (Dosing system sub-state is METERINGCONTROL.) f. SCR catalyst temperature is lower than 400 °C.
Check points	<ul style="list-style-type: none"> • Supply module • Heater relay • Urea water hose heater • Urea water tank heating valve

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Turn OFF the ECU once (wait until the after-run is completed), and turn it ON. Then the system automatically recovers if the preconditions are met and the detection conditions are not met.
Remarks	-

Presumed cause of the failure or the error condition

Supply module (supply module heater) failure

Urea water hose heater (back flow, pressure, suction) failure

Urea water tank heating valve failure

Heater relay failure

When this error is detected, the error in any of the followings is also detected at the same time: supply module (supply module heater), heater relay, urea water hose heater (back flow, pressure, and suction), or urea water tank heating valve. Be sure to perform the failure diagnosis for the respective part first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Switch the DCU power from OFF to ON, and check the fault indication again. <p>*See 3.3.66. SCR system 2 P.3-3-237 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none">• Deal with failure that is occurring at the same time. <p>*See 3.3.66. SCR system 2 P.3-3-237 for details on the diagnosis method and procedure.</p>

2.4.145. P1553: SCR system error (Inducement 1) (523636/16)

P code	P1553
SPN/FMI	523636/16

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Conditions for establishing Inducement1 when SCR system error occurs and becomes Inducement1 is explained in 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	The maximum fuel injection quantity is limited to 75%.
Reset criteria	When all errors that cause the Inducement of SCR system error are released, the fault mode is automatically released.
Remarks	-

Presumed cause of the failure or the error condition

Failure occurs in engine system or SCR system

When this error is detected, error that causes the Inducement of SCR system error in ECU or DCU is also detected at the same time. Be sure to perform the failure diagnosis for the respective part first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. <p>*See 3.3.66. SCR system 2 P.3-3-237 for details on the diagnosis method and procedure.</p>
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2. Failure diagnosis	<ul style="list-style-type: none"> Deal with failure that is occurring at the same time. <p>*See 3.3.66. SCR system 2 P.3-3-237 for details on the diagnosis method and procedure.</p>
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2.4.146. P1554: SCR system error (Inducement 2) (523636/0)

P code	P1554
SPN/FMI	523636/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Conditions for establishing Inducement2 when SCR system error occurs and becomes Inducement2 is explained in 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> The high idle speed is limited to the low idle speed. The maximum fuel injection quantity is limited to 50%.
Reset criteria	When all errors that cause the Inducement of SCR system error are released, the fault mode is automatically released.
Remarks	-

Presumed cause of the failure or the error condition

Failure occurs in engine system or SCR system

When this error is detected, other errors that cause the Inducement of SCR system error in ECU or DCU are also detected at the same time. Be sure to perform the failure diagnosis for the respective part first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. <p>*See 3.3.66. SCR system 2 P.3-3-237 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> Deal with failure that is occurring at the same time. <p>*See 3.3.66. SCR system 2 P.3-3-237 for details on the diagnosis method and procedure.</p>

2.4.147. P1563: EGR system error (Inducement 1) (518289/16)

P code	P1563
SPN/FMI	518289/16

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Conditions for establishing Inducement1 when EGR system error occurs and becomes Inducement1 is explained in 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	The maximum fuel injection quantity is limited to 75%.
Reset criteria	When all errors that cause the Inducement of EGR system error are released, the fault mode is automatically released.
Remarks	-

Presumed cause of the failure or the error condition

Failure occurs in engine system or EGR system

When this error is detected, other errors that cause the Inducement of EGR system error in ECU or DCU are also detected at the same time. Be sure to perform the failure diagnosis for the respective part first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> • Check the fault indication. • Switch the DCU power from OFF to ON, and check the fault indication again. <p>*See 3.3.67. EGR system P.3-3-238 for details on the diagnosis method and procedure.</p>
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2. Failure diagnosis	<ul style="list-style-type: none"> • Deal with failure that is occurring at the same time. <p>*See 3.3.67. EGR system P.3-3-238 for details on the diagnosis method and procedure.</p>
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2.4.148. P1564: EGR system error (Inducement 2) (518289/0)

P code	P1564
SPN/FMI	518289/0

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	Conditions for establishing Inducement2 when EGR system error occurs and becomes Inducement2 is explained in 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7.
Check points	Simultaneously alarmed failure parts

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> The high idle speed is limited to the low idle speed. The maximum fuel injection quantity is limited to 50%.
Reset criteria	When all errors that cause the Inducement of EGR system error are released, the fault mode is automatically released.
Remarks	-

Presumed cause of the failure or the error condition

Failure occurs in engine system or EGR system

When this error is detected, other errors that cause the Inducement of EGR system error in ECU or DCU are also detected at the same time. Be sure to perform the failure diagnosis for the respective part first.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Switch the DCU power from OFF to ON, and check the fault indication again. <p>*See 3.3.67. EGR system P.3-3-238 for details on the diagnosis method and procedure.</p>
2. Failure diagnosis	<ul style="list-style-type: none"> Deal with failure that is occurring at the same time. <p>*See 3.3.67. EGR system P.3-3-238 for details on the diagnosis method and procedure.</p>

2.4.149. P1549: Low urea water tank level (Inducement 1) (1761/18)

P code	P1549
SPN/FMI	1761/18

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	<p>*1 Depends on the DCU application menu setting.</p> <p>[Standard] *1</p> <ul style="list-style-type: none"> The urea water tank level is kept [*1]% or lower for 30 seconds. <p>[Option] *1</p> <p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> Urea water tank level is 0% or less for 30 seconds. Supply module pressure is more than 750 kPa.
Check points	<ul style="list-style-type: none"> Urea water tank Urea water hose Urea water tank level sensor Remaining amount of urea water

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> When sensor error occurs, engine power is reduced immediately. The maximum fuel injection quantity is limited to 75%.
Reset criteria	When urea water tank level becomes 2.5% or more, the fault mode is automatically released.
Remarks	-

Presumed cause of the failure or the error condition

Decrease of the remaining in urea water tank

Contact error of urea water hose

Urea water tank level sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check the urea water tank level. <p>*See 3.3.68. Urea water tank level P.3-3-239 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and stop the engine. Make sure that urea water is still in urea water tank. Make sure that urea water tank is not damaged. After a few moments, turn ON the key switch and check the fault indication again.
3. Urea water hose check	<ul style="list-style-type: none"> Make sure that urea water hose is not removed or damaged.

2.4.150. P154A: Low urea water tank level (Inducement 2) (1761/1)

P code	P154A
SPN/FMI	1761/1

DTC detection criteria

Prerequisite	No prerequisite.
Judgment criteria	<p>*1 Depends on the DCU application menu setting.</p> <p>[Option 1 (standard)] *1</p> <ul style="list-style-type: none"> Urea water tank level is 0% or less for 30 seconds. <p>[Option 2] *1</p> <p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> Urea water tank level is 0% or less for 30 seconds. Supply module pressure is less than 750 kPa.
Check points	<ul style="list-style-type: none"> Urea water tank Urea water hose Urea water tank level sensor Remaining amount of urea water

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> When sensor error occurs, engine power is reduced immediately. The high idle speed is limited to the low idle speed. The maximum fuel injection quantity is limited to 50%. The urea water injection stops, and the urea water is sucked back immediately. Defrosting/heat insulating control of urea water stops.
Reset criteria	When urea water tank level becomes 2.5% or more, the fault mode is automatically released.
Remarks	-

Presumed cause of the failure or the error condition

Decrease of the remaining in urea water tank

Contact error of urea water hose

Urea water tank level sensor failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none"> Check the fault indication. Check the urea water tank level. <p>*See 3.3.68. Urea water tank level P.3-3-239 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none"> Before beginning your work, be sure to turn OFF the key switch, and stop the engine. Make sure that urea water is still in urea water tank. Make sure that urea water tank is not damaged. After a few moments, turn ON the key switch and check the fault indication again.
3. Urea water hose check	<ul style="list-style-type: none"> Make sure that urea water hose is not removed or damaged.

2.4.151. P154E: Urea water quality sensor concentration error (small deviation) (3516/1)

P code	P154E
SPN/FMI	3516/1

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). • Not during the engine cranking. • Battery voltage is within normal range. • Little fluctuation of urea water tank level. • Urea water tank level is above the threshold value. • Defrosting is completed. • 180 seconds or more have passed since urea water refilling was detected. • $-5\text{ }^{\circ}\text{C} \leq \text{urea water tank temperature} \leq 55\text{ }^{\circ}\text{C}$. • A1DEFI reception timeout is not occurring. • Urea water quality sensor is normal.
Judgment criteria	Urea water quality sensor keeps on detecting urea water concentration error for 655 seconds.
Check points	<ul style="list-style-type: none"> • Urea water • Urea water tank • Urea water quality sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection is limited to alternative mode.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

- Deterioration of urea water
- Use of substandard urea water
- Contamination in urea tank
- Urea water quality sensor internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the urea water concentration. <p>*See 3.3.69. Urea water quality sensor P.3-3-242 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and stop the engine.• Make sure liquid other than urea water is not in urea water tank.• After a few moments, turn ON the key switch and check the fault indication again.
3. Urea water exchange	<ul style="list-style-type: none">• Drain the urea water in urea water tank, and refill this tank with new urea water. After a few moments, turn ON the key switch and check the fault indication again.

2.4.152. P154D: Urea water quality sensor concentration error (large deviation) (3516/0)

P code	P154D
SPN/FMI	3516/0

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). • Not during the engine cranking. • Battery voltage is within normal range. • Little fluctuation of urea water tank level. • Urea water tank level is above the threshold value. • Defrosting is completed. • 180 seconds or more have passed since urea water refilling was detected. • $-5\text{ }^{\circ}\text{C} \leq \text{urea water tank temperature} \leq 55\text{ }^{\circ}\text{C}$. • A1DEFI reception timeout is not occurring. • Urea water quality sensor is normal.
Judgment criteria	Urea water concentration is kept under 25.8% for 655 seconds.
Check points	<ul style="list-style-type: none"> • Urea water • Urea water tank • Urea water quality sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

- Deterioration of urea water
- Use of substandard urea water
- Contamination in urea tank
- Urea water quality sensor internal circuit failure

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the urea water concentration. <p>*See 3.3.69. Urea water quality sensor P.3-3-242 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and stop the engine.• Make sure liquid other than urea water is not in urea water tank.• After a few moments, turn ON the key switch and check the fault indication again.
3. Urea water exchange	<ul style="list-style-type: none">• Drain the urea water in urea water tank, and refill this tank with new urea water. After a few moments, turn ON the key switch and check the fault indication again.

2.4.153. P1558: Urea water quality sensor contamination error in urea water tank (3521/13)

P code	P1558
SPN/FMI	3521/13

DTC detection criteria

Prerequisite	<p>All of the followings are satisfied.</p> <ul style="list-style-type: none"> • The key switch is turned ON. • Elapse of 12 seconds after the key switch is turned ON (Dosing system state is neither INIT nor STANDBY). • Not during the engine cranking. • Battery voltage is within normal range. • A1DEFI reception timeout is not occurring.
Judgment criteria	<p>Urea water quality sensor detects liquid other than urea water (e.g. diesel fuel or oil).</p> <p>The detected varies according to the specification of urea water quality sensor. (All of the followings are satisfied for 5 seconds.)</p> <ul style="list-style-type: none"> • Error information of urea water quality sensor received in A1DEFI message is 14 or 31. • Liquid type information received in A1DEFI message is 2 or 13.
Check points	<ul style="list-style-type: none"> • Urea water tank • Urea water quality sensor

Actions when an error occurs

Fault mode	[Limited operation]: The engine operation is limited.
Limited operation	<ul style="list-style-type: none"> • Inducement is activated. For Inducement1 and Inducement2, refer to 1.1.4. Failure Diagnosis Functions, Warning Indications, and Output Limitation Based on Legal Requirements P.1-1-7. • The urea water injection stops, and the urea water is sucked back immediately. • Defrosting/heat insulating control of urea water stops.
Reset criteria	Automatically released when the precondition is met and the detection condition is not met.
Remarks	-

Presumed cause of the failure or the error condition

Contamination in urea tank

Urea water quality sensor internal circuit failure

The specifications of urea water quality sensor vary according to the driven machine. See the driven machine manual, too.

Diagnosis

1. Initial diagnosis using SA-D	<ul style="list-style-type: none">• Check the fault indication.• Check the urea water concentration. <p>*See 3.3.69. Urea water quality sensor P.3-3-242 for details on the diagnosis method and procedure.</p>
2. Engine check	<ul style="list-style-type: none">• Before beginning your work, be sure to turn OFF the key switch, and stop the engine.• Make sure liquid other than urea water is not in urea water tank.• After a few moments, turn ON the key switch and check the fault indication again.
3. Urea water exchange	<ul style="list-style-type: none">• Drain the urea water in urea water tank, and refill this tank with new urea water. After a few moments, turn ON the key switch and check the fault indication again.

3. METHOD AND PROCEDURE OF FAILURE DIAGNOSIS

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3.1.1. Description

Related DTC

The related DTCs are listed.

P code	P□□□□	Error name
	P□□□□	Error name

Workflow

The workflow for failure diagnosis is listed.

Wire diagram

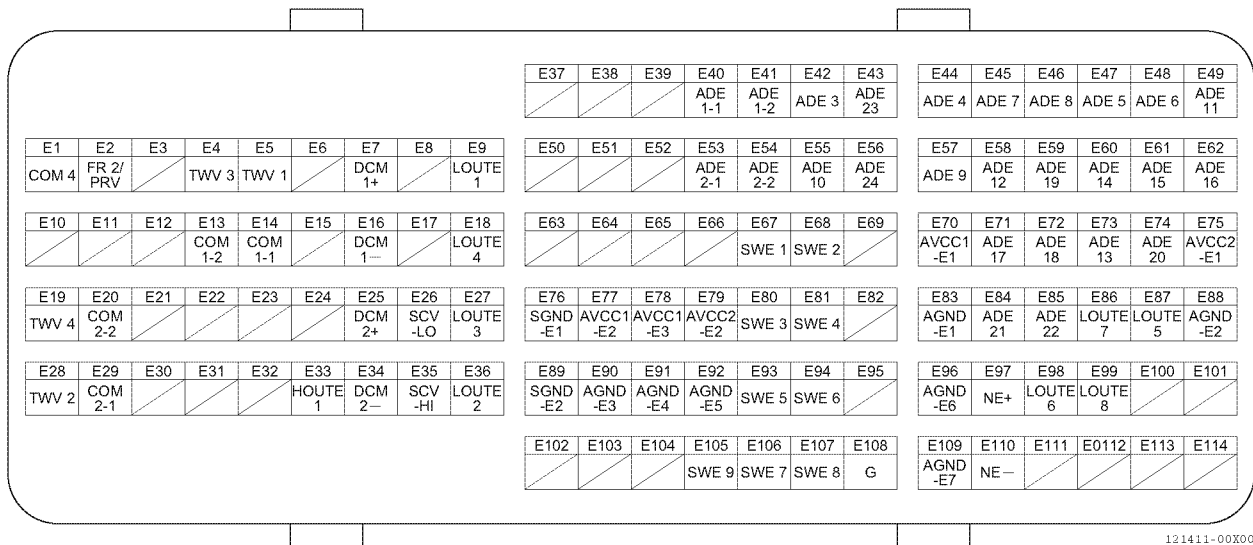
The wire diagram for the parts related to errors is listed.

Work description

The corrective action and procedure for failure diagnosis are listed.

3.2.1. ECU pin layout drawing

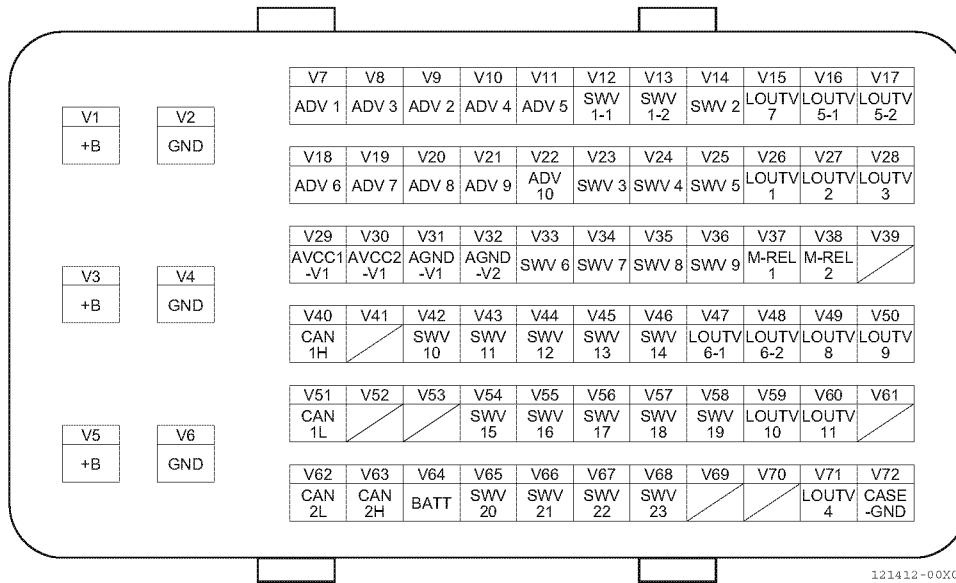
Engine side (ECU side)



Pin code	Pin symbol	Terminal name
E1	COM 4	PRV
E2	FR 2/PRV	PRV
E4	TWW 3	Injector L
E5	TWW 1	Injector L
E7	DCM 1+	Intake valve motor
E9	LOUTE 1	Breather heater
E13	COM 1-2	Injector H
E14	COM 1-1	Injector H
E16	DCM 1-	Intake valve motor
E18	LOUTE 4	Speed selection lamp
E19	TWW 4	Injector L
E20	COM 2-2	Injector H
E25	DCM 2+	Exhaust valve motor
E26	SCV-LO	SCV L
E27	LOUTE 3	Starter relay
E28	TWW 2	Injector L
E29	COM 2-1	Injector H
E33	HOUTE 1	Starting aid relay
E34	DCM 2-	Exhaust valve motor
E35	SCV-Hi	SCV-H
E36	LOUTE 2	DPF regeneration acknowledge lamp
E40	ADE 1-1	Rail pressure sensor
E41	ADE 1-2	Rail pressure sensor
E42	ADE 3	Fuel temperature sensor
E43	ADE 23	Reserve analog
E44	ADE 4	CW temperature sensor
E45	ADE 7	Reserve analog
E46	ADE 8	Intake valve sensor
E47	ADE 5	Reserve analog
E48	ADE 6	Accelerator sensor 1

Pin code	Pin symbol	Terminal name
E49	ADE 11	Reserve analog
E53	ADE 2-1	Reserve analog
E54	ADE 2-2	Reserve analog
E55	ADE 10	Reserve analog
E56	ADE 24	Reserve analog
E57	ADE 9	Fuel temperature sensor
E58	ADE 12	Exhaust manifold temperature sensor
E59	ADE 19	DPF high pressure sensor
E60	ADE 14	DPF inlet temperature sensor
E61	ADE 15	Intake air pressure sensor
E62	ADE 16	DPF differential pressure sensor
E67	SWE 1	Speed 2
E68	SWE 2	Reserve digital
E70	AVCC1-E1	Sensor 5V
E71	ADE 17	Exhaust gas pressure sensor
E72	ADE 18	Reserve analog
E73	ADE 13	EGR temperature sensor
E74	ADE 20	Reserve analog
E75	AVCC2-E1	Sensor 5V
E76	SGND-E1	Shield GND
E77	AVCC1-E2	Sensor 5V
E78	AVCC1-E3	Sensor 5V
E79	AVCC2-E2	Sensor 5V
E80	SWE 3	Engine oil level switch
E81	SWE 4	Starter permission 1
E83	AGND-E1	Analog GND
E84	ADE 21	Reserve analog
E85	ADE 22	Exhaust valve sensor
E86	LOUTE 7	CWT warning lamp
E87	LOUTE 5	Isochronous lamp
E88	AGND-E2	Analog GND
E89	SGND-E2	Shield GND
E90	AGND-E3	Analog GND
E91	AGND-E4	Analog GND
E92	AGND-E5	Analog GND
E93	SWE 5	Speed selection enable
E94	SWE 6	Reserve digital
E96	AGND-E6	Analog GND
E97	NE+	Crankshaft speed sensor
E98	LOUTE 6	Red engine stop lamp
E99	LOUTE 8	Buzzer
E105	SWE 9	Reserve digital
E106	SWE 7	Reserve digital
E107	SWE 8	Reserve digital
E108	G	CAN speed sensor
E109	AGND-E7	Analog GND
E110	NE-	Crankshaft speed sensor

Driven machine side (ECU side)



Pin code	Pin symbol	Terminal name
V1	+B	VB
V2	GND	ECU GND
V3	+B	VB
V4	GND	ECU GND
V5	+B	VB
V6	GND	ECU GND
V7	ADV 1	Reserve analog
V8	ADV 3	Oil pressure sensor
V9	ADV 2	Accelerator sensor 2
V10	ADV 4	DPF intermediate temperature sensor
V11	ADV 5	Fresh air temperature sensor
V12	SWV 1-1	Key switch on
V13	SWV 1-2	Key switch on
V14	SWV 2	Key switch start
V15	LOUTV 7	DPF regeneration inhibit lamp
V16	LOUTV 5-1	Reserve digital
V17	LOUTV 5-2	Reserve digital
V18	ADV 6	DOC outlet temperature sensor
V19	ADV 7	Reserve analog
V20	ADV 8	Reserve analog
V21	ADV 9	Accelerator sensor 3
V22	ADV 10	Reserve analog
V23	SWV 3	Engine stop 1
V24	SWV 4	Speed 1
V25	SWV 5	DPF regeneration request
V26	LOUTV 1	LO pressure lamp
V27	LOUTV 2	Speed monitor
V28	LOUTV 3	Load ratio monitor
V29	AVCC1-V1	Sensor 5V
V30	AVCC2-V1	Sensor 5V
V31	AGND-V1	Analog GND
V32	AGND-V2	Analog GND

Pin code	Pin symbol	Terminal name
V33	SWW 6	Engine stop 2
V34	SWW 7	Starter permission 2
V35	SWW 8	Water separator sensor
V36	SWW 9	Droop
V37	M-REL 1	Main relay
V38	M-REL 2	Main relay
V40	CAN 1H	CAN-H1
V42	SWW 10	HI-IDLE limit enable
V43	SWW 11	Accel. Pedal
V44	SWW 12	CAN time out
V45	SWW 13	Air cleaner sensor
V46	SWW 14	Alternator L terminal
V47	LOUTV 6-1	Dummy load
V48	LOUTV 6-2	Dummy load
V49	LOUTV 8	Pre-heat lamp
V50	LOUTV 9	DPF regeneration request
V51	CAN 1L	CAN-L1
V54	SWW 15	DPF regeneration inhibit
V55	SWW 16	HI-IDLE speed select
V56	SWW 17	Regeneration interlock
V57	SWW 18	Reserve digital
V58	SWW 19	Reserve digital
V59	LOUTV 10	Amber warning lamp
V60	LOUTV 11	EGT lamp
V62	CAN 2L	CAN-L2
V63	CAN 2H	CAN-H2
V64	BATT	VB (Back up)
V65	SWW 20	Reserve digital
V66	SWW 21	Reserve digital
V67	SWW 22	LO pressure switch
V68	SWW 20	Reserve digital
V71	LOUTV 4	Failure lamp
V72	CASE-GND	Case GND

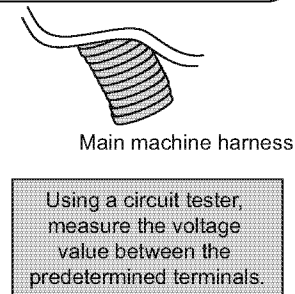
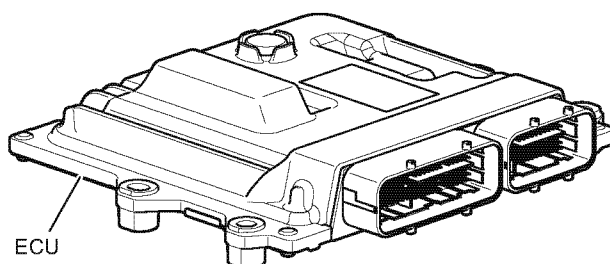
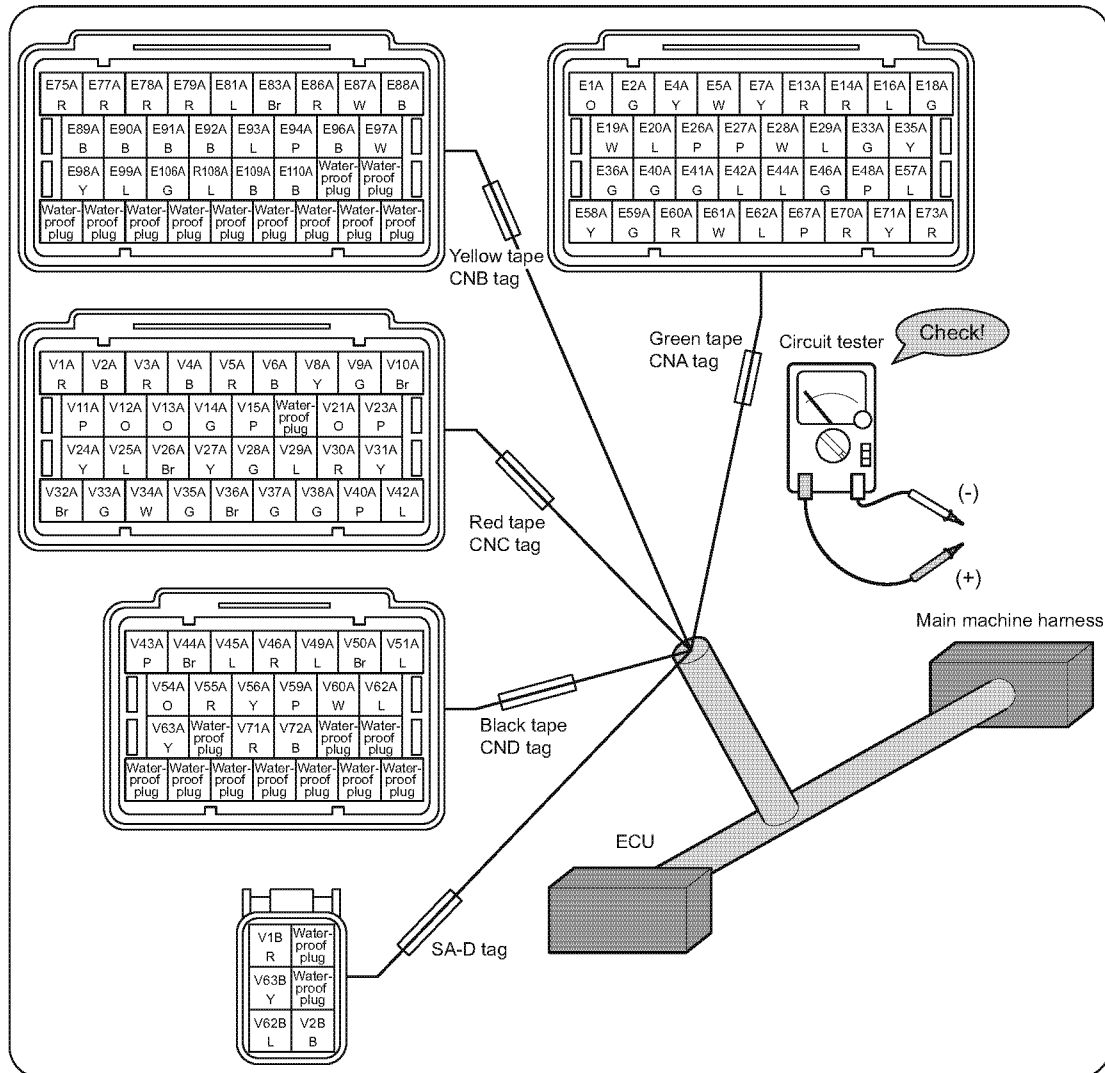
3.2.2. How to use the checker harness

When you perform the ECU or DCU related failure diagnosis, use the checker harness to measure the voltage value.

Therefore, prior to the failure diagnosis, remove the ECU and the machine harness or the DCU and the SCR harness, and connect the checker harness between the ECU and the machine harness or the DCU and the SCR harness.

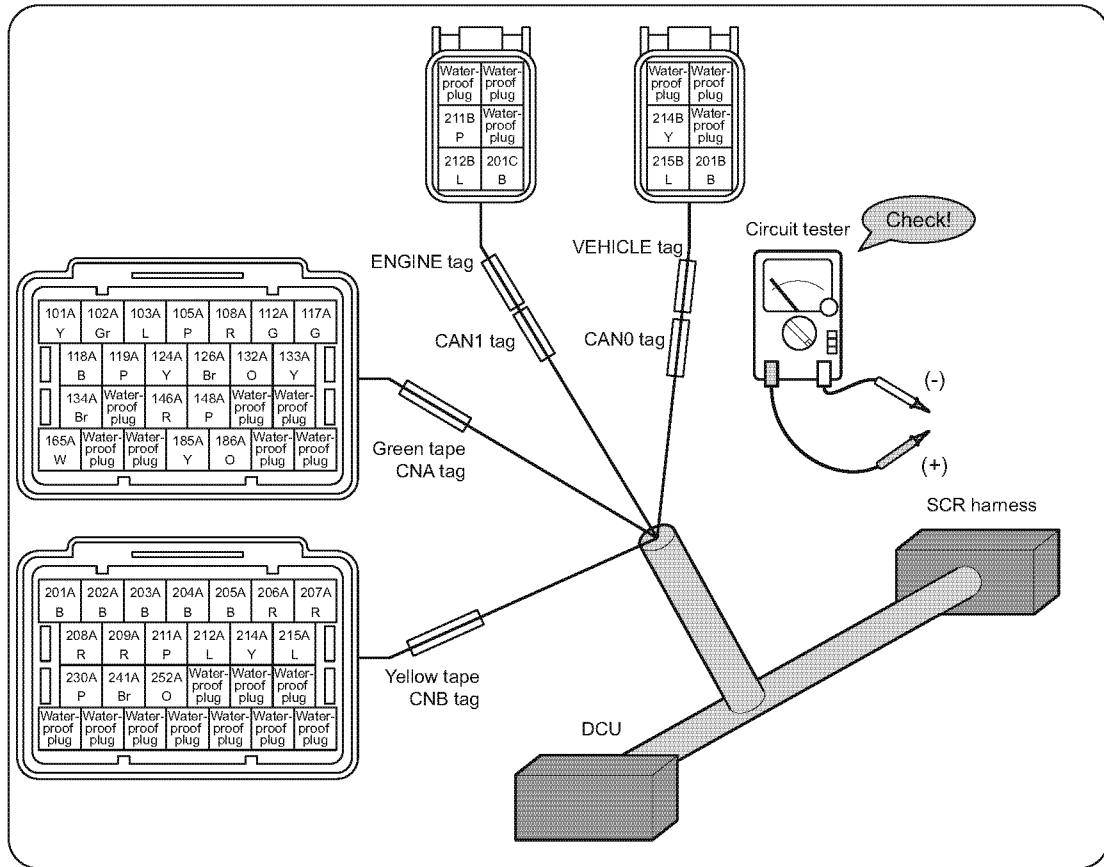
- Details on failure diagnosis of each part are mentioned later.
- Using a circuit tester, measure the resistance value between the terminals checked in the figure below.
- DCU and SCR harnesses apply to models with urea SCR system.

ECU checker harness

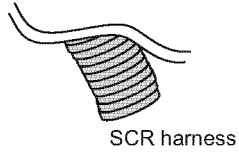
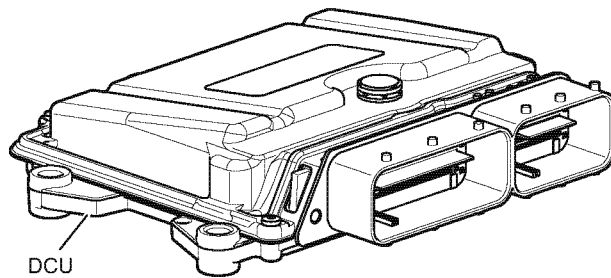


154962-00EN

DCU checker harness



Connect between the DCU and the SCR harness



Using a circuit tester, measure the voltage value between the predetermined terminals.

154963-00EN

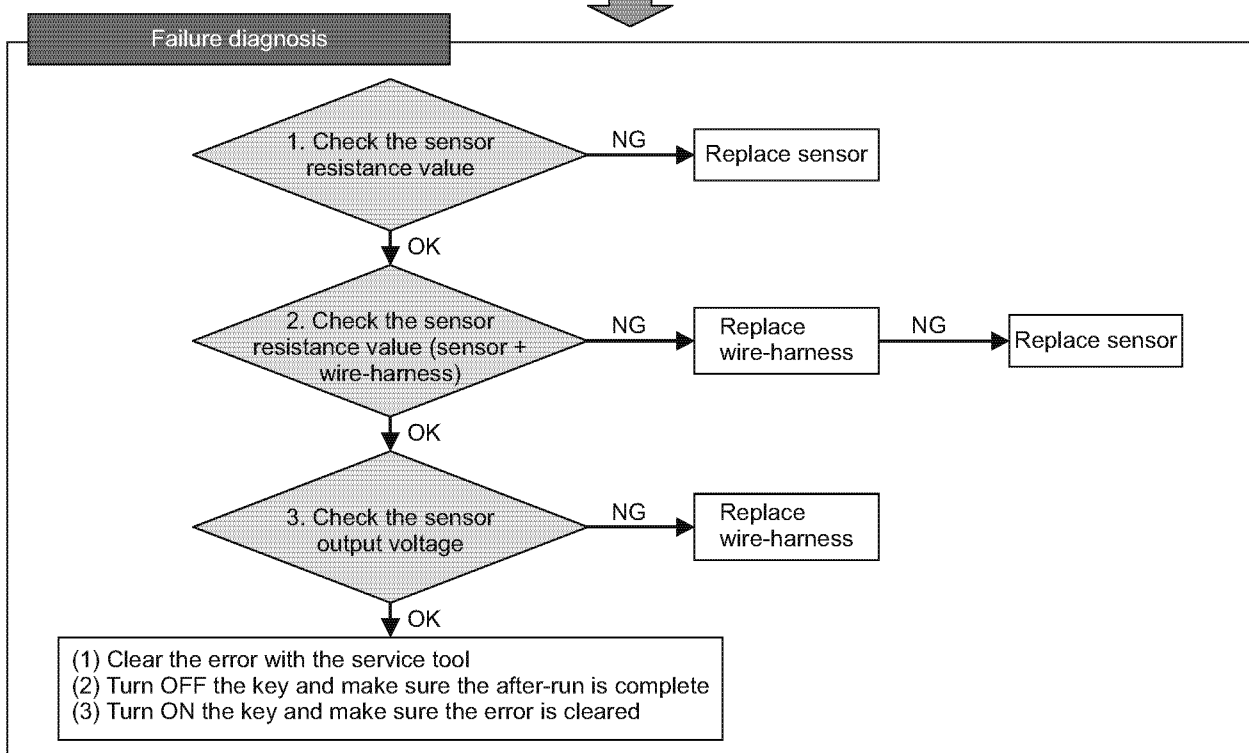
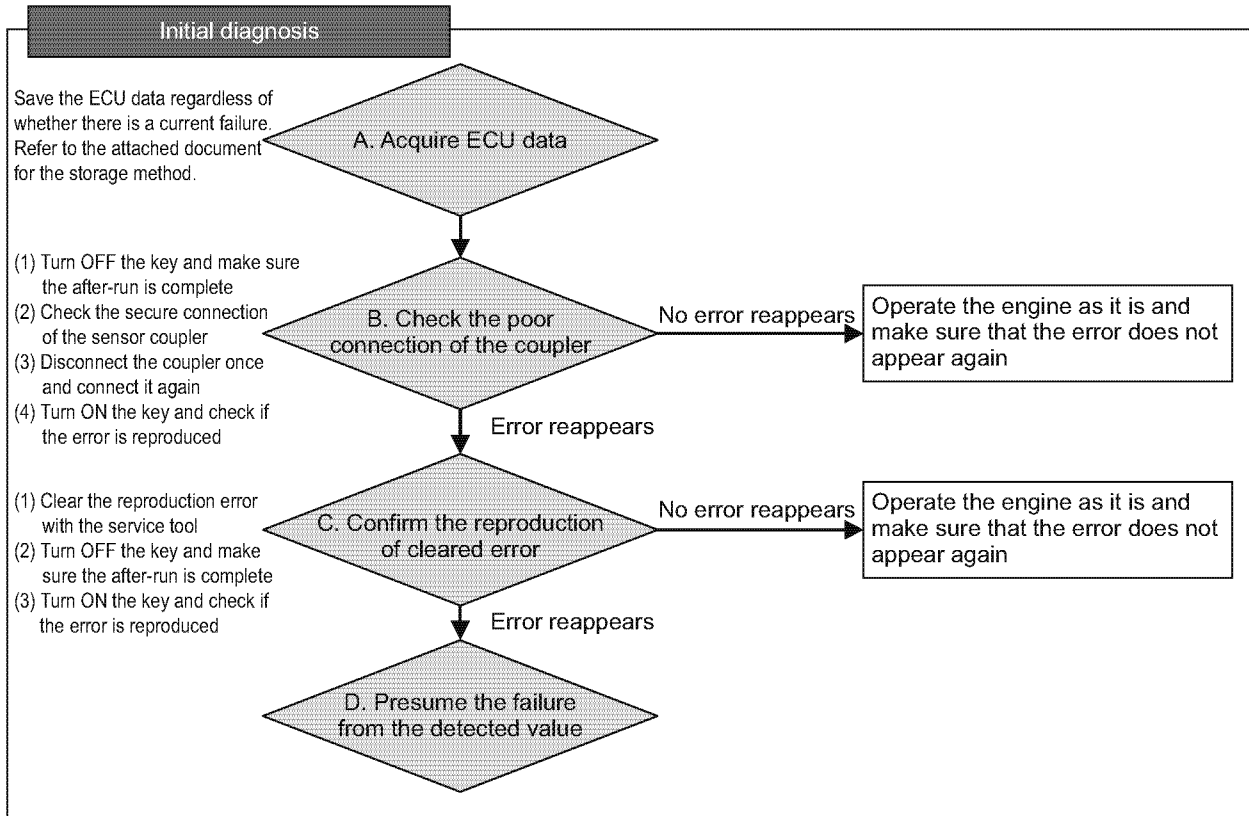
3.2.3. Accelerator sensor

Related DTC

P code	P0123	Accelerator sensor1 error (voltage high)
	P0122	Accelerator sensor 1 error (voltage low)
	P0223	Accelerator sensor 2 error (voltage high)
	P0222	Accelerator sensor 2 error (voltage low)
	P1646	Accelerator sensor 1/2 Dual accelerator sensor error (closed position error)
	P1647	Accelerator sensor 1/2 Dual accelerator sensor error (open position error)
	P0228	Accelerator sensor 3 error (voltage high)
	P0227	Accelerator sensor 3 error (voltage low)
	P1126	Accelerator sensor 3 foot pedal error (open position error)
	P1125	Accelerator sensor 3 foot pedal error (closed position error)

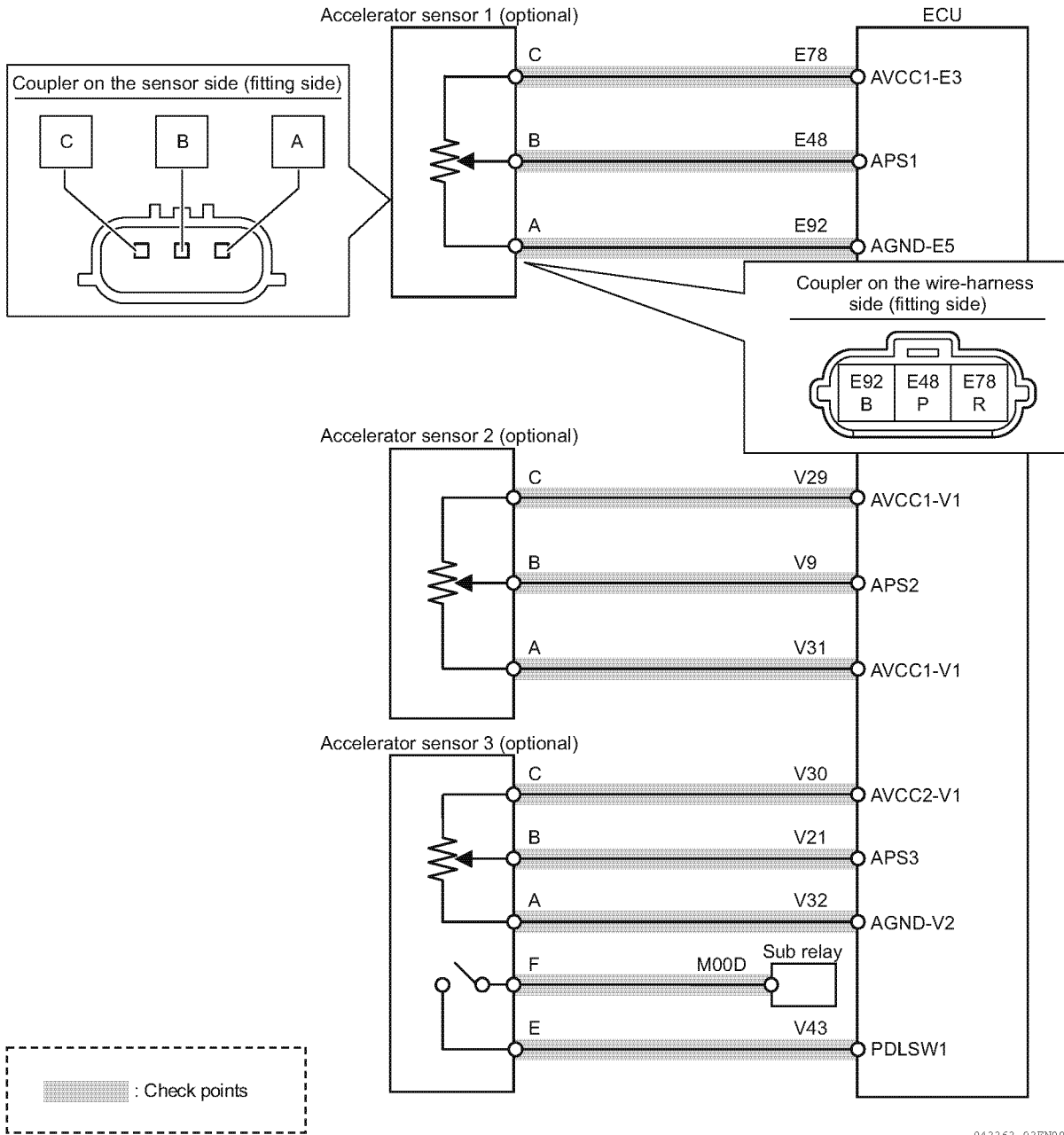
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154387-00EN

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

1- Between terminal A and C of the accelerator sensor (overall resistance value)

1-Remove the accelerator sensor from the wire-harness.

2-Using a circuit tester, measure the resistance value between sensor terminals A and C (overall resistance value).

Reference: YANMAR standard accelerator sensor overall resistance value

Terminal	Specifications
Sensor A to C	$5 \pm 1.5 \text{ k}\Omega$ *1

*1: The accelerator sensor is to be prepared by the customer. The above values are default values. Please check the specifications of your order for the actual resistance values.

NG	Replace the accelerator sensor.
OK	Go to "Between accelerator sensor terminals A and B".

2- Between accelerator sensor terminals A and B

1-Using a circuit tester, measure the resistance value between accelerator sensor terminals A and B.

2-Move the accelerator throttle, and check if the resistance value between accelerator sensor terminals A and B fluctuates.

NG	Replace the accelerator sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)."

2. Checking the sensor resistance value (sensor and wire-harness)

1- Between wire-harnesses E78 and E92 (V29 and V31, V30 and V32) (overall resistance value)

1-Connect the accelerator sensor and wire-harness then remove the ECU from the wire-harness.

2-Using a circuit tester, measure the resistance value (overall resistance value) between ECU couplers E78 and E92 (V29 and V31, V30 and V32) on the wire-harness side.

See above "Reference: YANMAR standard accelerator sensor overall resistance value".

NG	<ul style="list-style-type: none"> The coupler between the sensor and the wire-harness may be defective. Replace the sensor. Replace the wire-harness.
OK	Go to "Between wire-harnesses E48 and E92 (V9 and V31, V21 and V32)".

2- Between wire-harnesses E48 and E92 (V9 and V31, V21 and V32)

1-Using a circuit tester, measure the resistance value between ECU couplers E48 and E92 (V9 and V31, V21 and V32).

2-Move the accelerator throttle, and check if the resistance value between ECU couplers E48 and E92 (V9 and V31, V21 and V32) fluctuates.

NG	<ul style="list-style-type: none"> The coupler between the sensor and the wire-harness may be defective. Replace the sensor. Replace the wire-harness.
OK	Go to "Checking the accelerator sensor output voltage".

3. Checking the accelerator sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage of the sensor signal between E48 and E92 (V9 and V31, V21 and V32).

Voltage	State	Corrective action
$E48 (V9, V21) \leq 0.25 \text{ V}$	NG	Replace the wire-harness.
$0.25 \text{ V} < E48 (V9, V21) < 4.75 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.75 \text{ V} \leq E48 (V9, V21)$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	After turning the key OFF and ON, make a diagnosis using SA-D and make sure that the error does not reappear.

4. Check when an error (failure) is resolved by replacing parts

In order to identify the part that caused the error (failure), when the part is replaced and the error is resolved, put back the original part and confirm that the error (failure) is reproduced.

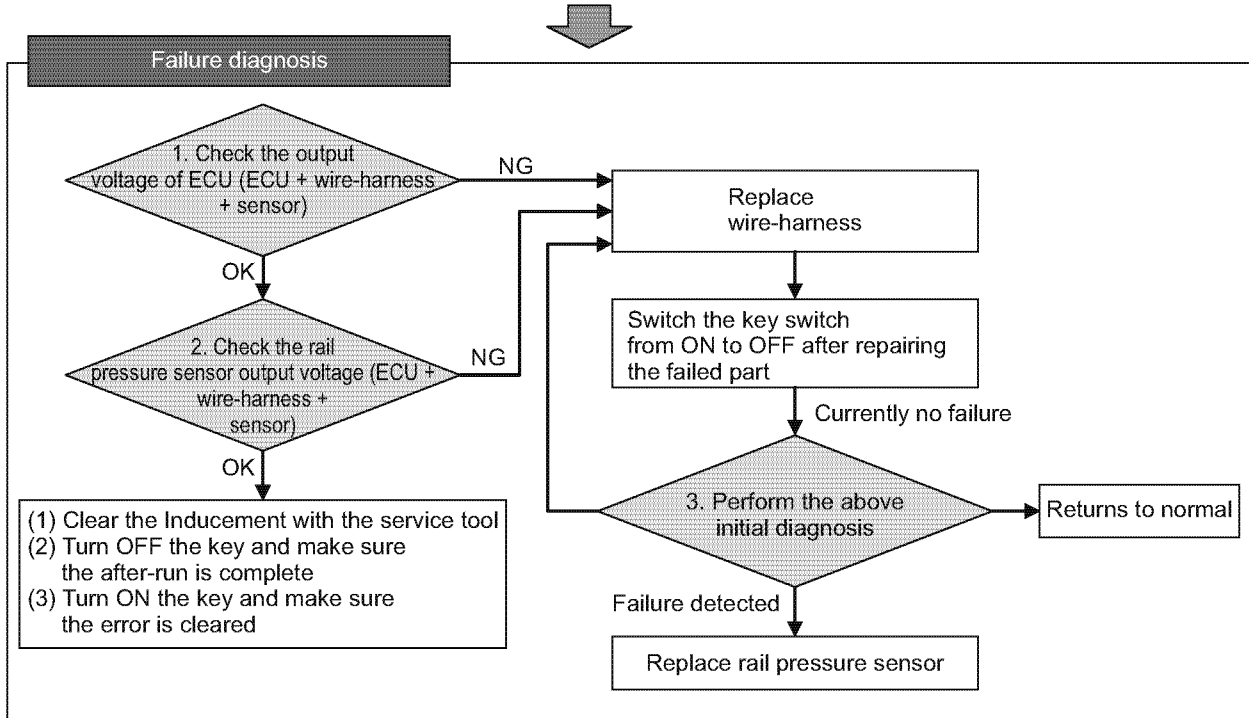
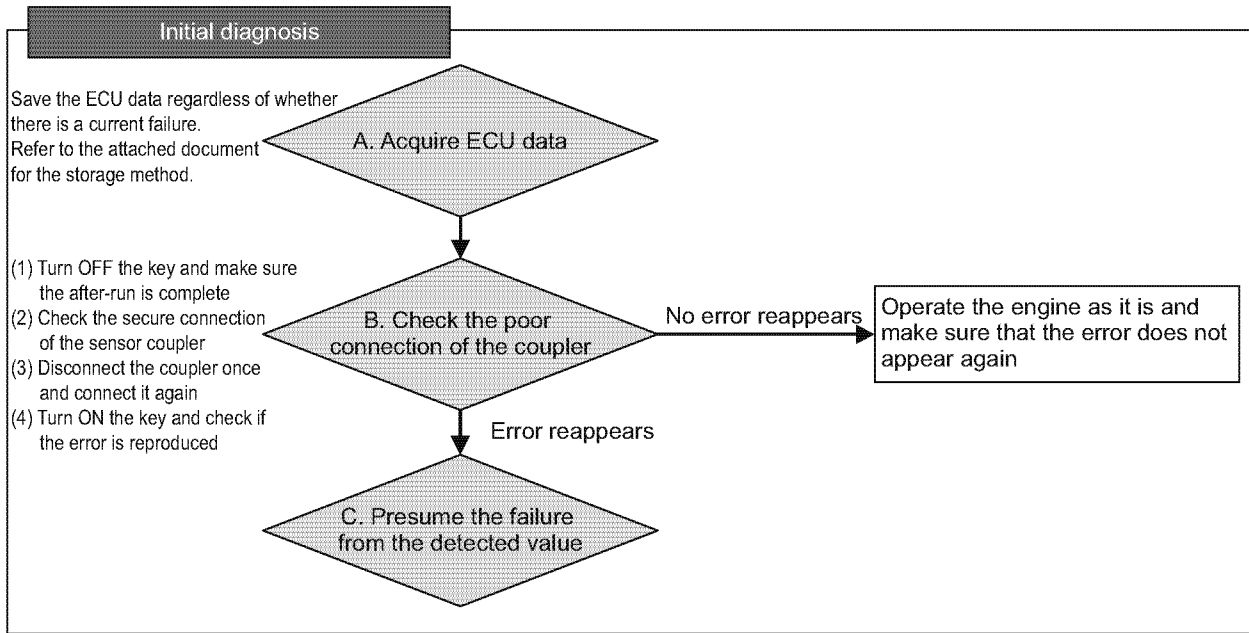
3.2.4. Rail pressure sensor

Related DTC

P code	P0192	Rail pressure sensor error (voltage low)
	P0193	Rail pressure sensor error (voltage high)

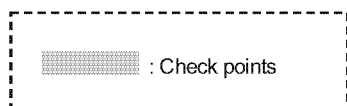
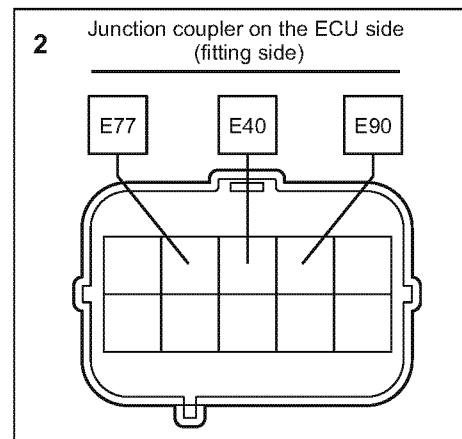
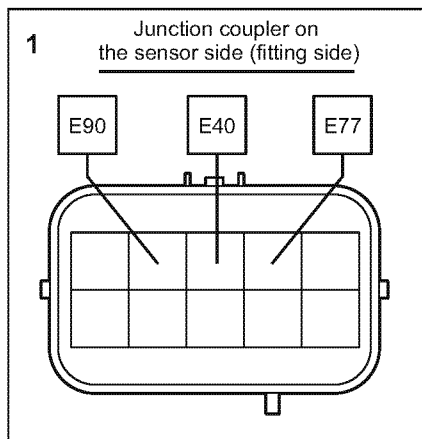
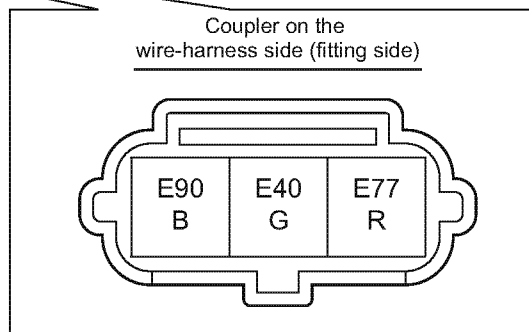
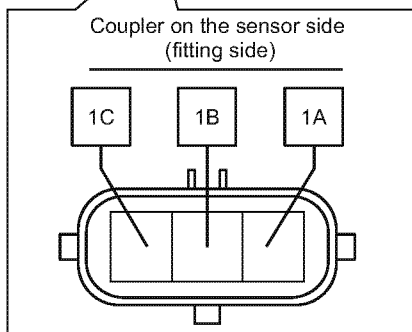
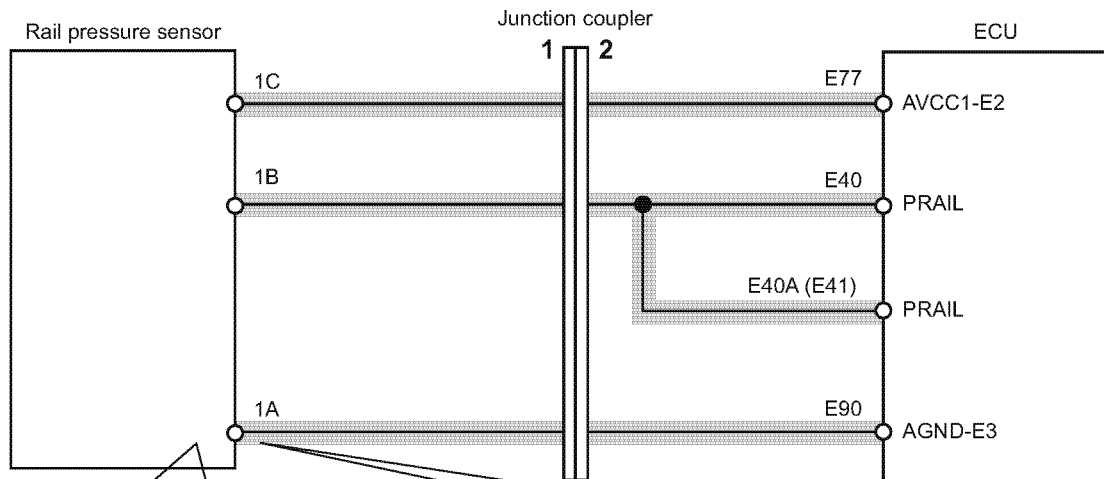
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154388-00EN

Wire diagram



043364-01EN02

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the ECU output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).
- 2-Using a circuit tester, measure the voltage between E77 and E90 of the rail pressure sensor 5 V.

Voltage	State	Corrective action
$E77 < 4.375 \text{ V}$	NG	Replace the wire-harness.
$4.375 \text{ V} \leq E77 \leq 5.625 \text{ V}$	OK (normal range)	Check the rail pressure sensor output voltage.
$5.625 \text{ V} < E77$	NG	Replace the wire-harness.

NG	Replace the wire-harness, and turn OFF and on the key switch for failure diagnosis.
OK	Go to "Checking the rail pressure sensor output voltage".

2. Checking the rail pressure sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).
- 2-Using a circuit tester, measure the voltage of the sensor signal between E40 (E40A) and E90.

Voltage	State	Corrective action
$E40 \text{ (E40A)} < 0.65 \text{ V}$	NG	Replace the wire-harness.
$0.65 \text{ V} \leq E40 \text{ (E40A)} \leq 4.84 \text{ V}$	OK (normal range)	After turning the key OFF/ON, perform a diagnosis using SA-D.
$4.84 \text{ V} < E40 \text{ (E40A)}$	NG	Replace the wire-harness.

NG	Replace the wire-harness or ECU, and turn OFF and on the key switch for failure diagnosis using SA-D.
OK	Confirm that the error does not reappear on SA-D after clearing the Inducement and turning the key OFF/ON.

3. Operation using SA-D

- 1-Turn OFF the key switch, turn ON the key switch again, and start the engine.
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

NG	Normal
OK	Replace the rail pressure sensor.

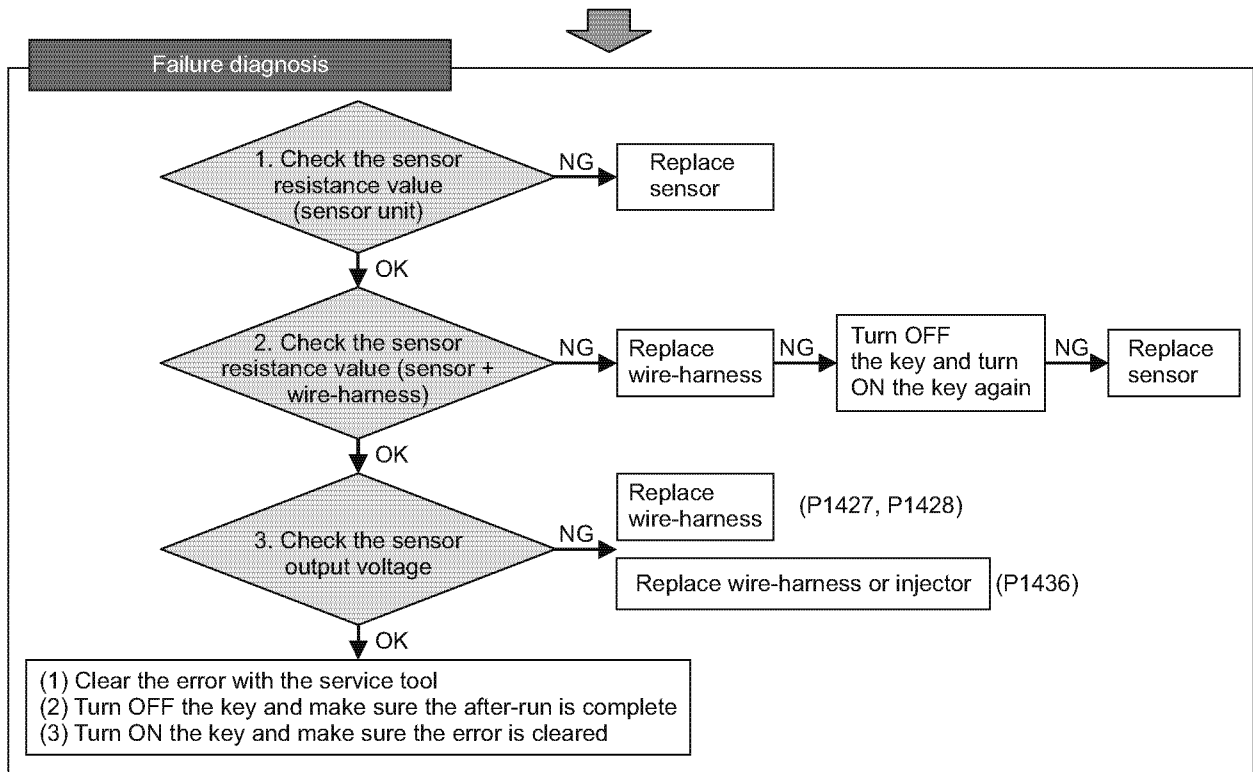
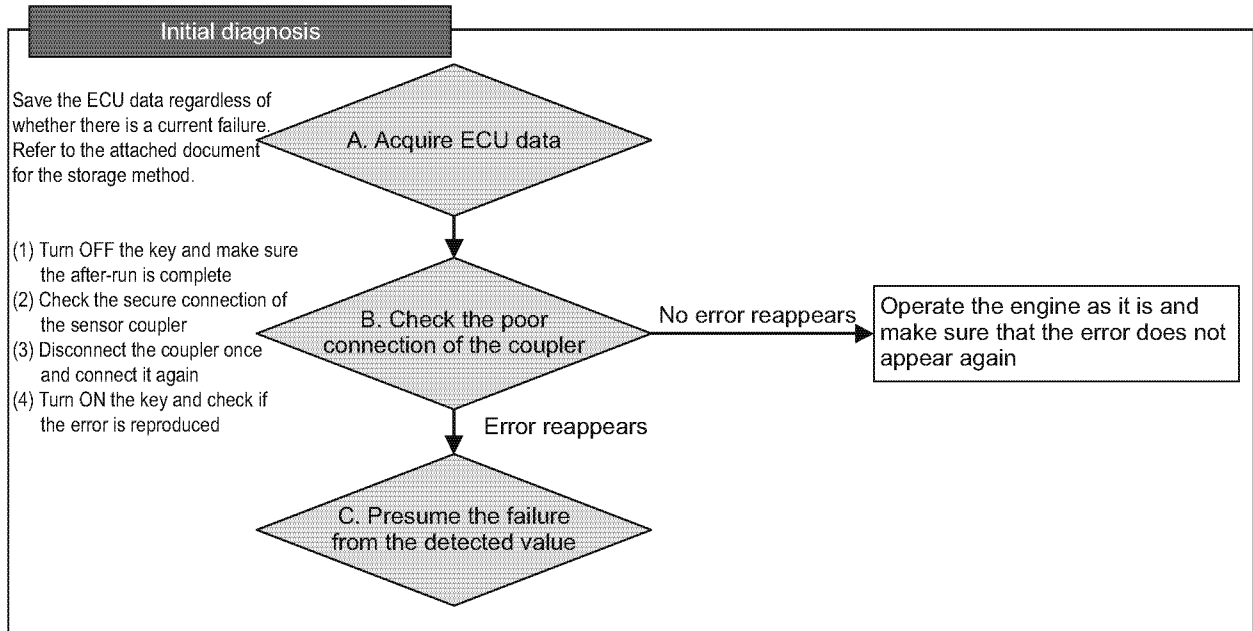
3.2.5. DPF inlet temperature sensor 1

Related DTC

P code	P1427	DPF inlet temperature sensor error (voltage low)
	P1428	DPF inlet temperature sensor error (voltage high)
	P1436	DPF inlet temperature sensor abnormal temperature (abnormally high)

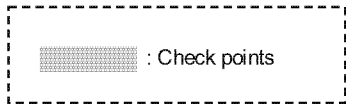
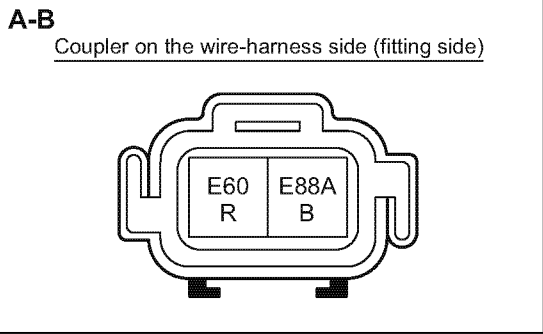
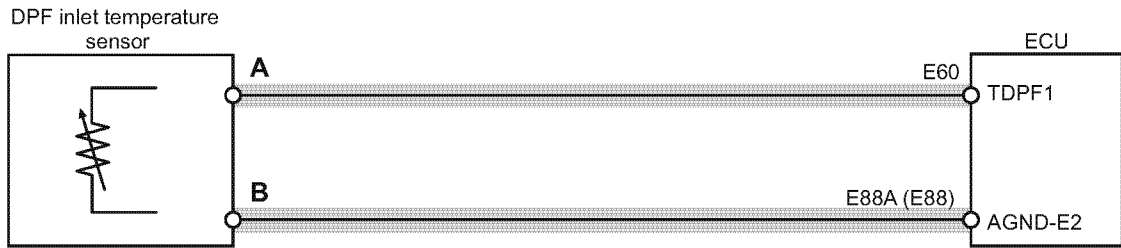
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154399-002N

Wire diagram



045745-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

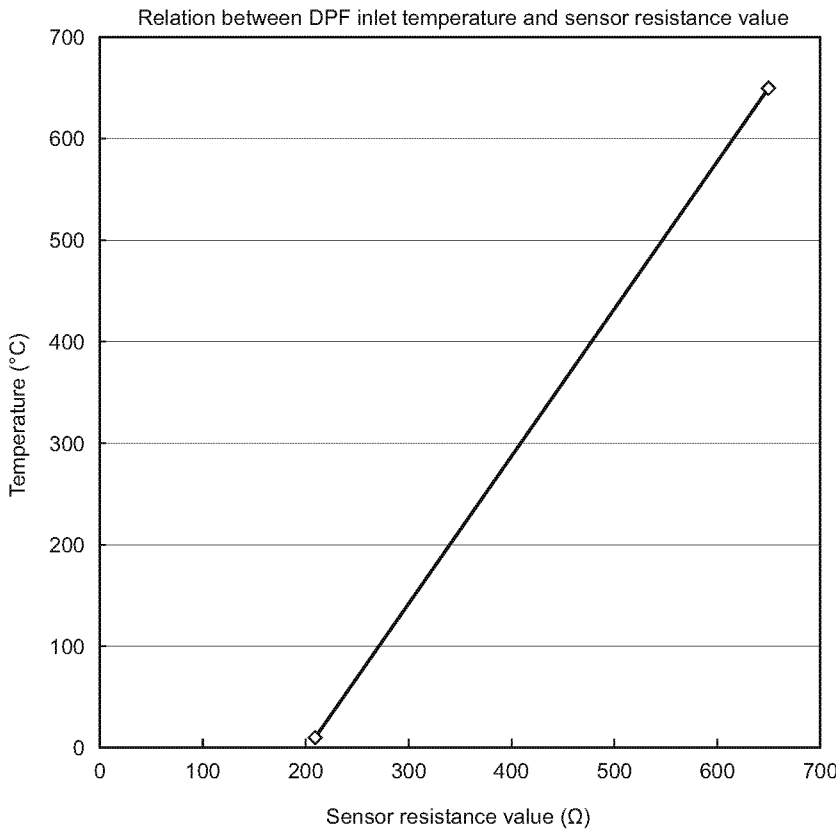
Work description

1. Checking the sensor resistance value (sensor unit)

1-Remove the wire-harness from the DPF inlet temperature sensor.

2-Using a circuit tester, measure the resistance value between DPF inlet temperature sensor terminals A and B.

3-Using “DPF inlet temperature sensor characteristics”, make sure that the measured resistance value is within the normal range.



Temperature (°C)	Sensor resistance value (Ω)
10	209.15
650	649.77

DPF inlet temperature sensor characteristics

044404-00EN01

NG	Replace the DPF inlet temperature sensor.
OK	Go to “Checking the sensor resistance value (sensor and wire-harness)”.

2. Checking the sensor resistance value (sensor and wire-harness)

1-Connect the DPF inlet temperature sensor and wire-harness then remove the ECU from the wire-harness.

2-Using a circuit tester, measure the resistance value between ECU coupler terminals E60 and E88A on the wire-harness side.

3-Using “DPF inlet temperature sensor characteristics”, make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to “Checking the DPF inlet temperature sensor output voltage”.

3. Checking the DPF inlet temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between DPF inlet temperature sensor signals E60 and E88A.

Voltage	State	Corrective action
$E60 < 0.2 \text{ V}$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the injector. (P1436 only)
$0.2 \text{ V} \leq E60 \leq 4.8 \text{ V}$	OK (normal range)	<ul style="list-style-type: none"> • Returns to normal. • Replace the injector. (P1436 only)
$4.8 \text{ V} < E60$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the injector. (P1436 only)

NG	<ul style="list-style-type: none"> • The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness. • Replace the injector. (P1436 only)
OK	Replace the injector. (P1436 only)

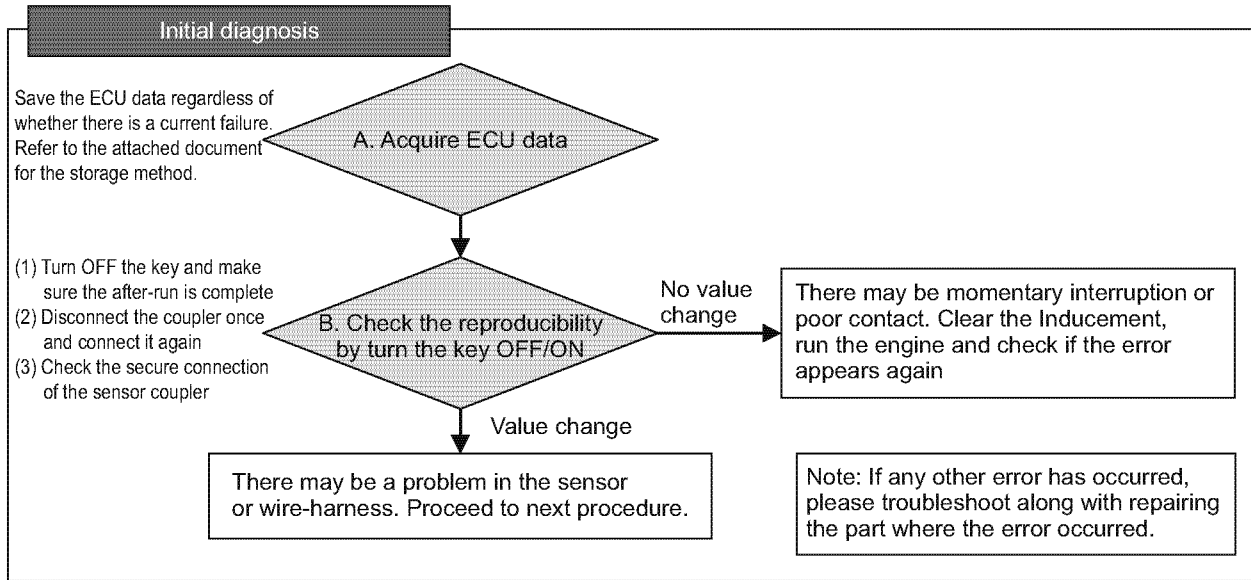
3.2.6. DPF inlet temperature sensor 2

Related DTC

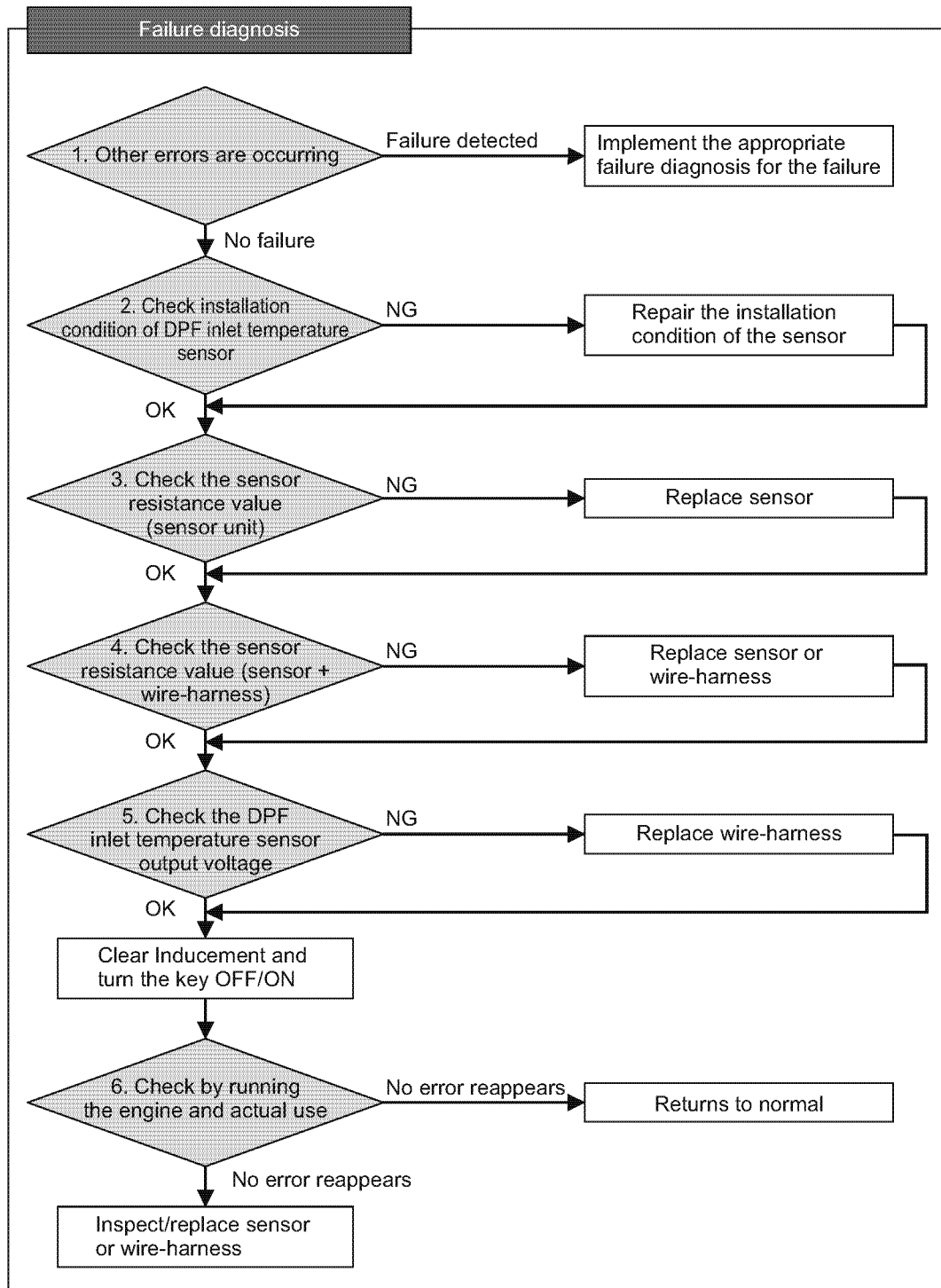
P code	P167E	DPF inlet temperature sensor error (detected value error)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

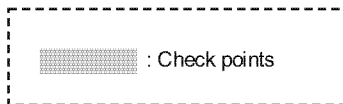
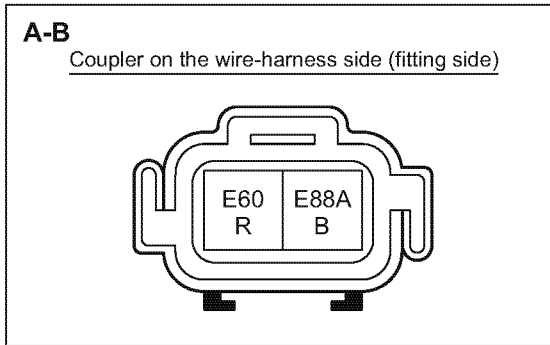
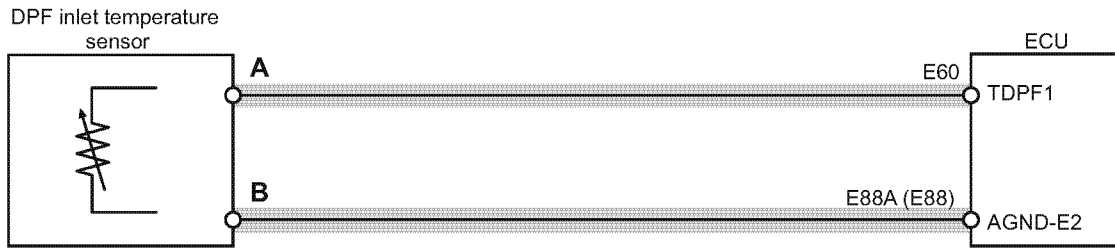


154390-00EN



154391-00EN

Wire diagram



045745-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Particularly, check to see whether any errors are detected for EGR gas temperature sensor, cooling water temperature sensor, DPF inlet temperature sensor, EGR valve, or inside the ECU.

Error detected	Implement the appropriate failure diagnosis for the failure.
No error detected	Go to "Checking installation condition of DPF inlet temperature sensor".

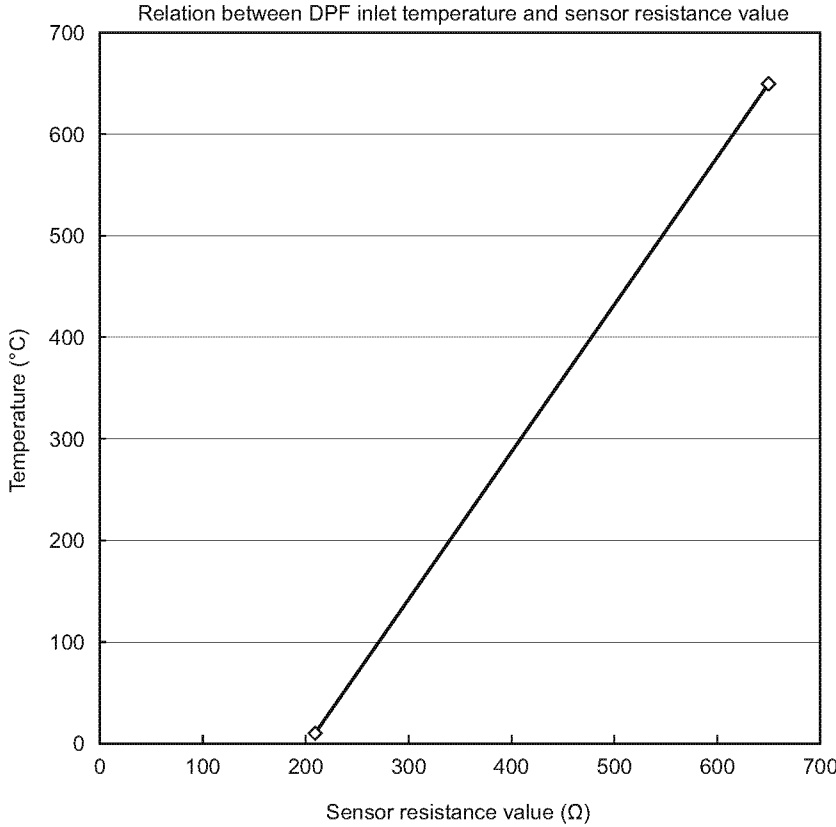
2. Checking installation condition of DPF inlet temperature sensor

- 1-Turn OFF the key switch.
- 2-Check the installation condition of DPF inlet temperature sensor
- 3-Check the DPF and exhaust piping for damage or failure.

NG	Reinstall the sensor, and turn OFF/ON the ECU power for failure diagnosis using SA-D.
OK	Go to "Checking the sensor resistance value (sensor unit)"

3. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the DPF inlet temperature sensor.
- 2-Using a circuit tester, measure the resistance value between DPF inlet temperature sensor terminals A and B.
- 3-Using "DPF inlet temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



044404-00EN01

NG	Replace the DPF inlet temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

4. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the DPF inlet temperature sensor and wire-harness then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E60 and E88A on the wire-harness side.
- 3-Using "DPF inlet temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the DPF inlet temperature sensor output voltage".

5. Checking the DPF inlet temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between DPF inlet temperature sensor signals E60 and E88A.

Voltage	State	Corrective action
$E60 < 0.2 \text{ V}$	NG	Replace the wire-harness.
$0.2 \text{ V} \leq E60 \leq 4.8 \text{ V}$	OK (normal range)	Returns to normal.
$4.8 \text{ V} < E60$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	After clearing the Inducement and turning the key OFF/ON, start the engine, and perform normal operation to check if the error reappears.

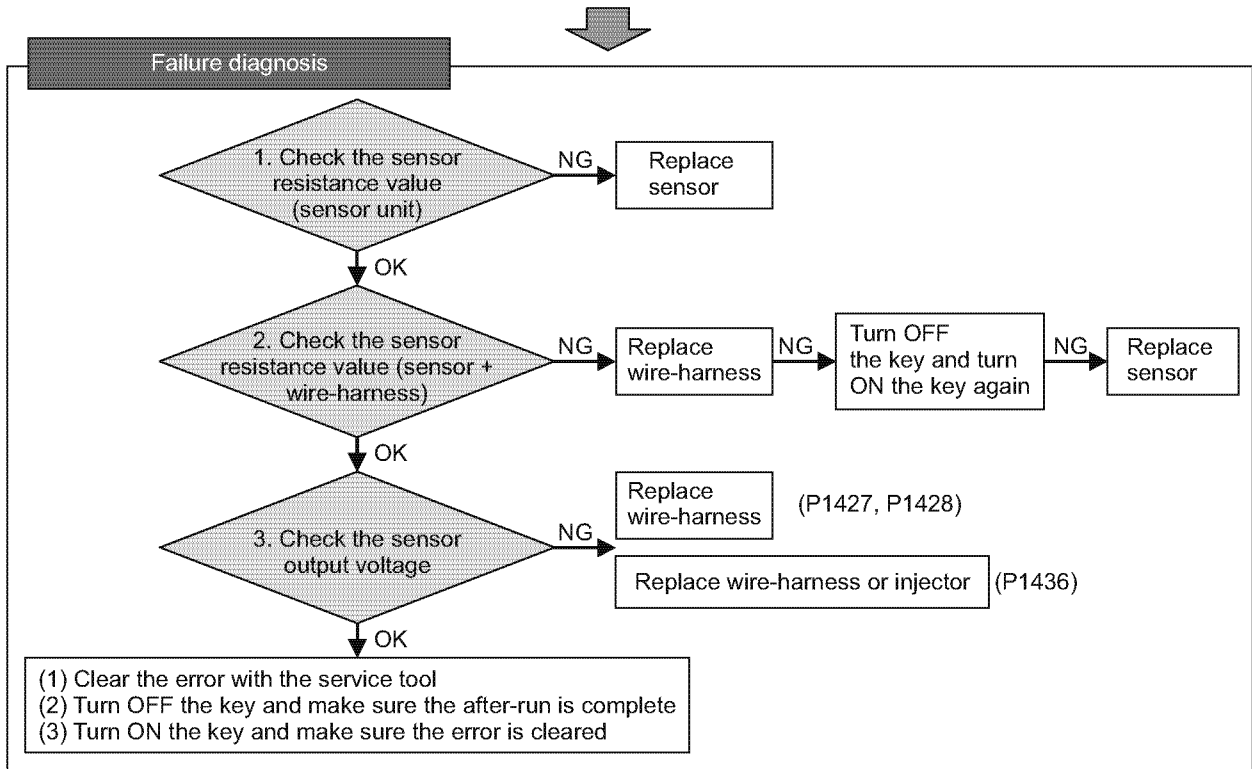
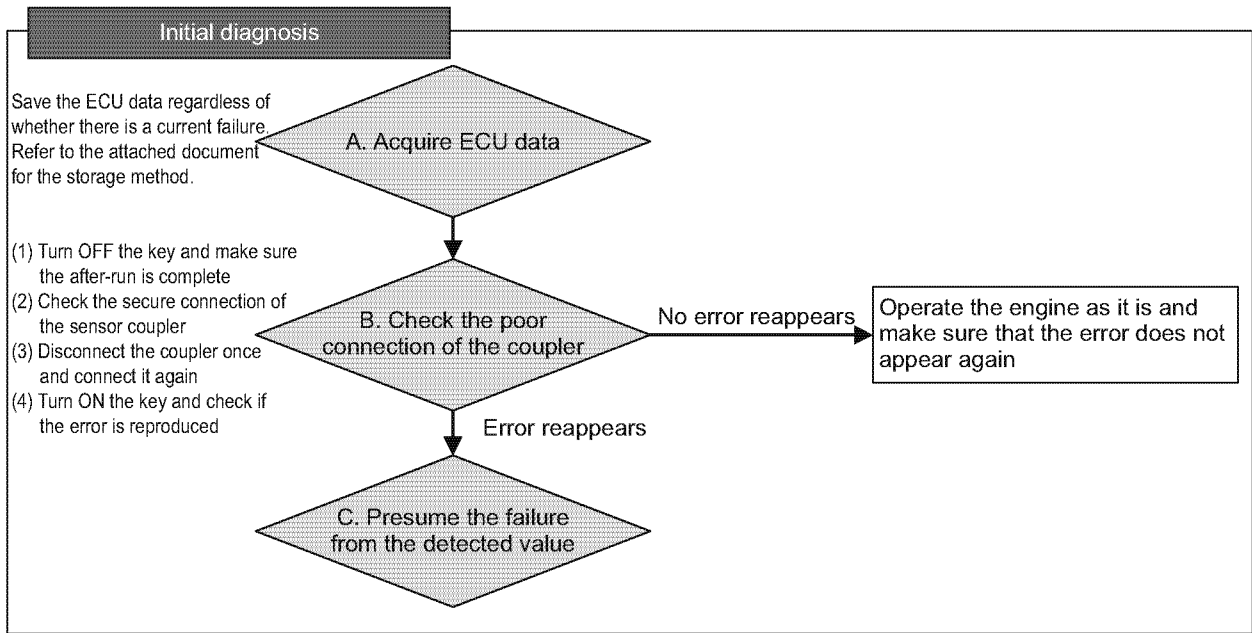
3.2.7. DPF intermediate temperature sensor 1

Related DTC

P code	P1435	DPF intermediate temperature sensor error (voltage low)
	P1434	DPF intermediate temperature sensor error (voltage high)

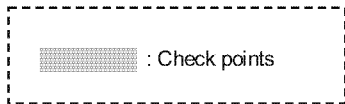
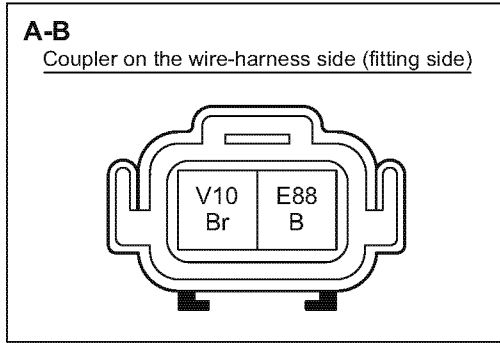
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154399-00EN

Wire diagram



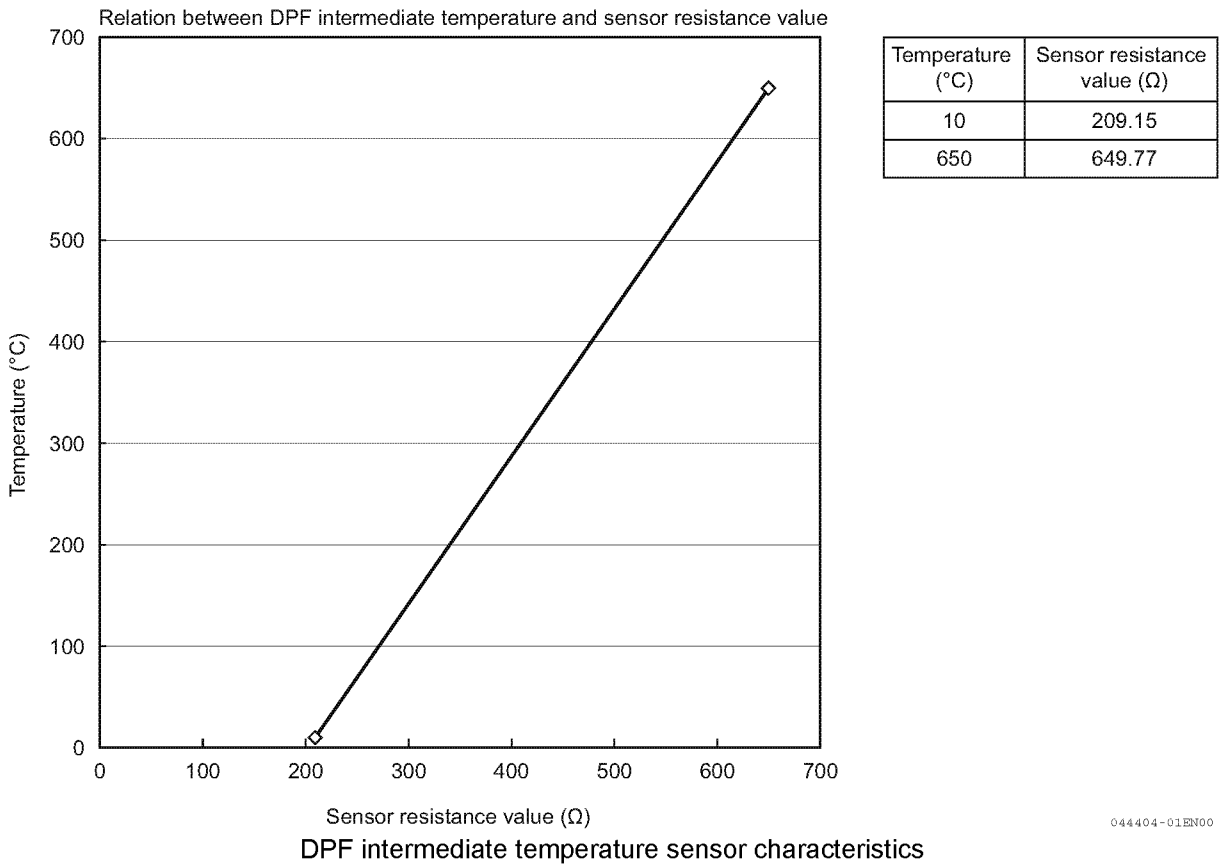
045747-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the DPF intermediate temperature sensor.
- 2-Using a circuit tester, measure the resistance value between DPF intermediate temperature sensor terminals A and B.
- 3-Using "DPF intermediate temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



NG	Replace the DPF intermediate temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the DPF intermediate temperature sensor and wire-harness, then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals V10 and E88 on the wire-harness side.
- 3-Using "DPF intermediate temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the DPF intermediate temperature sensor output voltage".

3. Checking the DPF intermediate temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between DPF intermediate temperature sensor signals V10 and E88.

Voltage	State	Corrective action
$V10 < 0.2 \text{ V}$	NG	Replace the wire-harness.
$0.2 \text{ V} \leq V10 \leq 4.8 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.8 \text{ V} < V10$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	After turning the key OFF and ON, make a diagnosis using SA-D and make sure that the error does not reappear.

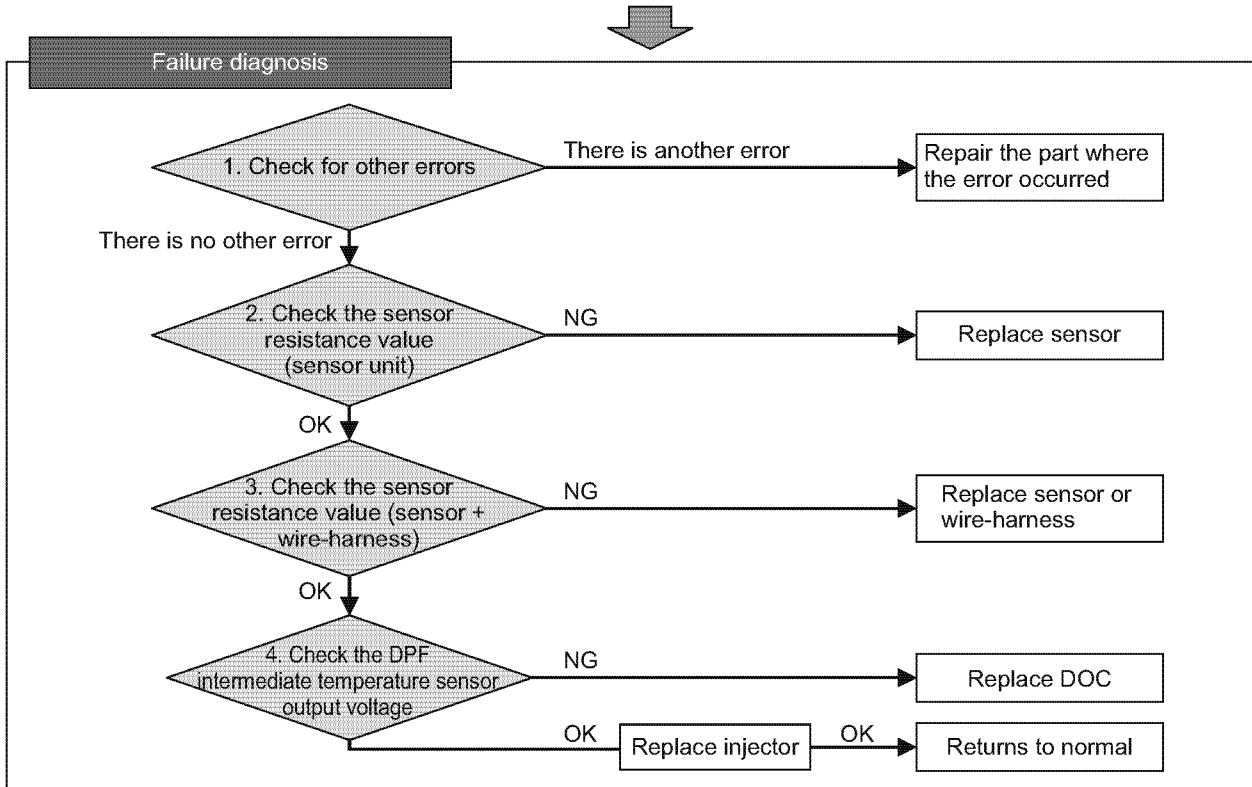
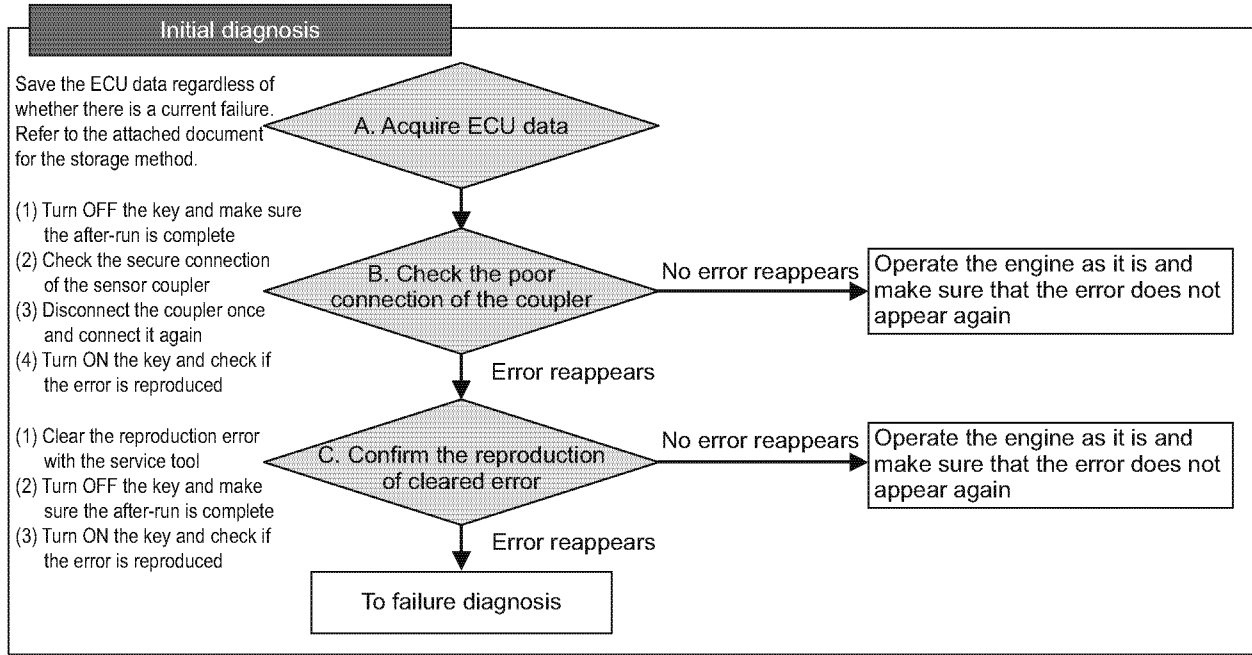
3.2.8. DPF intermediate temperature sensor 2

Related DTC

P code	P0420	DPF intermediate temperature abnormal (abnormally low)
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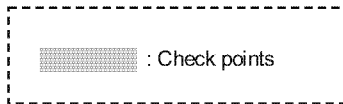
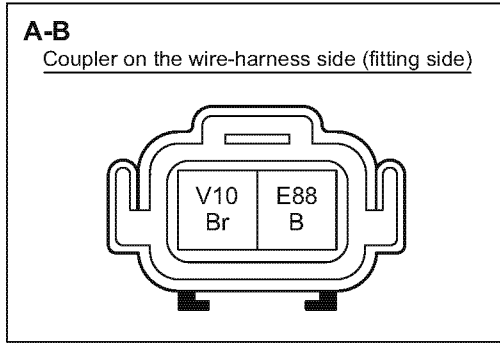
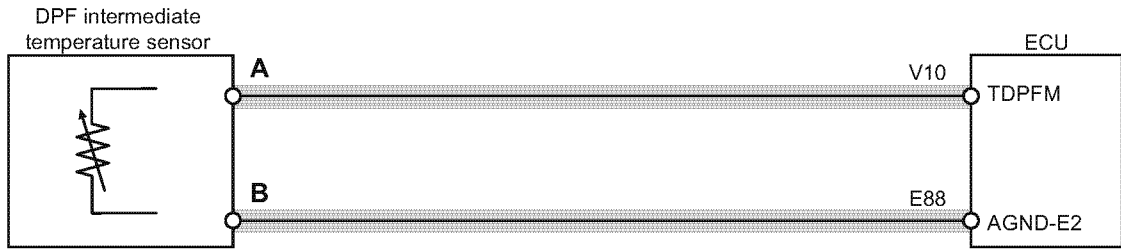
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154393-00EN

Wire diagram



045747-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Check for other errors

1-Connect the SA-D and check for current failures.

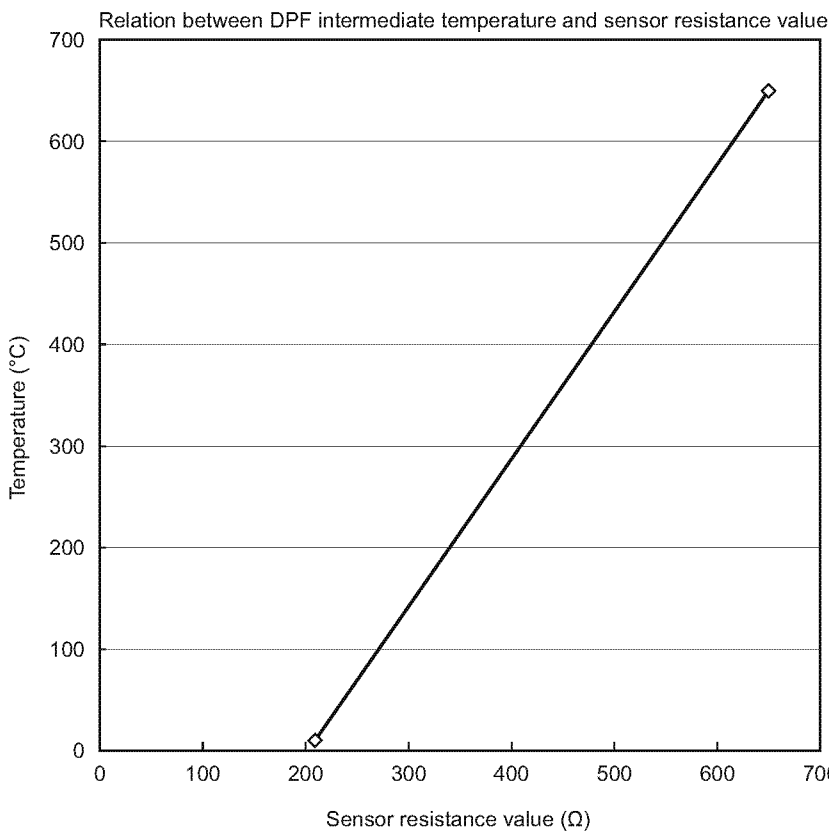
NG	Correct that part.
OK	Go to "Checking the sensor resistance value (sensor unit)".

2. Checking the sensor resistance value (sensor unit)

1-Remove the wire-harness from the DPF intermediate temperature sensor.

2-Using a circuit tester, measure the resistance value between DPF intermediate temperature sensor terminals A and B.

3-Using "DPF intermediate temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



Temperature (°C)	Sensor resistance value (Ω)
10	209.15
650	649.77

DPF intermediate temperature sensor characteristics

044404-01EN00

NG	Replace the DPF intermediate temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

3. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the DPF intermediate temperature sensor and wire-harness, then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals V10 and E88 on the wire-harness side.
- 3-Using "DPF intermediate temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the DPF intermediate temperature sensor output voltage".

4. Checking the DPF intermediate temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between DPF intermediate temperature sensor signals V10 and E88.

Voltage	State	Corrective action
$V10 < 0.2 \text{ V}$	NG	Replace the wire-harness.
$0.2 \text{ V} \leq V10 \leq 4.8 \text{ V}$	OK (normal range)	Replace the injector.
$4.8 \text{ V} < V10$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	Replace the injector.

5. Replacing the injector

After replacing the injector, run the engine after the engine has warmed up, then perform stationary regeneration or recovery regeneration to make sure that the error does not occur again.

NG	Replace the DOC.
OK	Returns to normal.

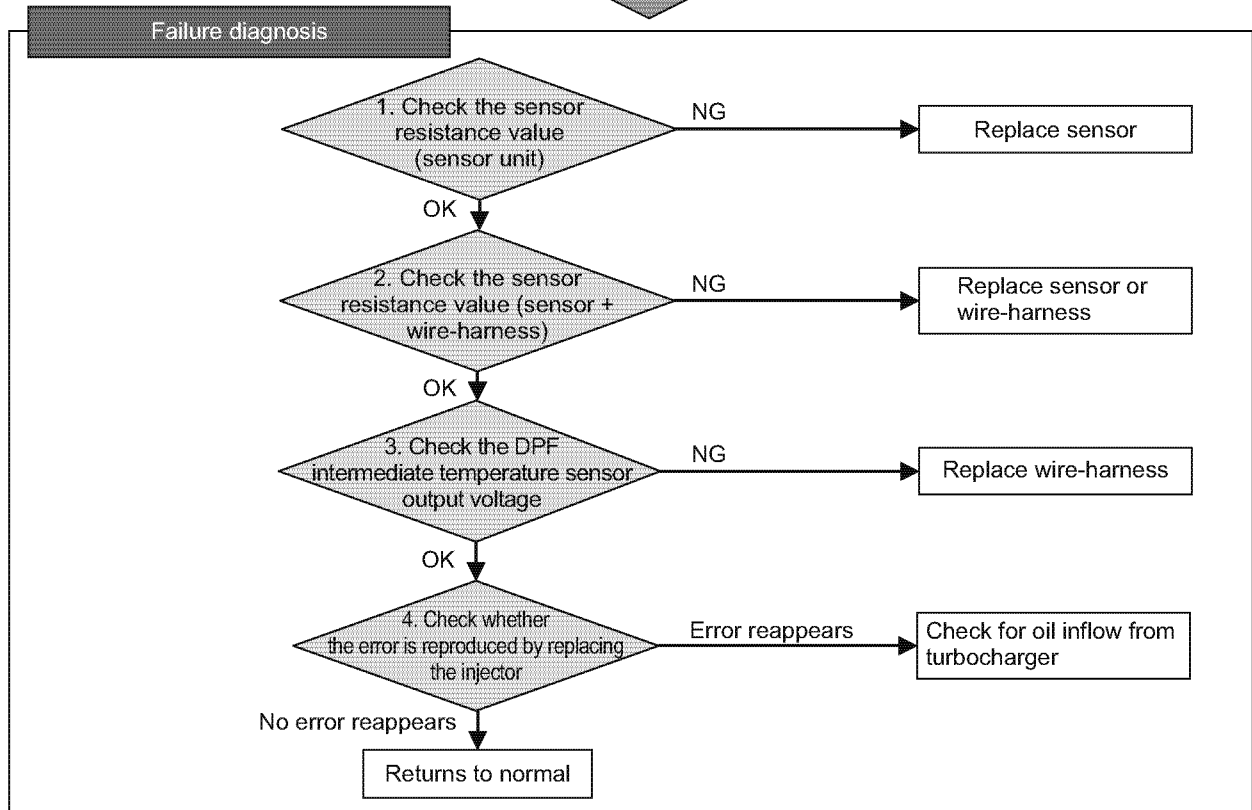
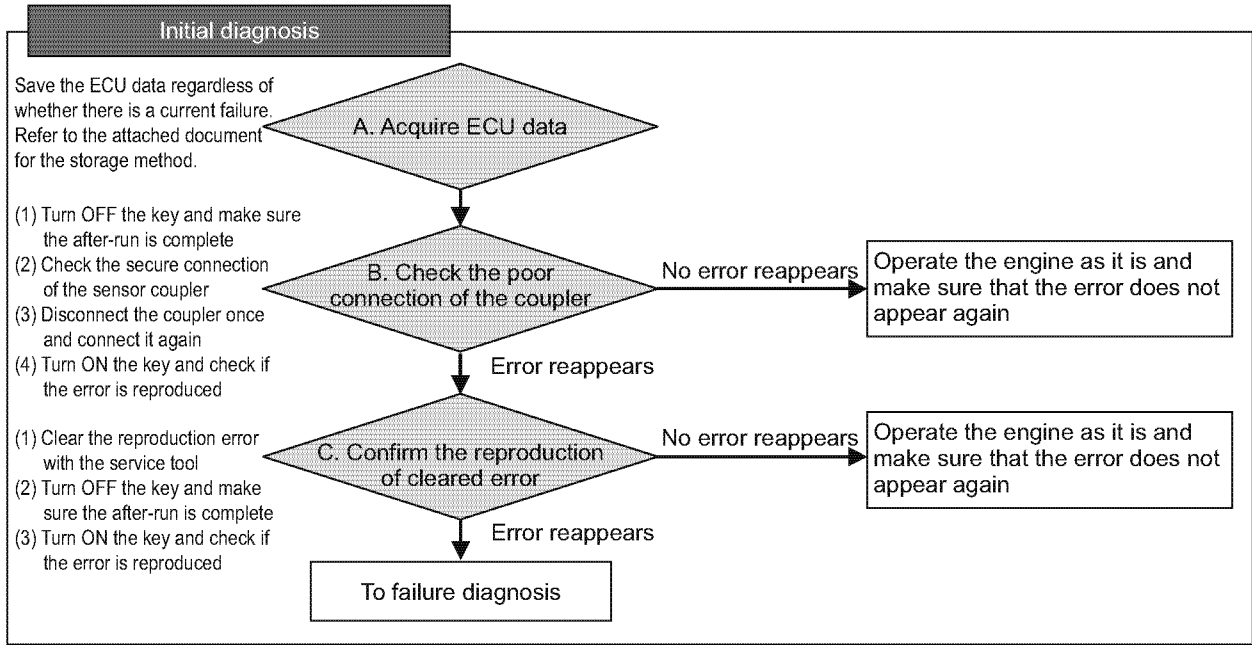
3.2.9. DPF intermediate temperature sensor 3

Related DTC

P code	P1426	DPF intermediate temperature abnormal (abnormal rise in temperature)
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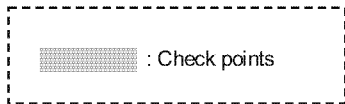
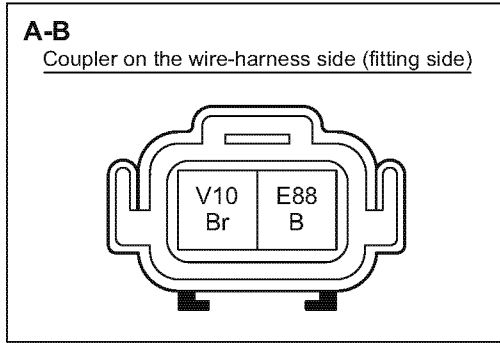
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154394-00EN

Wire diagram



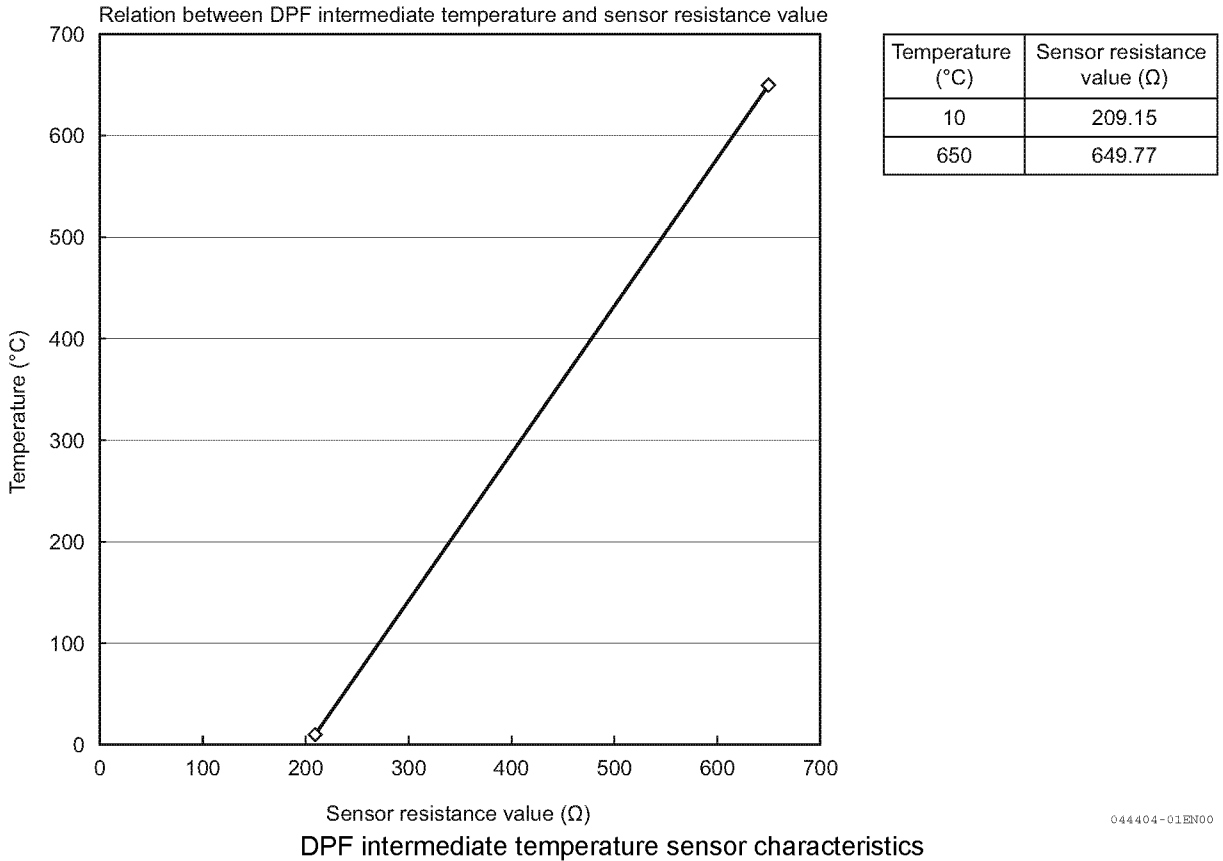
045747-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the DPF intermediate temperature sensor.
- 2-Using a circuit tester, measure the resistance value between DPF intermediate temperature sensor terminals A and B.
- 3-Using "DPF intermediate temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



NG	Replace the DPF intermediate temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the DPF intermediate temperature sensor and wire-harness, then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals V10 and E88 on the wire-harness side.
- 3-Using "DPF intermediate temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the DPF intermediate temperature sensor output voltage".

3. Checking the DPF intermediate temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between DPF intermediate temperature sensor signals V10 and E88.

Voltage	State	Corrective action
$V10 < 0.2 \text{ V}$	NG	Replace the wire-harness.
$0.2 \text{ V} \leq V10 \leq 4.8 \text{ V}$	OK (normal range)	Replace the injector.
$4.8 \text{ V} < V10$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	Replace the injector.

4. Checking whether the error reappears by replacing the injector

Replace the injector, start the engine, and perform normal operation to check if the error reappears

NG	There is a possibility of oil inflow from the turbocharger. Remove the pipes and check the turbocharger and pipes for oil adhesion.
OK	Returns to normal.

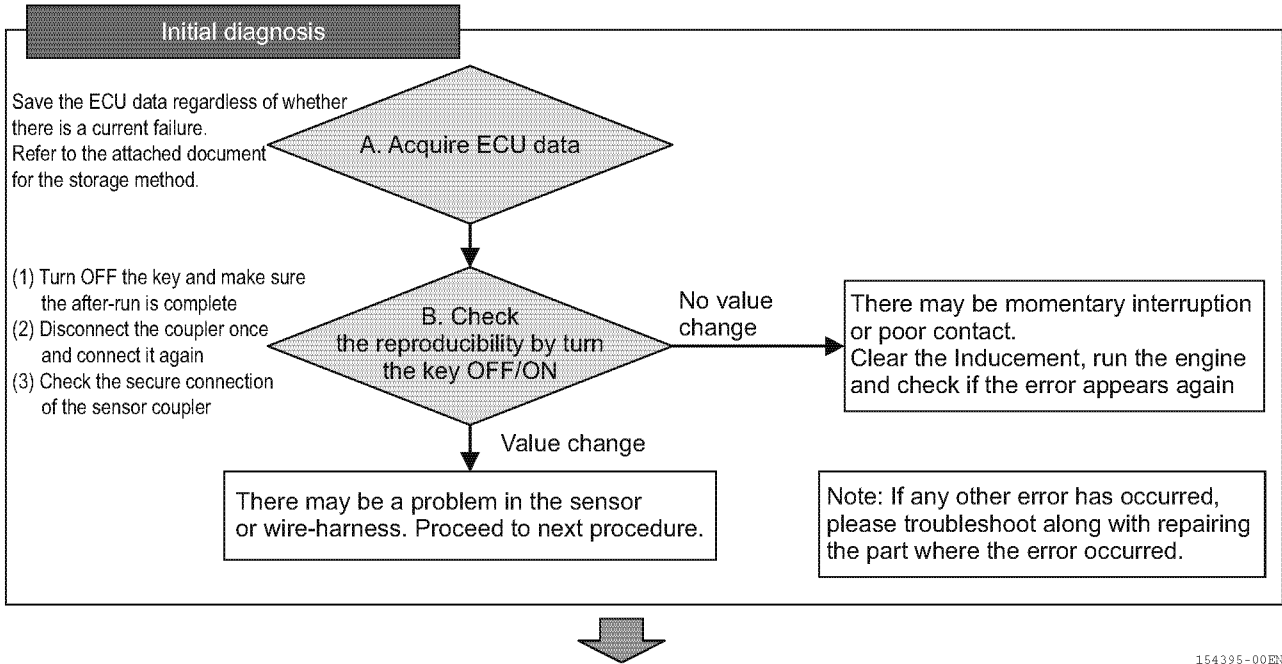
3.2.10. DPF intermediate temperature sensor 4

Related DTC

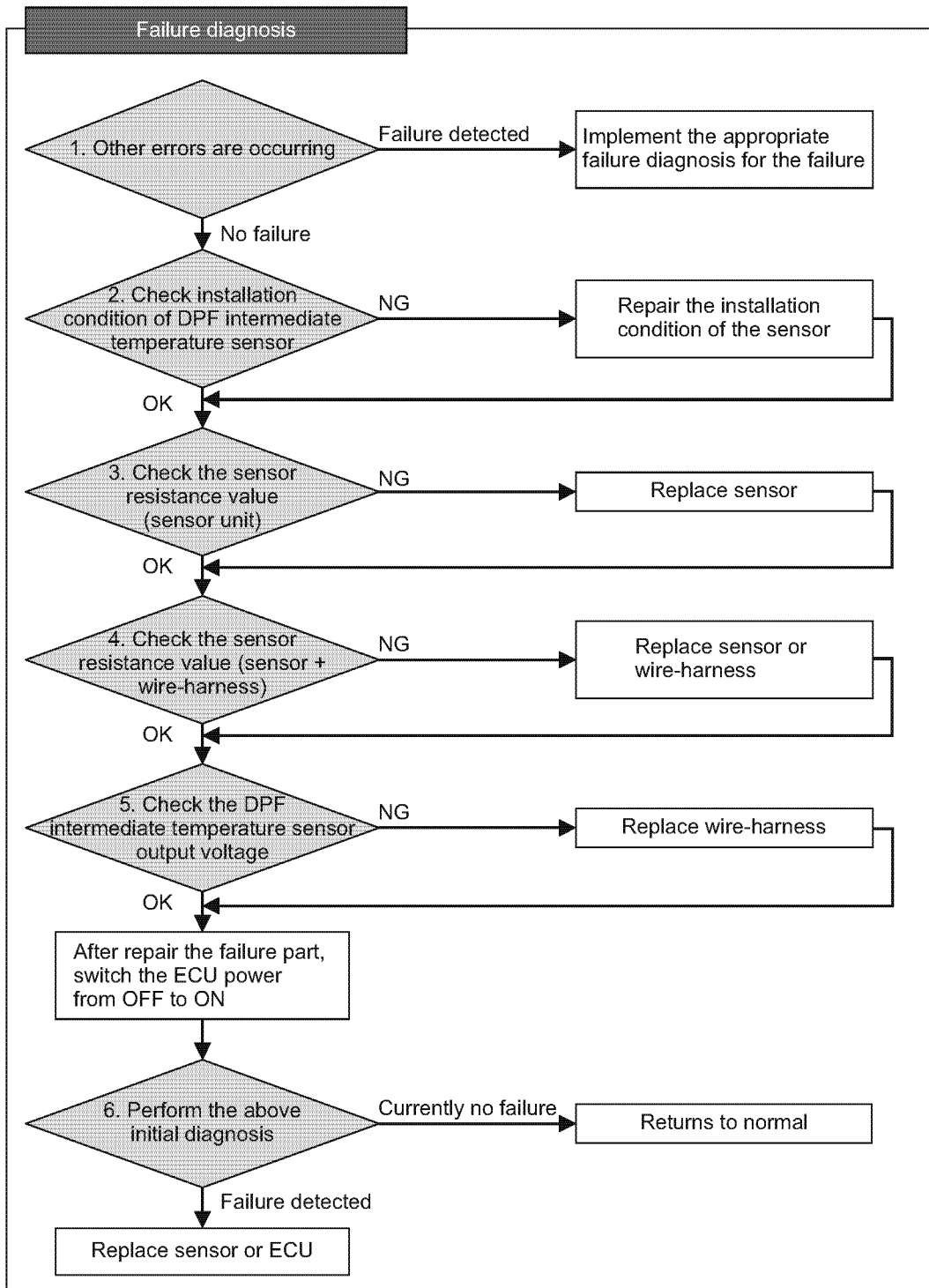
P code	P167A	DPF intermediate temperature sensor error (detected value error)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

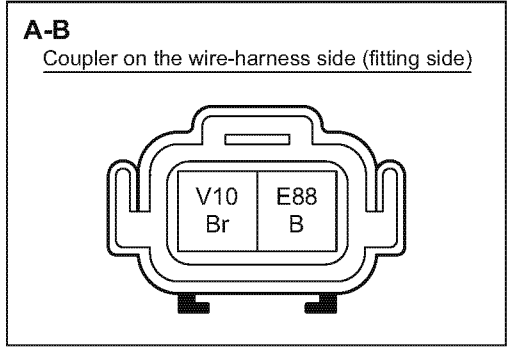


154395-00EN



154396-00EN

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

045747-00EN03

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Particularly, check to see whether any errors are detected for EGR gas temperature sensor, cooling water temperature sensor, DPF inlet temperature sensor, EGR valve, or inside the ECU.

Error detected	Implement the appropriate failure diagnosis for the failure.
No error detected	Go to "Checking installation condition of DPF intermediate temperature sensor".

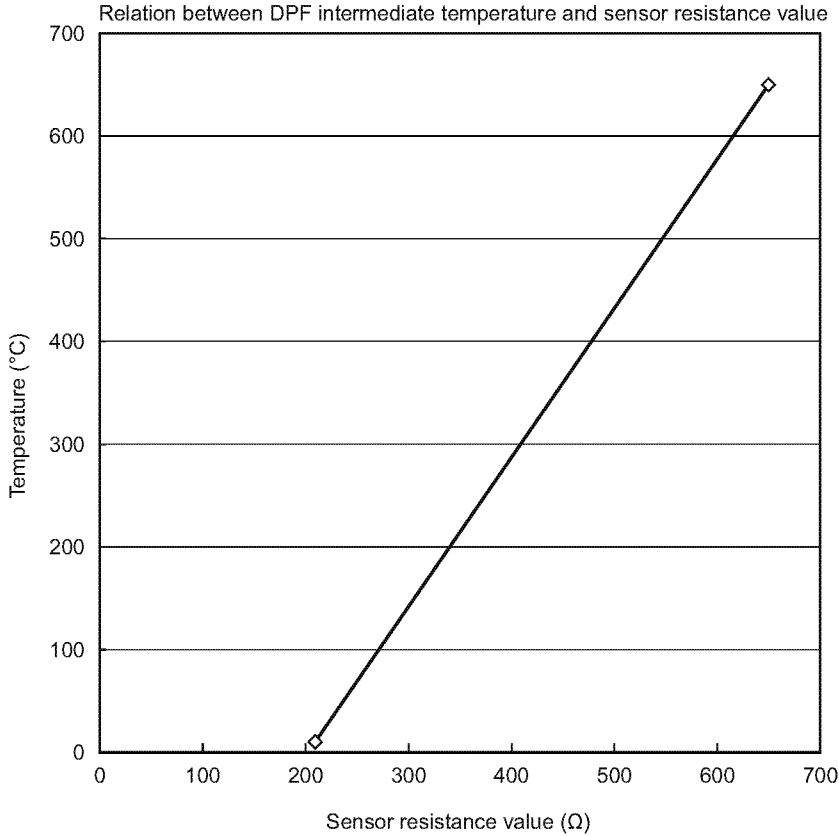
2. Checking installation condition of DPF intermediate temperature sensor

- 1-Turn OFF the key switch.
- 2-Check the installation condition of DPF intermediate temperature sensor
- 3-Check the DPF and exhaust piping for damage or failure

NG	Reinstall the sensor, and turn OFF/ON the ECU power for failure diagnosis using SA-D.
OK	Go to "Checking the sensor resistance value (sensor unit)".

3. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the DPF intermediate temperature sensor.
- 2-Using a circuit tester, measure the resistance value between DPF intermediate temperature sensor terminals A and B.
- 3-Using "DPF intermediate temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



Temperature (°C)	Sensor resistance value (Ω)
10	209.15
650	649.77

044404-01EN00

NG	Replace the DPF intermediate temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

4. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the DPF intermediate temperature sensor and wire-harness, then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals V10 and E88 on the wire-harness side.
- 3-Using "DPF intermediate temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the DPF intermediate temperature sensor output voltage".

5. Checking the DPF intermediate temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between DPF intermediate temperature sensor signals V10 and E88.

Voltage	State	Corrective action
$V10 < 0.2 \text{ V}$	NG	Replace the wire-harness.
$0.2 \text{ V} \leq V10 \leq 4.8 \text{ V}$	OK (normal range)	Replace the injector.
$4.8 \text{ V} < V10$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	After turning the key OFF and ON, make a diagnosis using SA-D and make sure that the error does not reappear.

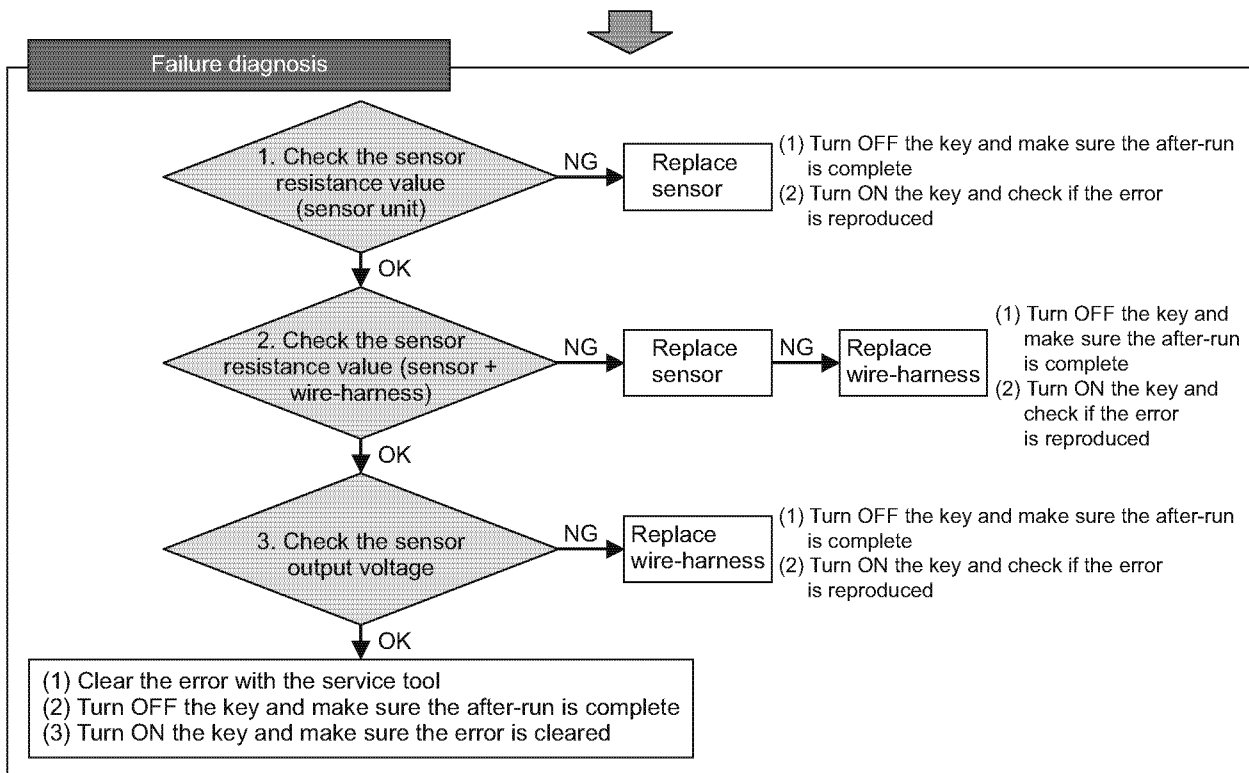
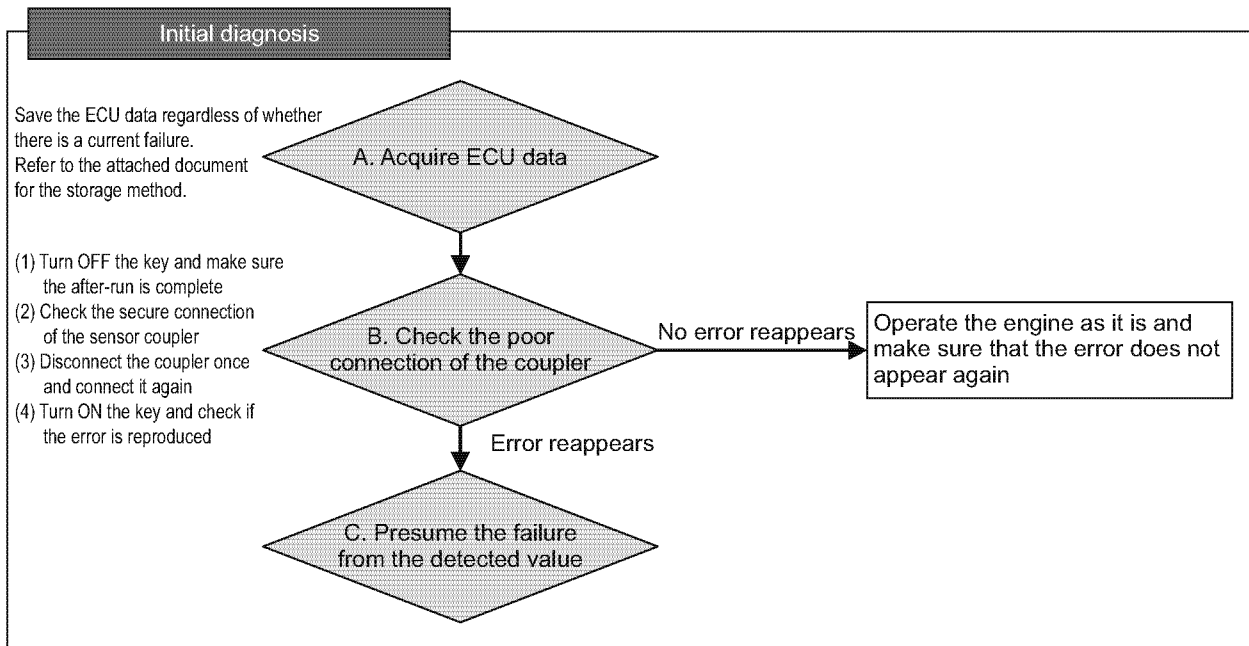
3.2.11. Cooling water temperature sensor 1

Related DTC

P code	P0117	Cooling water temperature sensor error (voltage low)
	P0118	Cooling water temperature sensor error (voltage high)

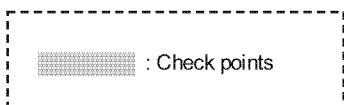
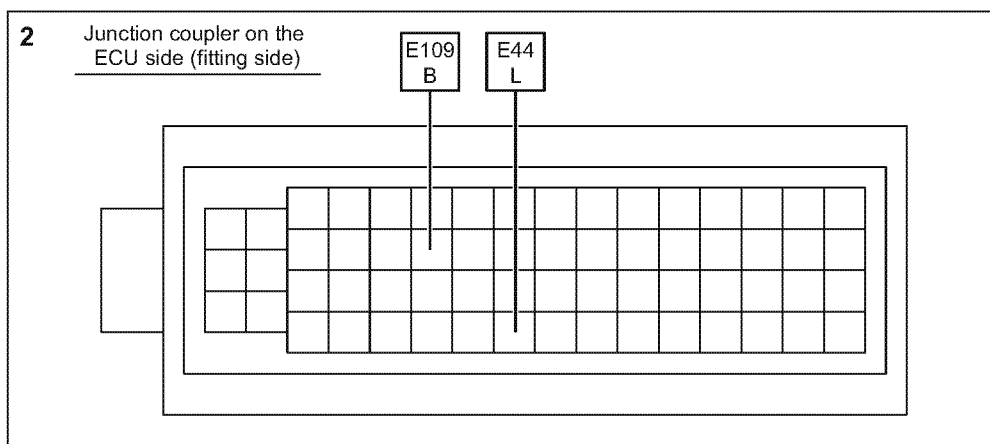
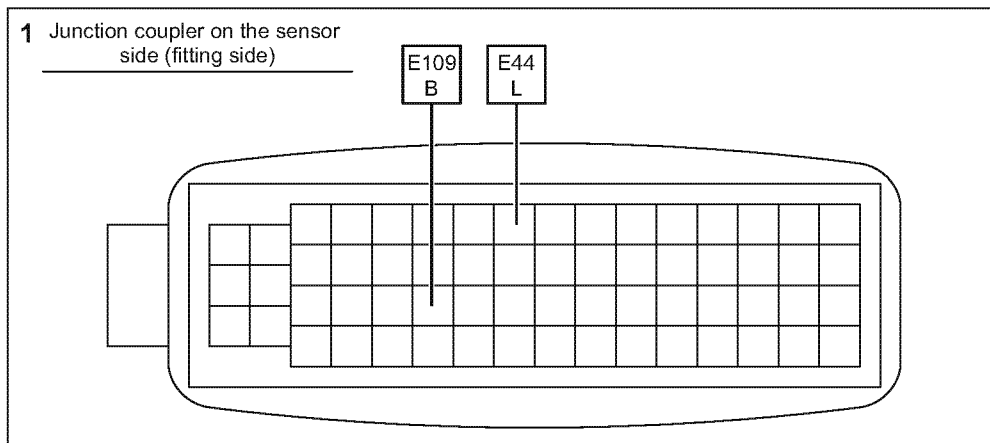
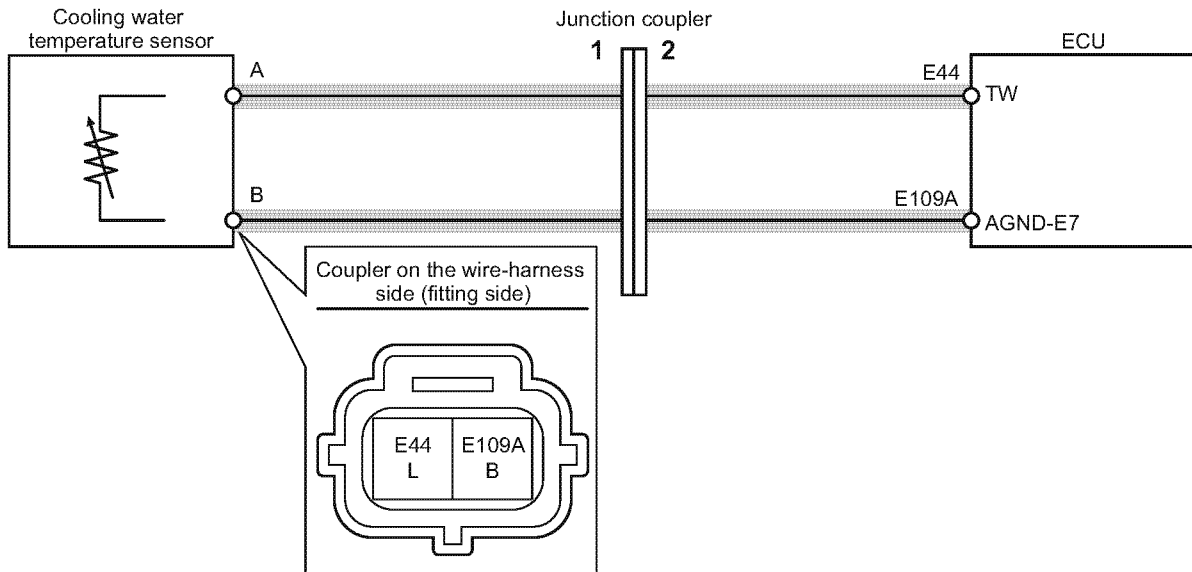
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154397-00EN

Wire diagram



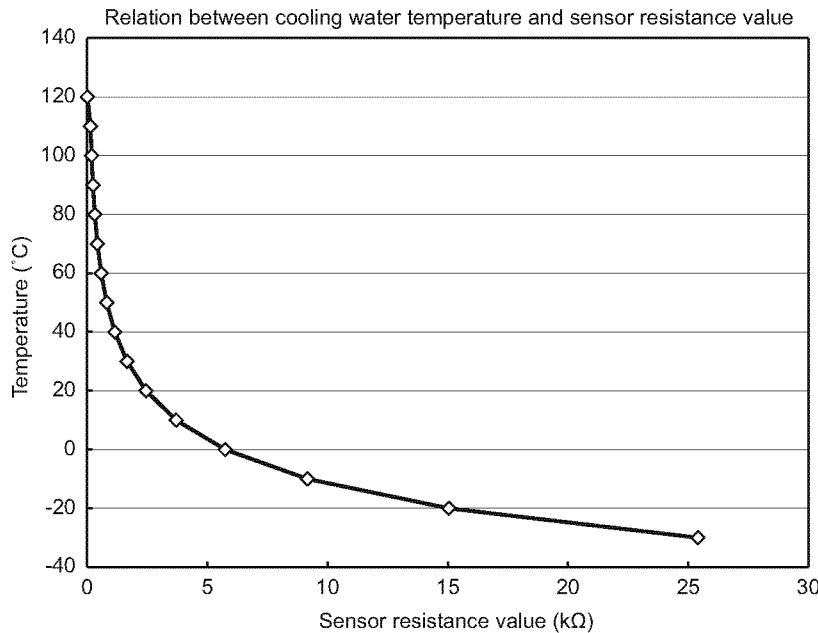
043365-01EN02

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the cooling water temperature sensor.
- 2-Using a circuit tester, measure the resistance value between cooling water temperature sensor terminals A and B.
- 3-Using "Cooling water temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



Temperature (°C)	Sensor resistance value (kΩ)
-30	25.40
-20	15.04
-10	9.16
0	5.74
10	3.70
20	2.45
30	1.66
40	1.15
50	0.811
60	0.584
70	0.428
80	0.318
90	0.240
100	0.184
110	0.142
120	0.111

043366-02EN00

Cooling water temperature sensor characteristics

NG	Replace the cooling water temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the cooling water temperature sensor and wire-harness, then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E44 and E109A on the wire-harness side.
- 3-Using "Cooling water temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the cooling water temperature sensor output voltage".

3. Checking the cooling water temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage of the cooling water temperature sensor signals between E44 and E109A.

Voltage	State	Corrective action
$E44 < 0.1 \text{ V}$	NG	Replace the wire-harness.
$0.1 \text{ V} \leq E44 \leq 4.8 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.8 \text{ V} < E44$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	After turning the key OFF and ON, make a diagnosis using SA-D and make sure that the error does not reappear.

4. Check when an error (failure) is resolved by replacing parts

In order to identify the part that caused the error (failure), when the part is replaced and the error is resolved, put back the original part and confirm that the error (failure) is reproduced.

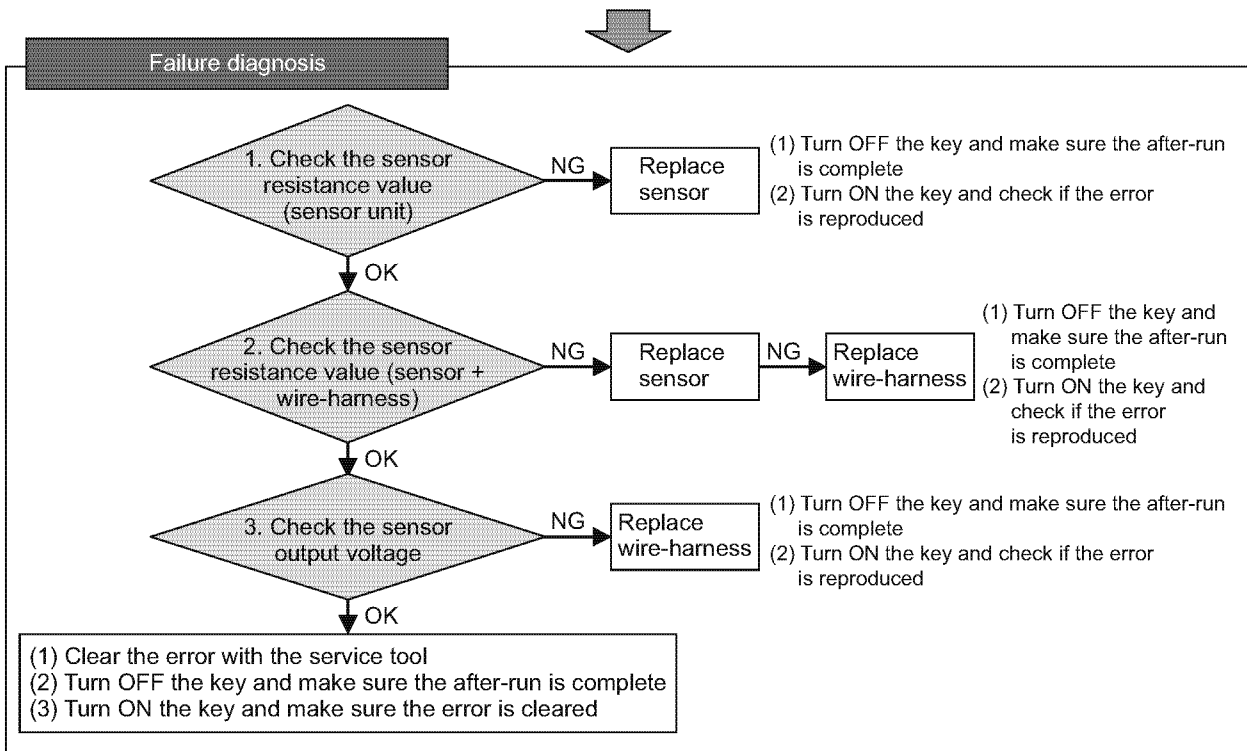
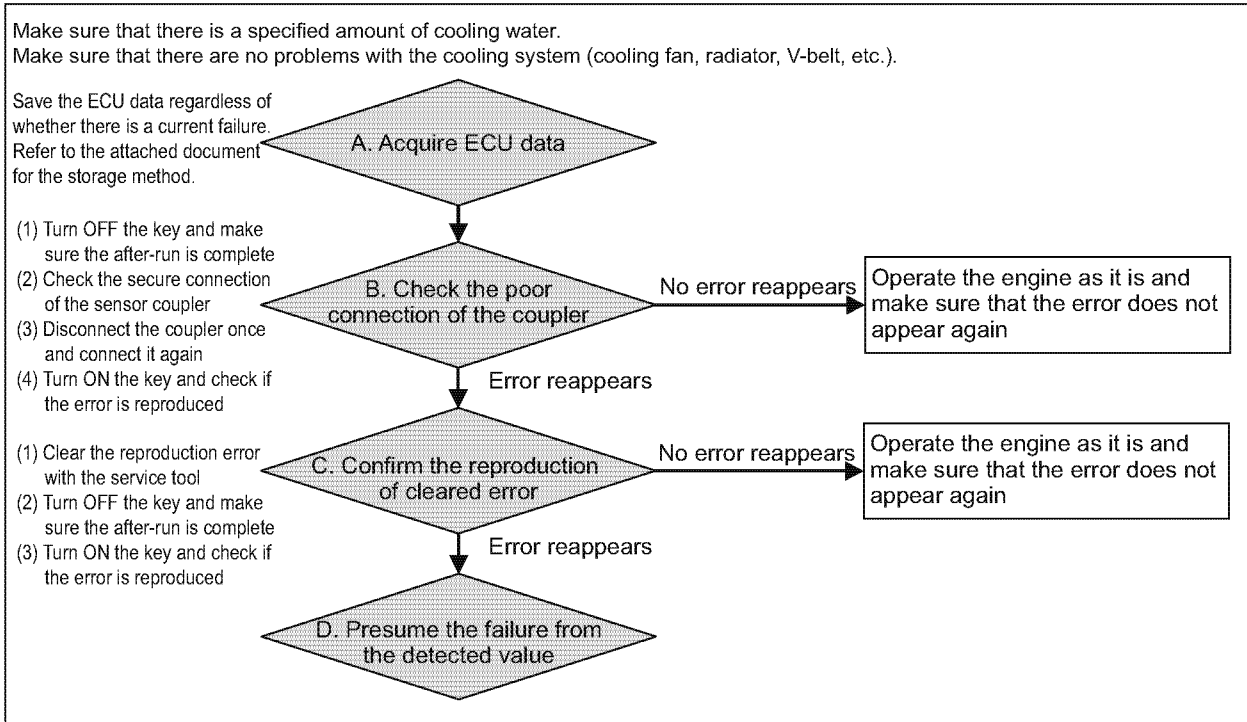
3.2.12. Cooling water temperature sensor 2

Related DTC

P code	P0217	Cooling water temperature high (overheat)
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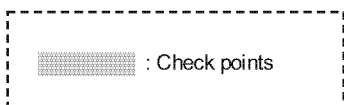
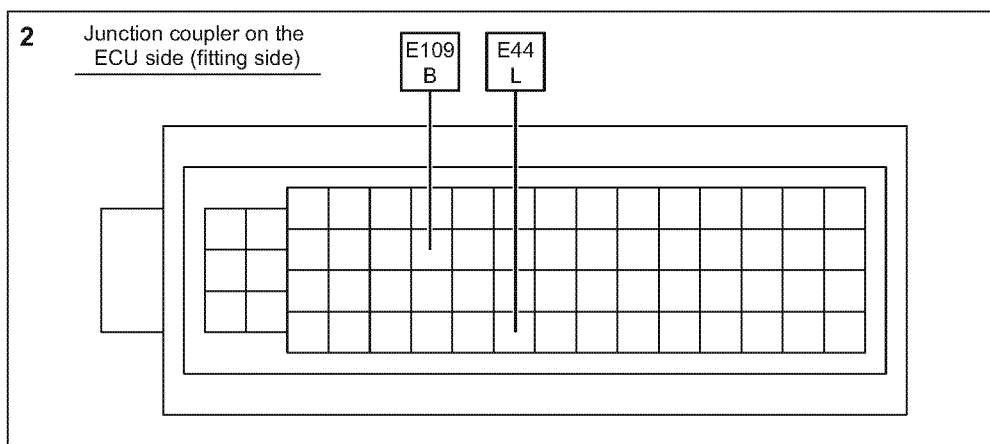
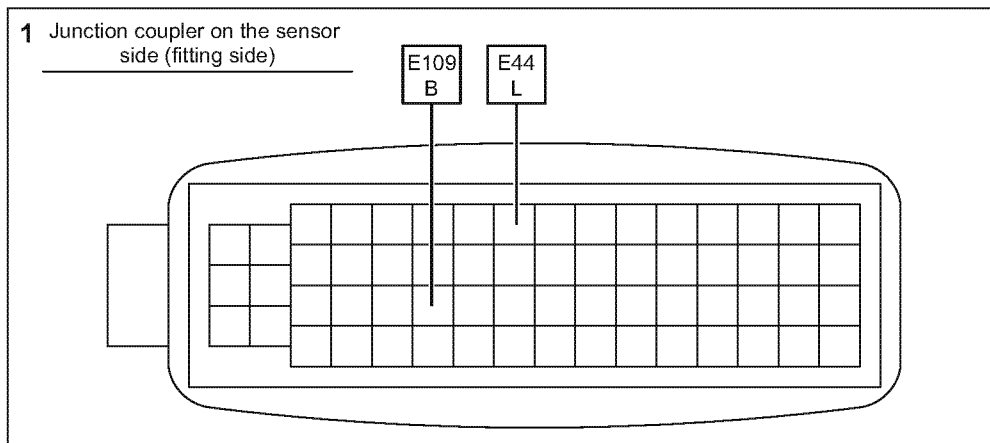
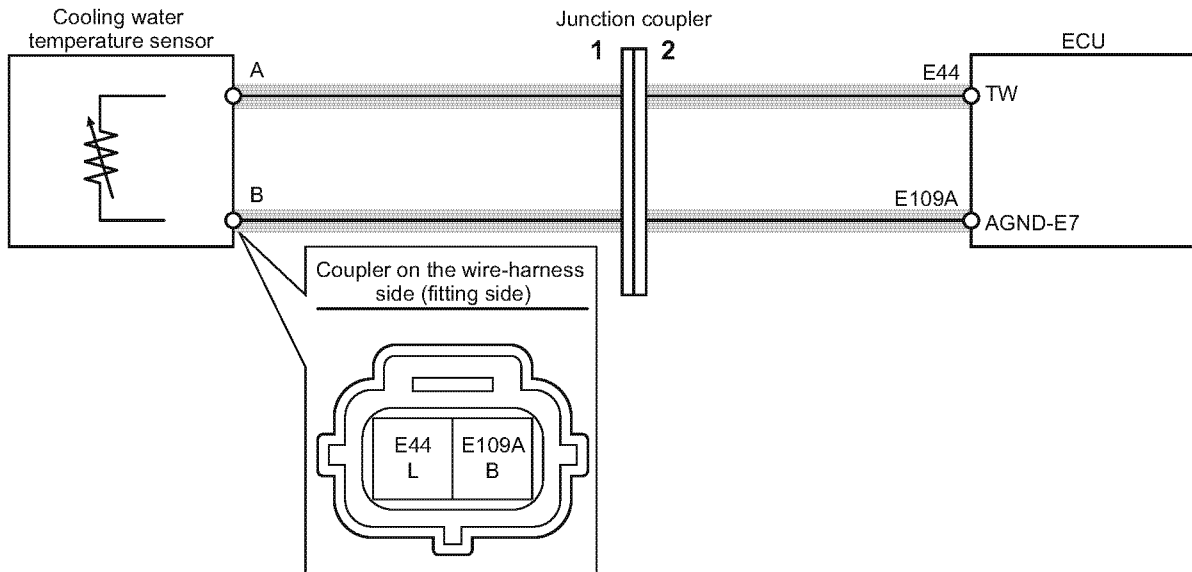
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154398-00 EN

Wire diagram



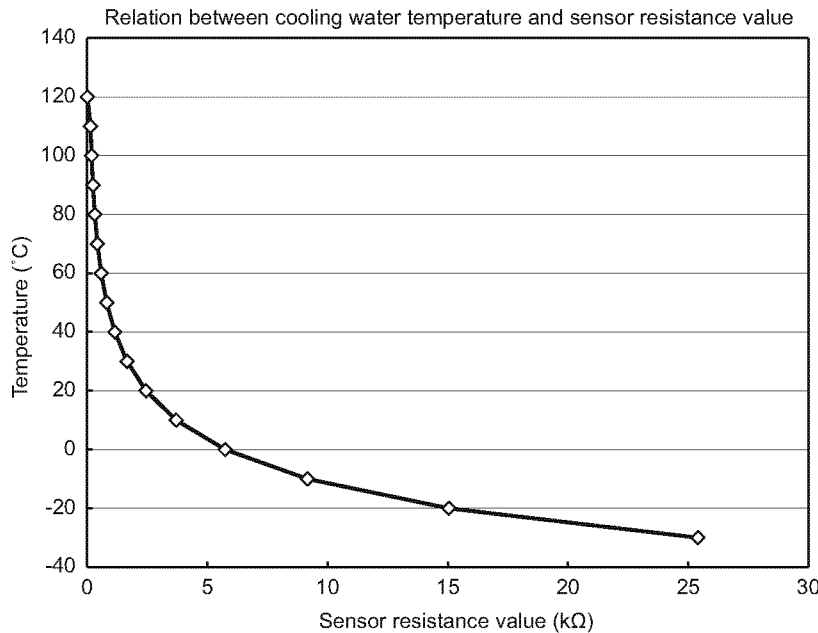
043365-01EN02

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the cooling water temperature sensor.
- 2-Using a circuit tester, measure the resistance value between cooling water temperature sensor terminals A and B.
- 3-Using "Cooling water temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



Temperature (°C)	Sensor resistance value (kΩ)
-30	25.40
-20	15.04
-10	9.16
0	5.74
10	3.70
20	2.45
30	1.66
40	1.15
50	0.811
60	0.584
70	0.428
80	0.318
90	0.240
100	0.184
110	0.142
120	0.111

043366-02EN00

Cooling water temperature sensor characteristics

NG	Replace the cooling water temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the cooling water temperature sensor and wire-harness, then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E44 and E109A on the wire-harness side.
- 3-Using "Cooling water temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the cooling water temperature sensor output voltage".

3. Checking the cooling water temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage of the cooling water temperature sensor signals between E44 and E109A.

Voltage	State	Corrective action
$E44 < 0.1 \text{ V}$	NG	Replace the wire-harness.
$0.1 \text{ V} \leq E44 \leq 4.8 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.8 \text{ V} < E44$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	After turning the key OFF and ON, make a diagnosis using SA-D and make sure that the error does not reappear.

4. Check when an error (failure) is resolved by replacing parts

In order to identify the part that caused the error (failure), when the part is replaced and the error is resolved, put back the original part and confirm that the error (failure) is reproduced.

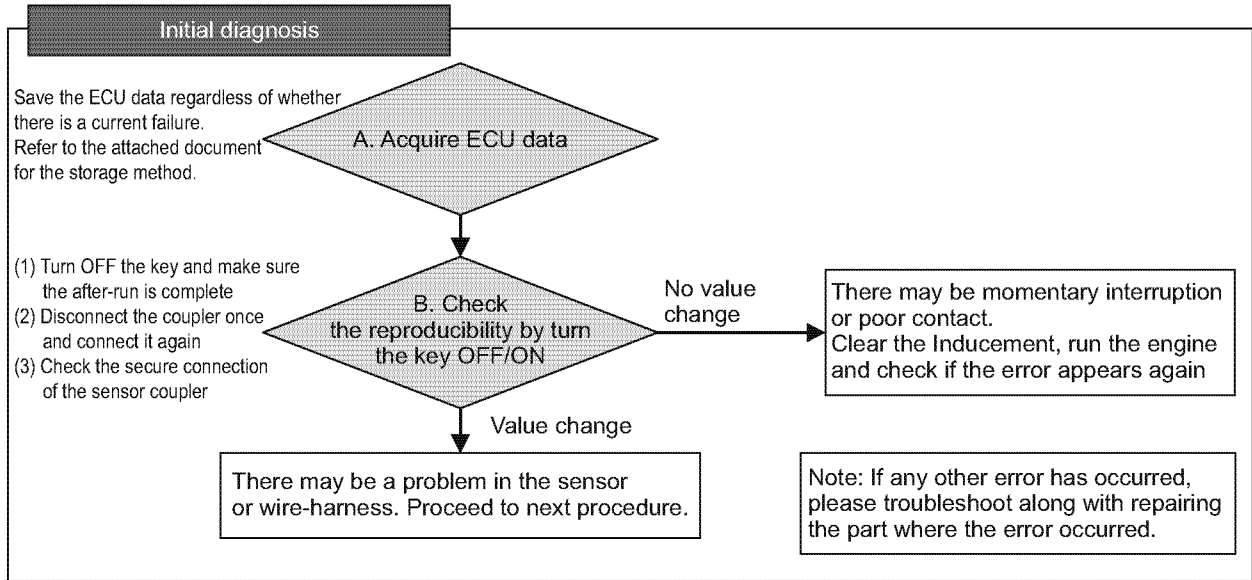
3.2.13. Cooling water temperature sensor 3

Related DTC

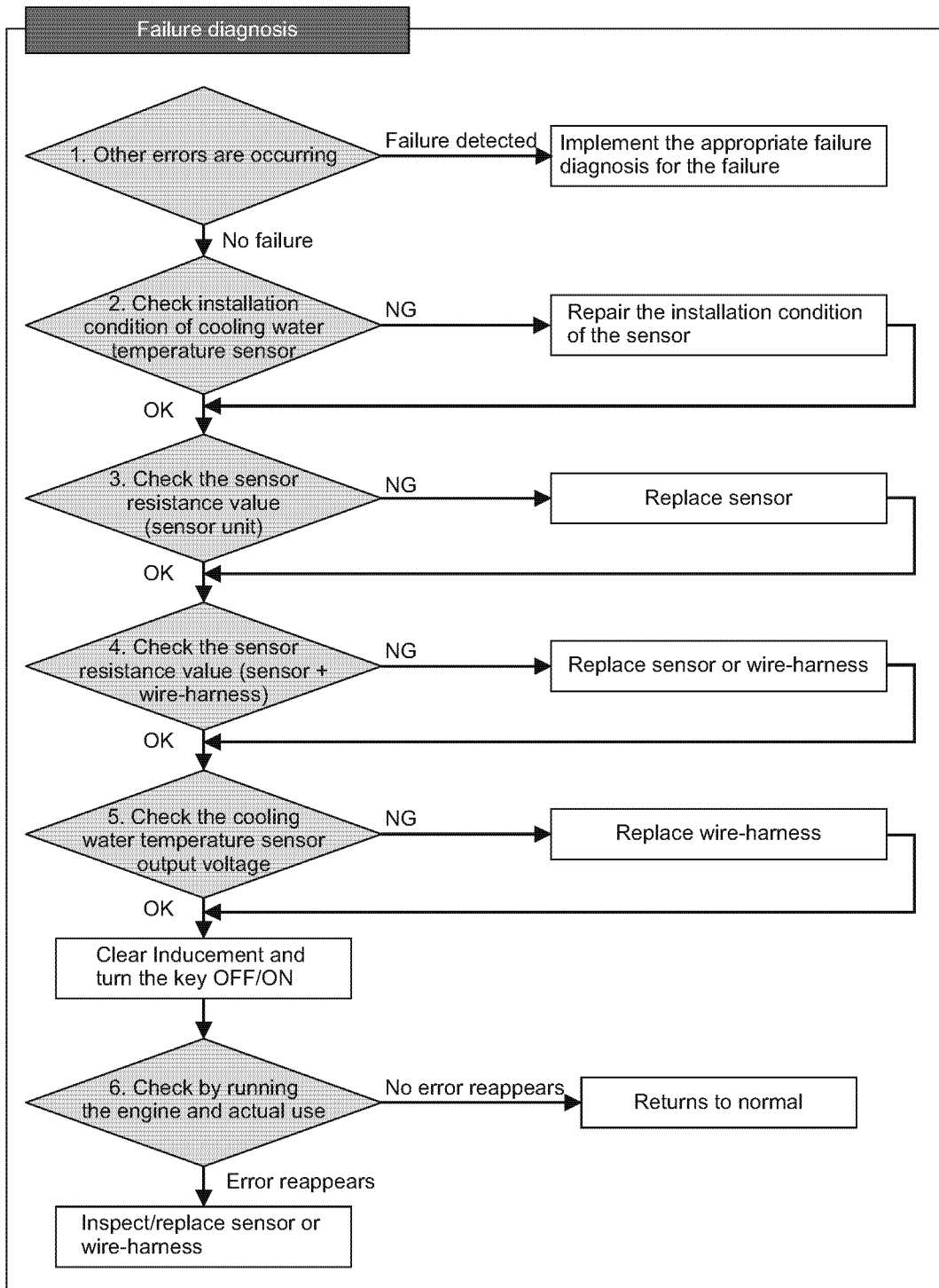
P code	P1674	Cooling water temperature sensor error (detected value error)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

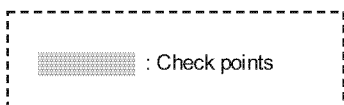
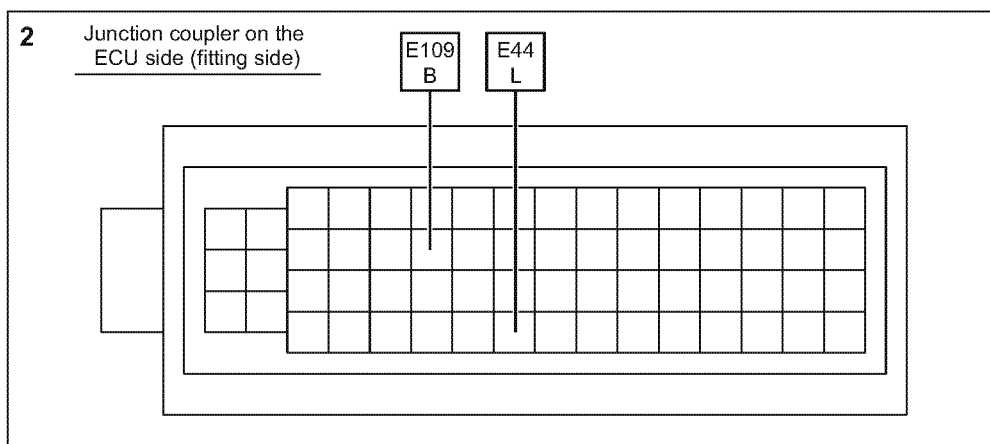
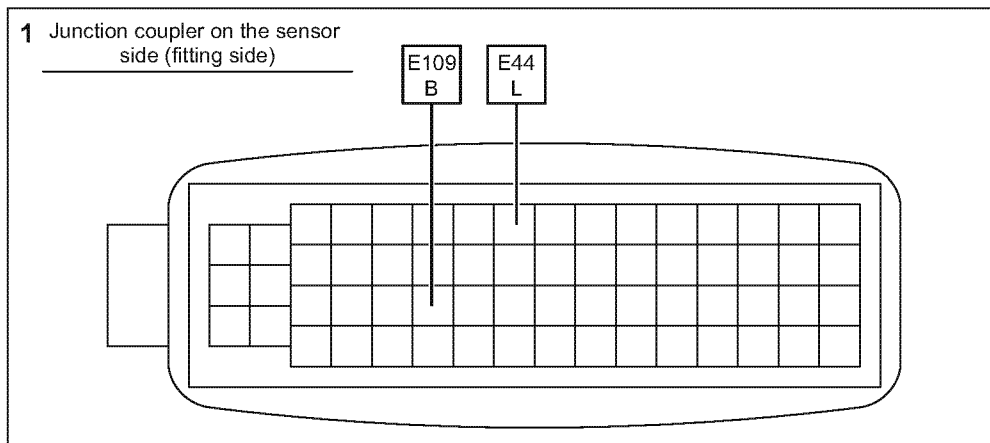
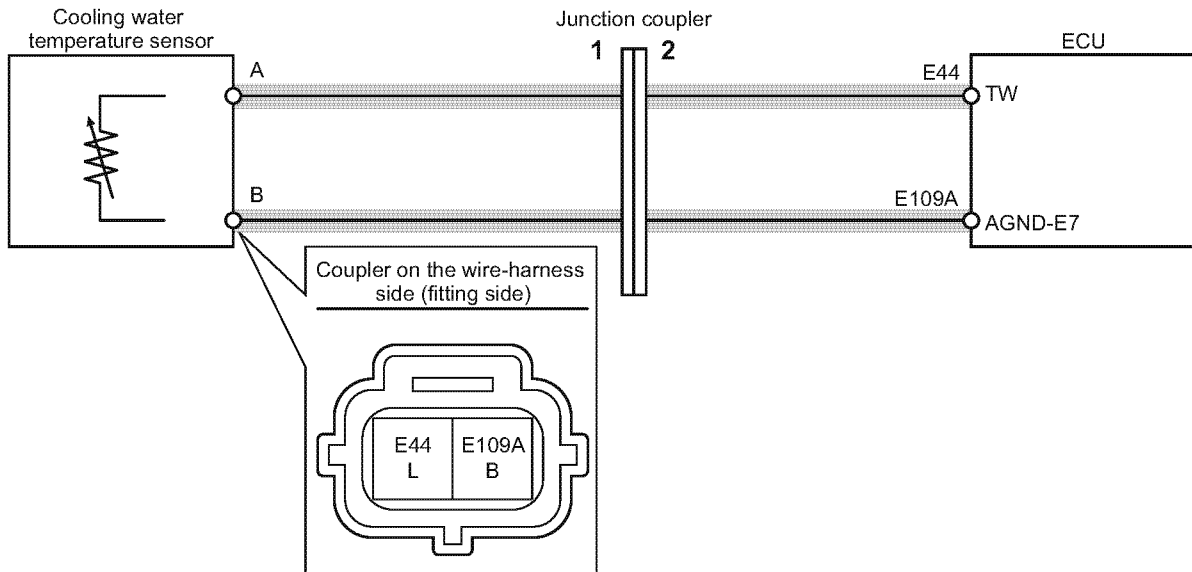


154395-00EN



154399-00EN

Wire diagram



043365-01EN02

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Particularly, check to see whether any errors are detected for cooling water temperature sensor or inside the ECU.

Error detected	Implement the appropriate failure diagnosis for the failure.
No error detected	Go to "Checking installation condition of cooling water temperature sensor".

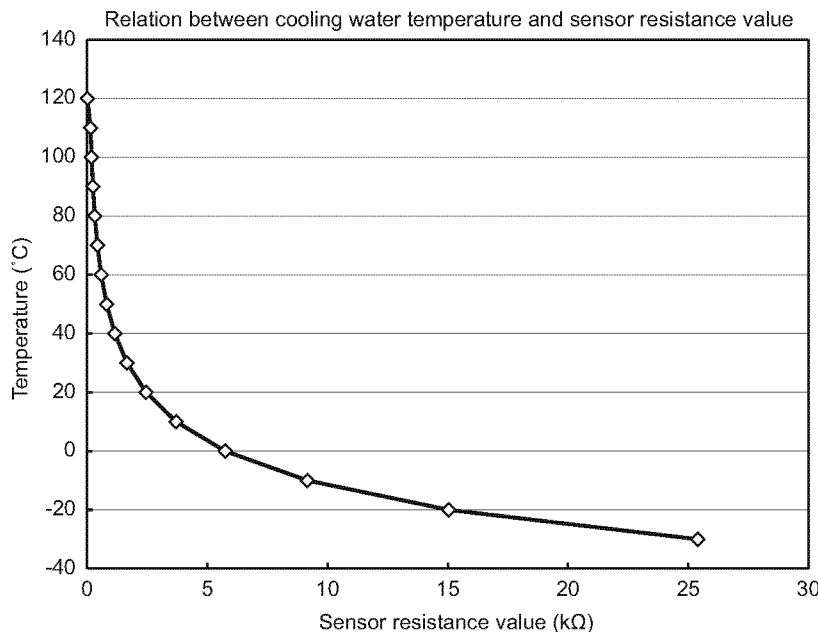
2. Checking installation condition of cooling water temperature sensor

- 1-Turn OFF the key switch.
- 2-Check the installation condition of cooling water temperature sensor.
- 3-Make sure that there is nothing wrong (disconnections and damages) with the cooling water piping or cooling system.

NG	Correct the sensor mounting state and perform the following procedure.
OK	Go to "Checking the sensor resistance value (sensor unit)".

3. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the cooling water temperature sensor.
- 2-Using a circuit tester, measure the resistance value between cooling water temperature sensor terminals A and B.
- 3-Using "Cooling water temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



Temperature (°C)	Sensor resistance value (kΩ)
-30	25.40
-20	15.04
-10	9.16
0	5.74
10	3.70
20	2.45
30	1.66
40	1.15
50	0.811
60	0.584
70	0.428
80	0.318
90	0.240
100	0.184
110	0.142
120	0.111

043366-02EN00

Cooling water temperature sensor characteristics

NG	Replace the cooling water temperature sensor, and perform the following procedure.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

4. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the cooling water temperature sensor and wire-harness, then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E44 and E109A on the wire-harness side.
- 3-Using "Cooling water temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the cooling water temperature sensor output voltage".

5. Checking the cooling water temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage of the cooling water temperature sensor signals between E44 and E109A.

Voltage	State	Corrective action
$E44 < 0.1 \text{ V}$	NG	Replace the wire-harness.
$0.1 \text{ V} \leq E44 \leq 4.8 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.8 \text{ V} < E44$	NG	Replace the wire-harness.

NG	<ul style="list-style-type: none"> • The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness. • Replace the ECU. After replacement, switch the ECU power from OFF to ON, and then clear the Inducement by SA-D.
OK	Switch the ECU power from OFF to ON, and then clear the Inducement by SA-D.

6. Operation using SA-D

- 1-Turn OFF the key switch and turn ON the key switch again to start the engine. Operate the engine that satisfies the reset criteria for cooling water temperature sensor error (detected value error) (2.3.29. P1674: Cooling water temperature sensor error (detected value error) (110/10) P.2-3-54).
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the cooling water temperature sensor or wire-harness.

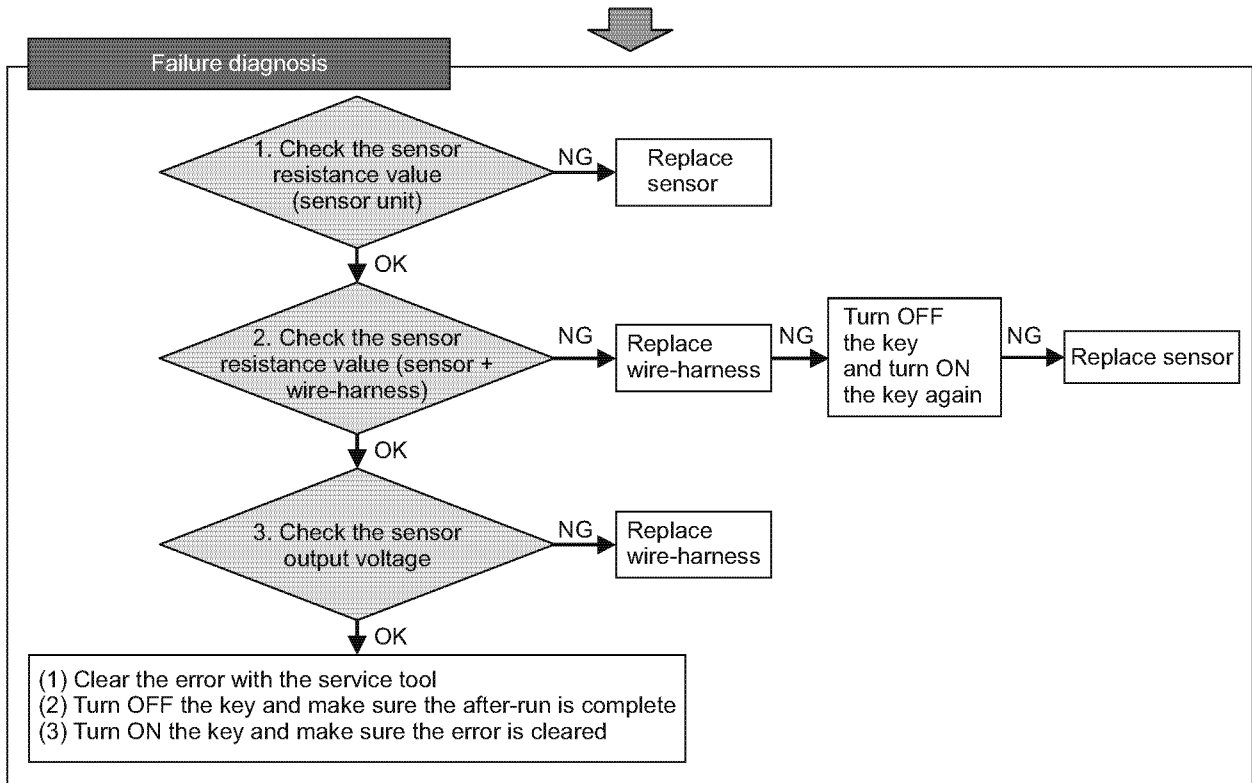
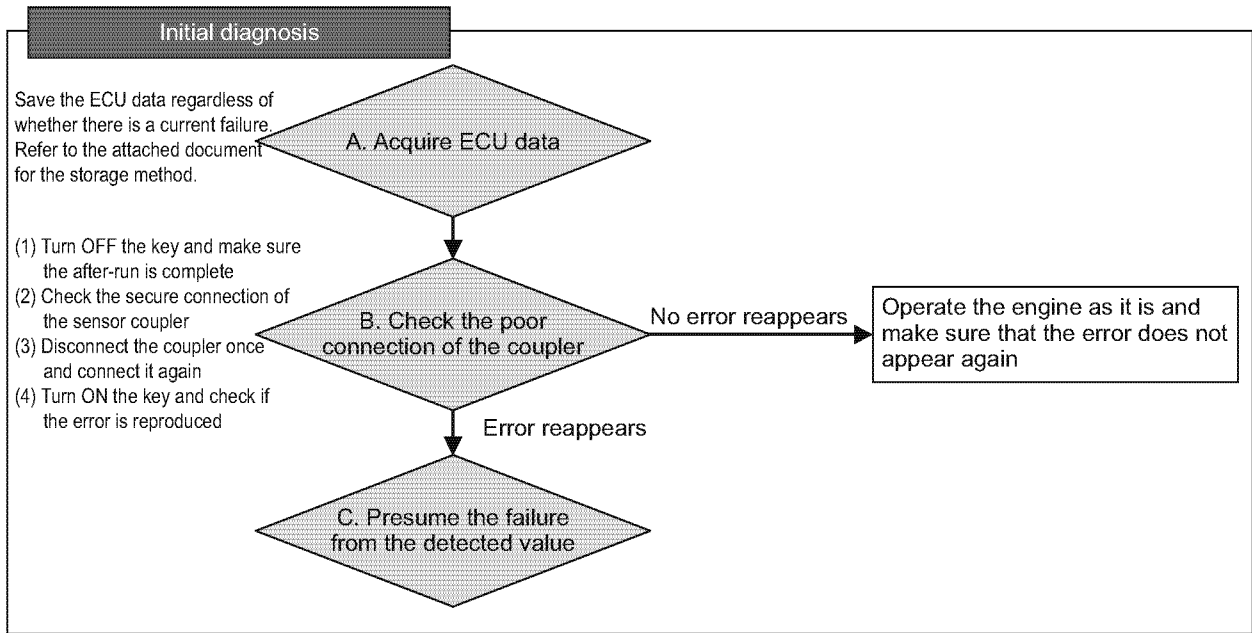
3.2.14. Fresh air temperature sensor 1

Related DTC

P code	P0113	Fresh air temperature sensor error (voltage high)
	P0112	Fresh air temperature sensor error (voltage low)

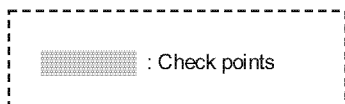
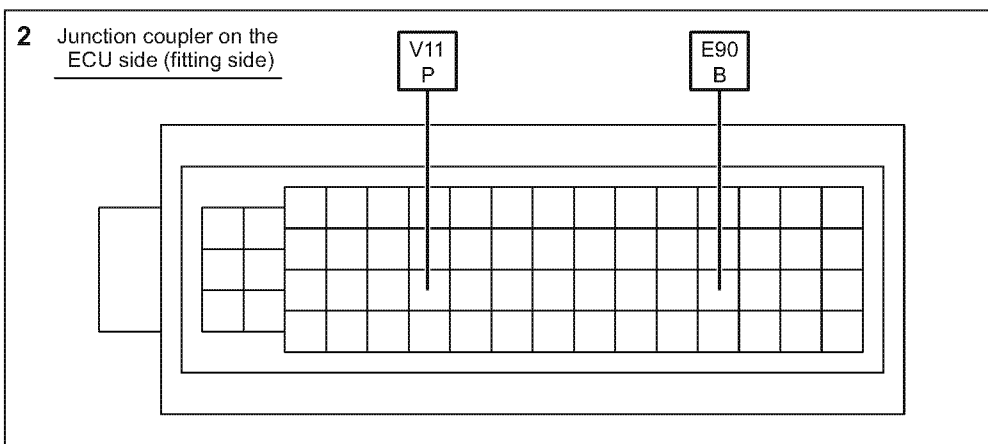
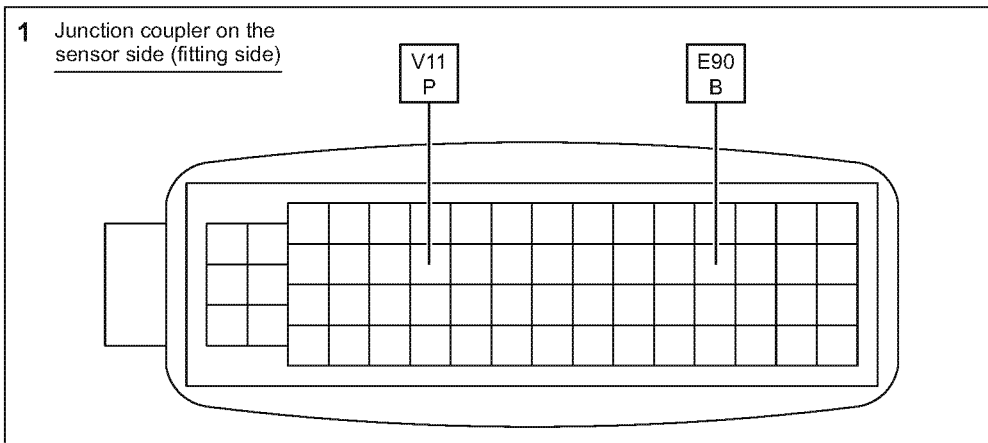
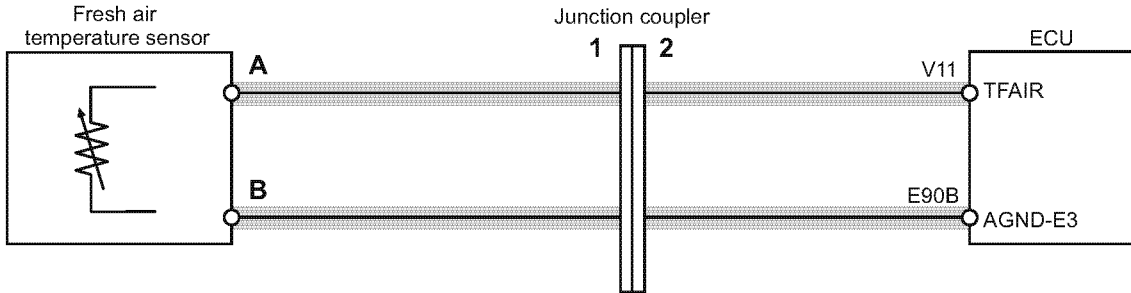
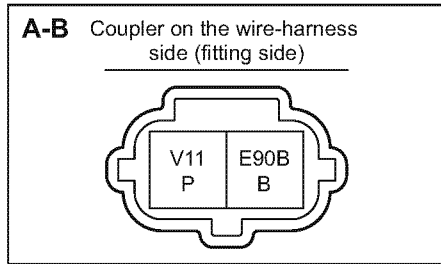
Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



15440-002N

Wire diagram



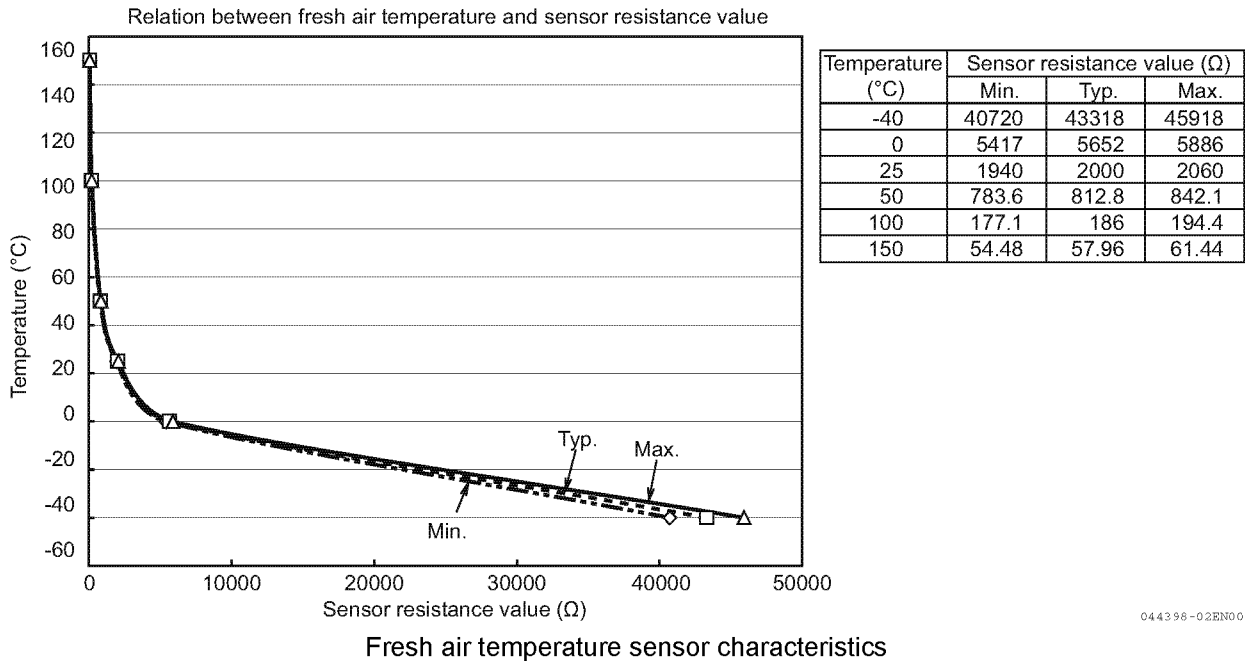
045749-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the fresh air temperature sensor.
- 2-Using a circuit tester, measure the resistance value between fresh air temperature sensor terminals A and B.
- 3-Using "Fresh air temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



NG	Replace the fresh air temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the fresh air temperature sensor and wire-harness then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals V11 and E90B on the wire-harness side.
- 3-Using "Fresh air temperature sensor characteristics", make sure that not the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> The coupler between the sensor and the wire-harness may be defective. Replace the sensor. Replace the wire-harness.
OK	Go to "Checking the fresh air temperature sensor output voltage".

3. Checking the fresh air temperature sensor output voltage

1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).

2-Using a circuit tester, measure the voltage between fresh air temperature sensor signals V11 and E90B.

Voltage	State	Corrective action
$V11 < 0.15 \text{ V}$	NG	Replace the wire-harness.
$0.15 \text{ V} \leq V11 \leq 4.85 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.85 \text{ V} < V11$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	After turning the key OFF and ON, make a diagnosis using SA-D and make sure that the error does not reappear.

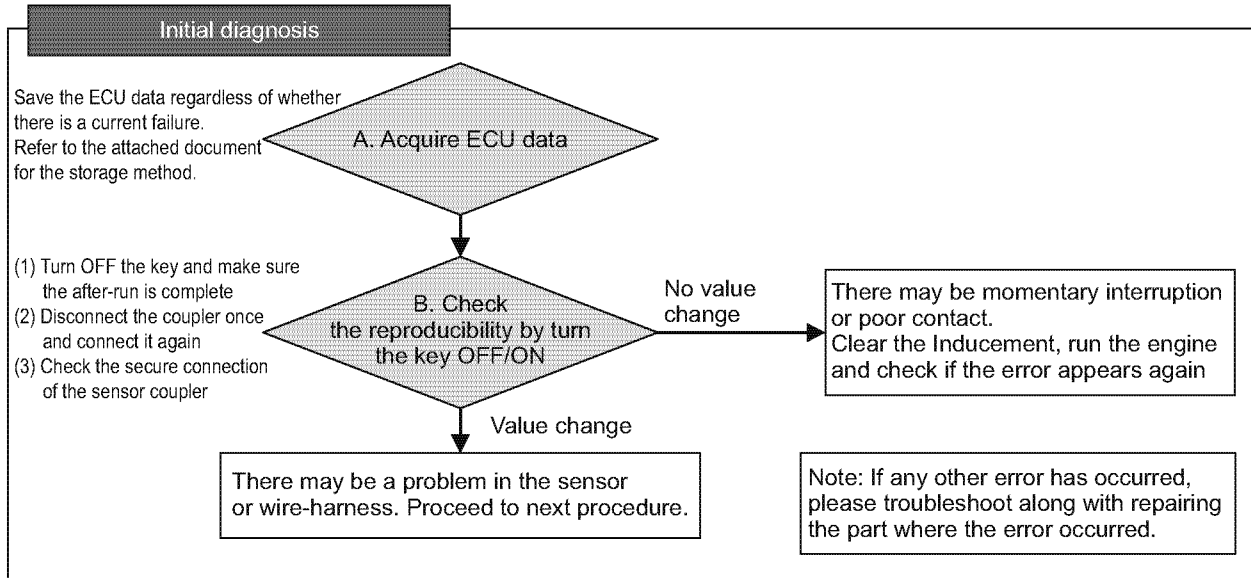
3.2.15. Fresh air temperature sensor 2

Related DTC

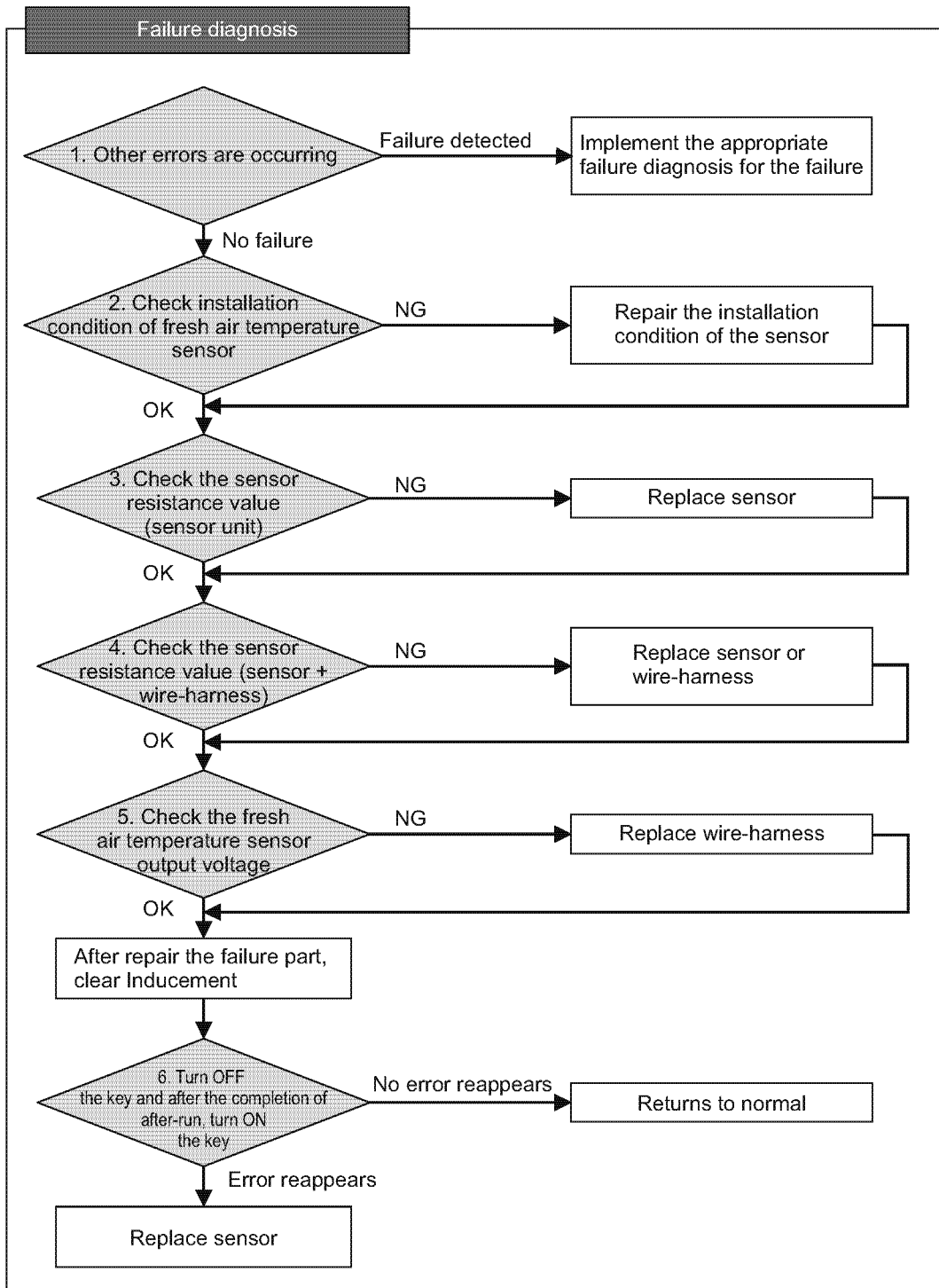
P code	P1678	Fresh air temperature sensor error (detected value error)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

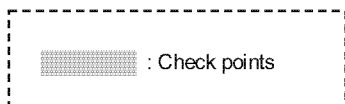
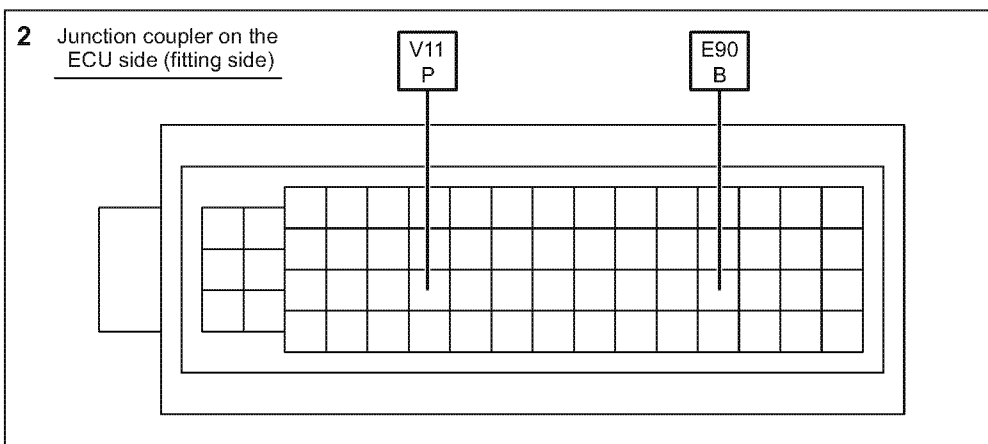
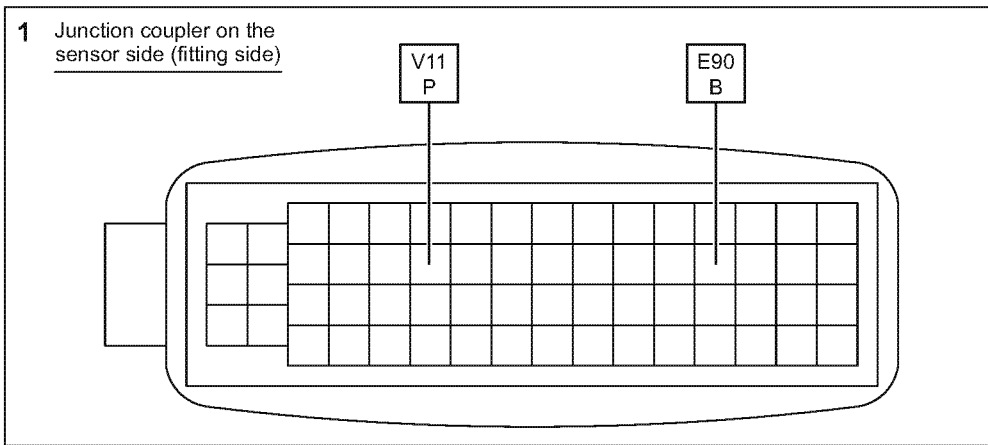
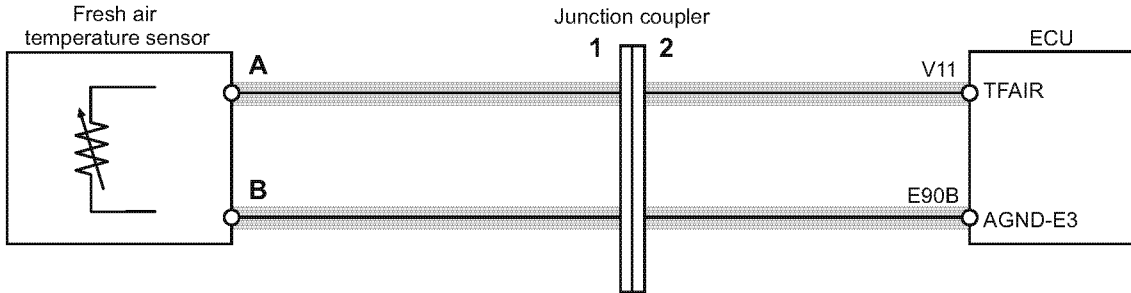
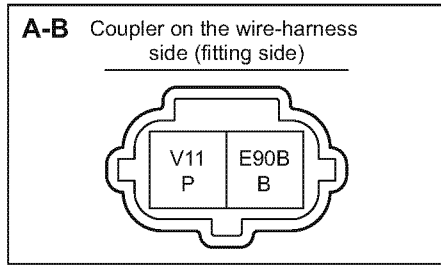


154395-00EN



154401-00EN

Wire diagram



045749-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Particularly, check to see whether any errors are detected for fresh air temperature sensor, cooling water temperature sensor, exhaust manifold temperature sensor, or inside the ECU.

Error detected	Implement the appropriate failure diagnosis for the failure.
No error detected	Go to "Checking installation condition of fresh air temperature sensor".

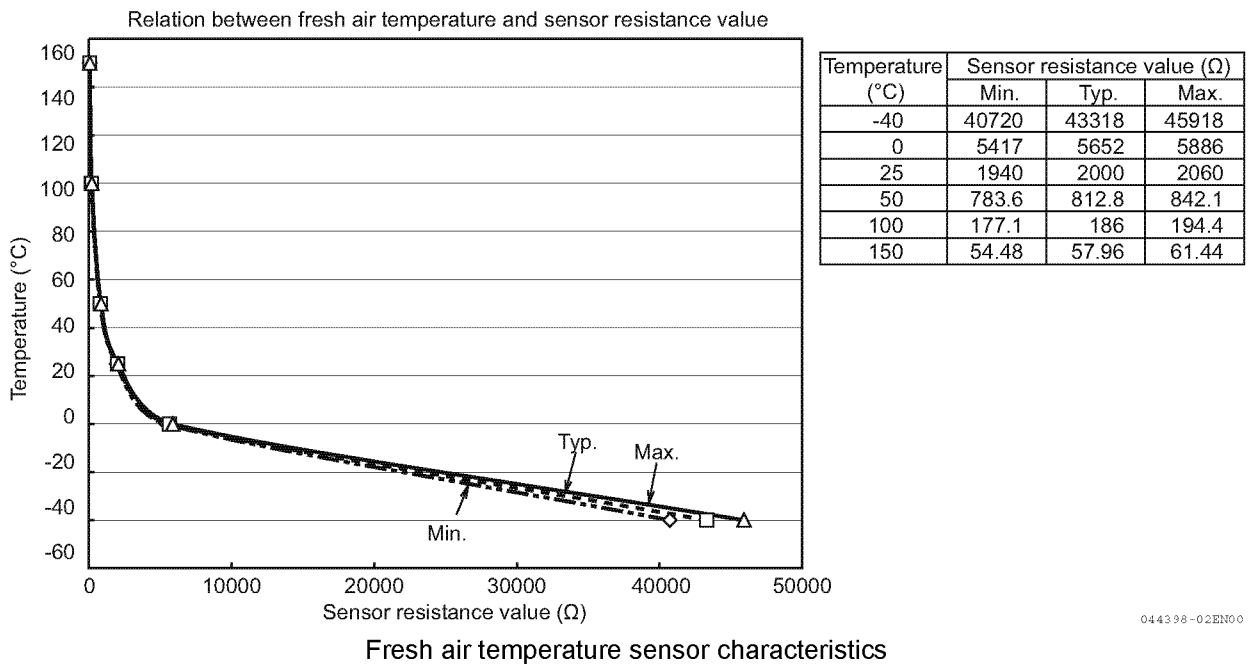
2. Checking installation condition of fresh air temperature sensor

- 1-Turn OFF the key switch.
- 2-Check the installation condition of fresh air temperature sensor.

NG	Correct the sensor mounting state and perform the following procedure.
OK	Go to "Checking the sensor resistance value (sensor unit)".

3. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the fresh air temperature sensor.
- 2-Using a circuit tester, measure the resistance value between fresh air temperature sensor terminals A and B.
- 3-Using "Fresh air temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



NG	Replace the fresh air temperature sensor, and perform the following procedure.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

4. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the fresh air temperature sensor and wire-harness then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals V11 and E90B on the wire-harness side.
- 3-Using "Fresh air temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness. After replacement, perform the following procedures.
OK	Go to "Checking the fresh air temperature sensor output voltage".

5. Checking the fresh air temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between fresh air temperature sensor signals V11 and E90B.

Voltage	State	Corrective action
$V11 < 0.15 \text{ V}$	NG	Replace the wire-harness.
$0.15 \text{ V} \leq V11 \leq 4.85 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.85 \text{ V} < V11$	NG	Replace the wire-harness.

NG	<ul style="list-style-type: none"> • The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness. • Replace the ECU. After replacement, switch the ECU power from OFF to ON, and then perform the following procedure.
OK	Switch the ECU power from OFF to ON, and then clear the Inducement, make a diagnosis using SA-D and make sure that the error does not reappear.

6. Operation using SA-D

- 1-Turn OFF the key switch, turn ON the key switch again, and check if the error reappears.
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the fresh air temperature sensor or wire-harness.

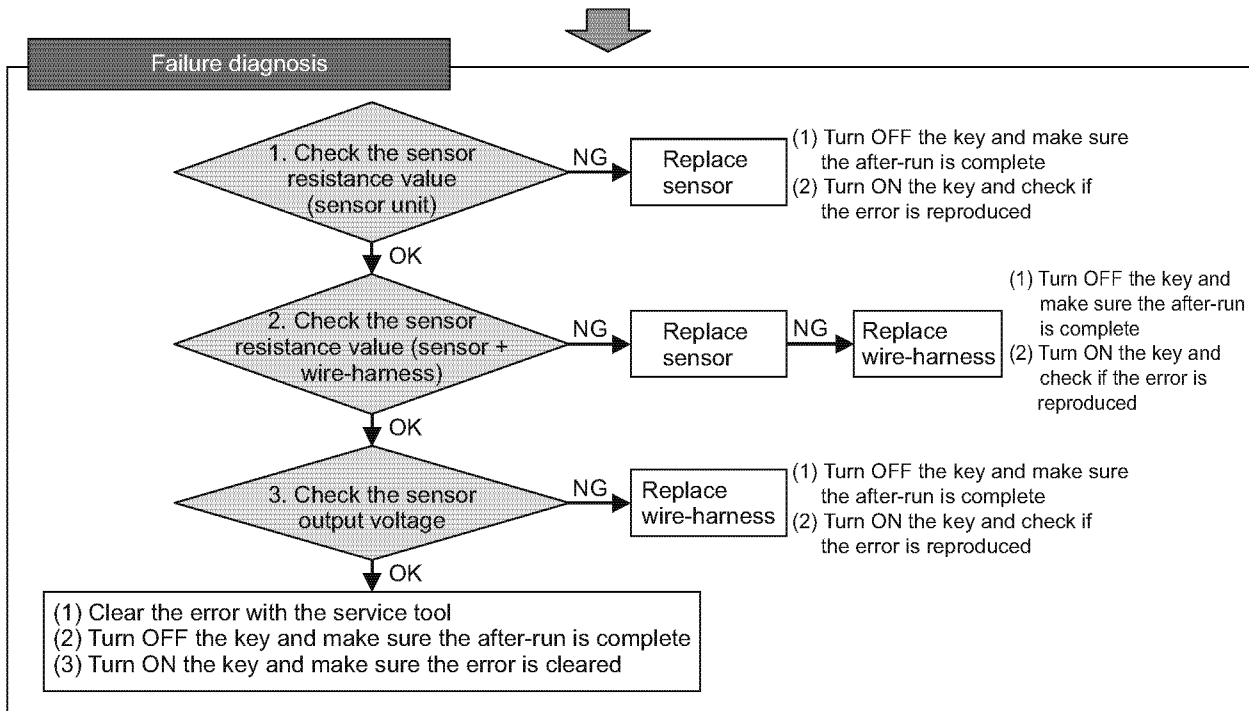
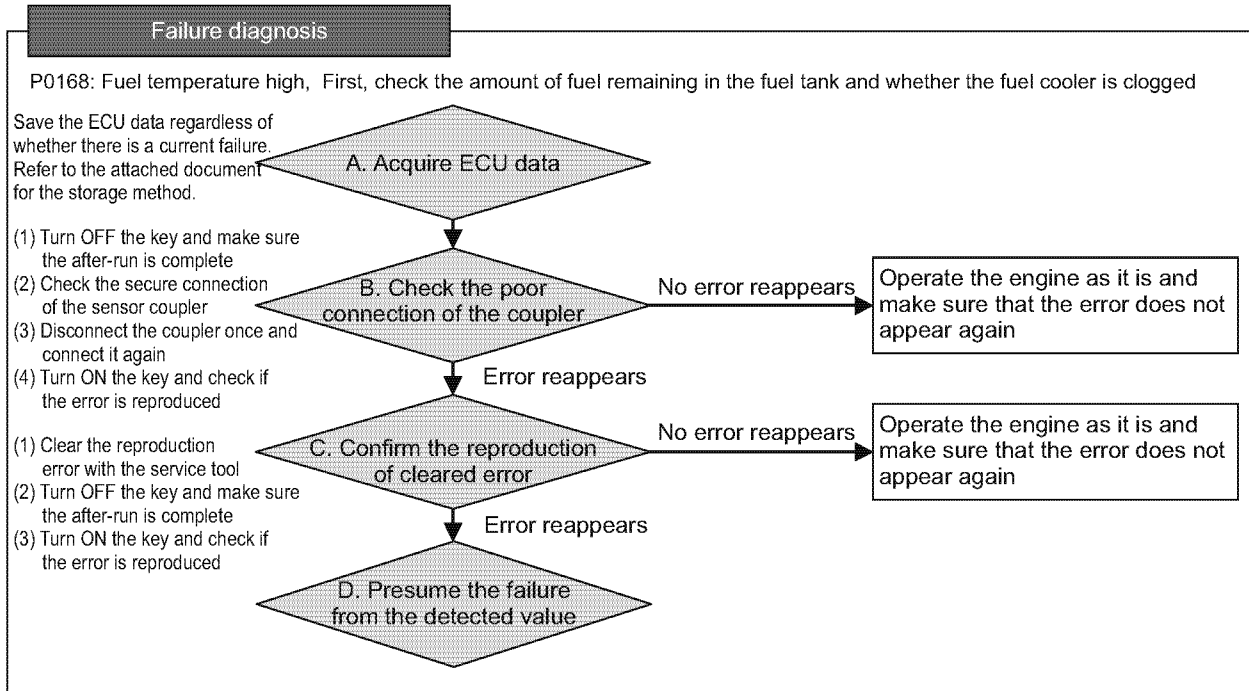
3.2.16. Fuel temperature sensor

Related DTC

P code	P0182	Fuel temperature sensor error (voltage low)
	P0183	Fuel temperature sensor error (voltage high)
	P0168	Fuel temperature high

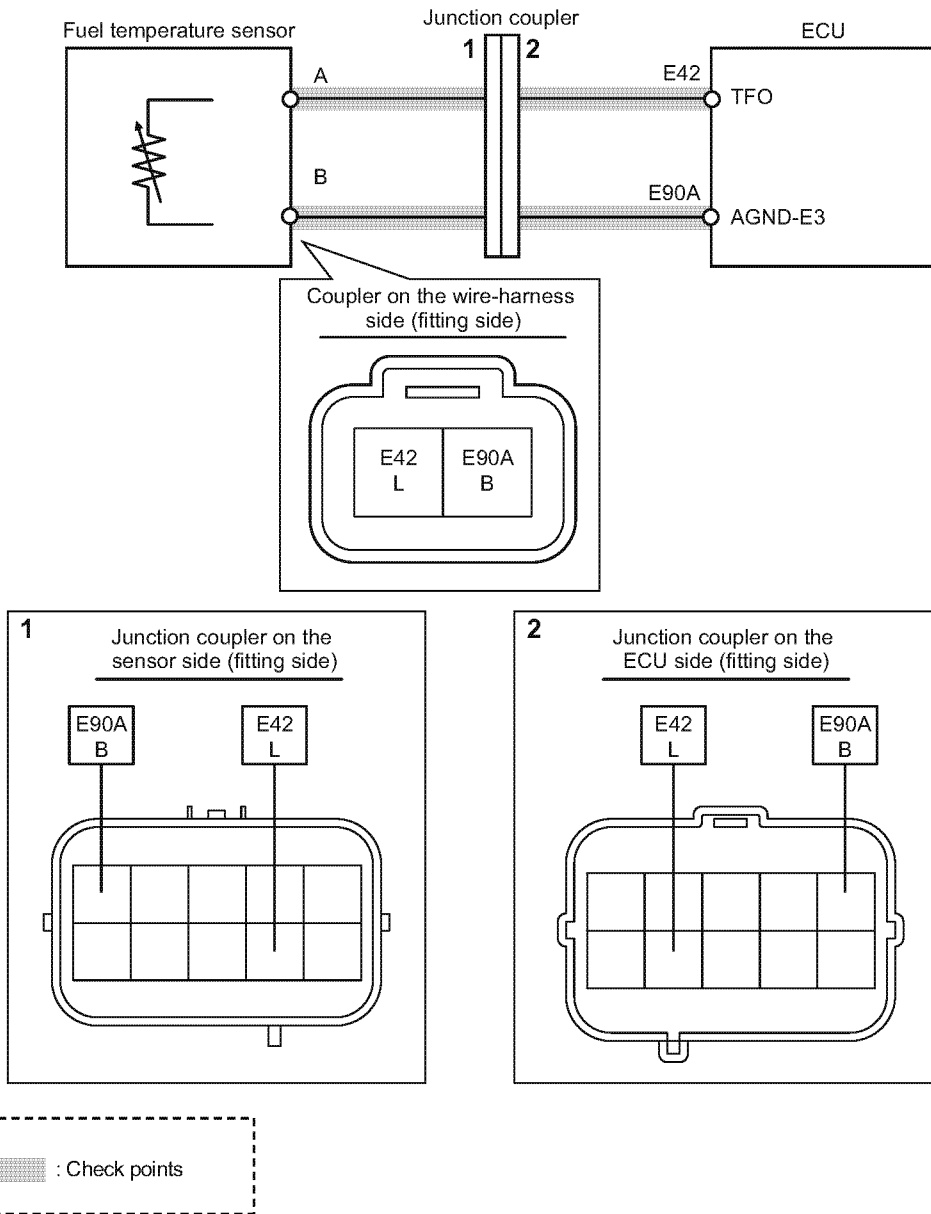
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154402-00EN

Wire diagram



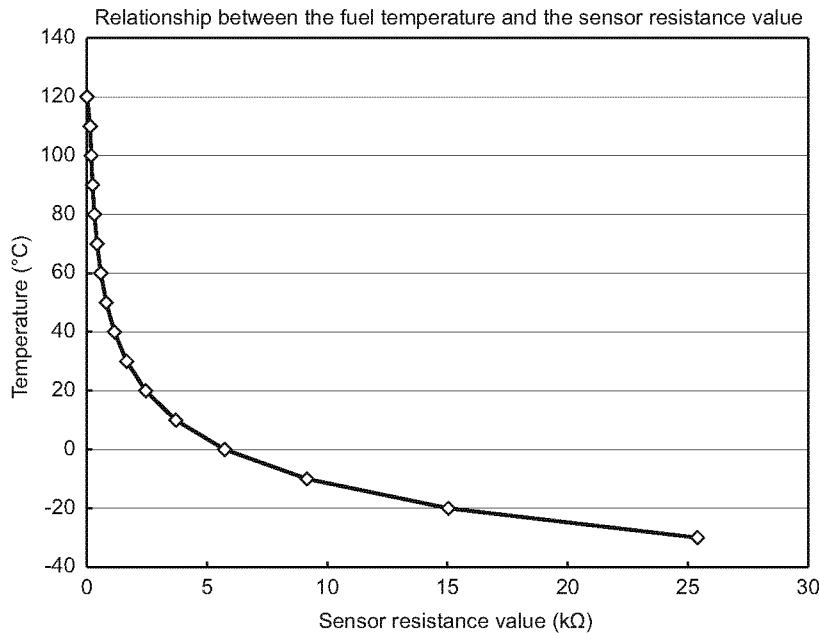
043367-01EN02

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the fuel temperature sensor.
- 2-Using a circuit tester, measure the resistance value between fuel temperature sensor terminals A and B.
- 3-Using "Fuel temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



Temperature (°C)	Sensor resistance value (kΩ)
-30	25.40
-20	15.04
-10	9.16
0	5.74
10	3.70
20	2.45
30	1.66
40	1.15
50	0.811
60	0.584
70	0.428
80	0.318
90	0.240
100	0.184
110	0.142
120	0.111

059157-00EN00

Fuel temperature sensor characteristics

NG	Replace the fuel temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the fuel temperature sensor and wire-harness, then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E42 and E90A on the wire-harness side.
- 3-Using "Fuel temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the fuel temperature sensor output voltage".

3. Checking the fuel temperature sensor output voltage

1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).

2-Using a circuit tester, measure the voltage between the sensor signals E42 and E90A.

Voltage	State	Corrective action
$E42 < 0.1 \text{ V}$	NG	Replace the wire-harness.
$0.1 \text{ V} \leq E42 \leq 4.8 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.8 \text{ V} < E42$	NG	Replace the wire-harness.

NG	<ul style="list-style-type: none"> The coupler between the fuel temperature sensor and the ECU may be defective. Replace the wire-harness.
OK	After turning the key OFF and ON, make a diagnosis using SA-D and make sure that the error does not reappear.

4. Check when an error (failure) is resolved by replacing parts

In order to identify the part that caused the error (failure), when the part is replaced and the error is resolved, put back the original part and confirm that the error (failure) is reproduced.

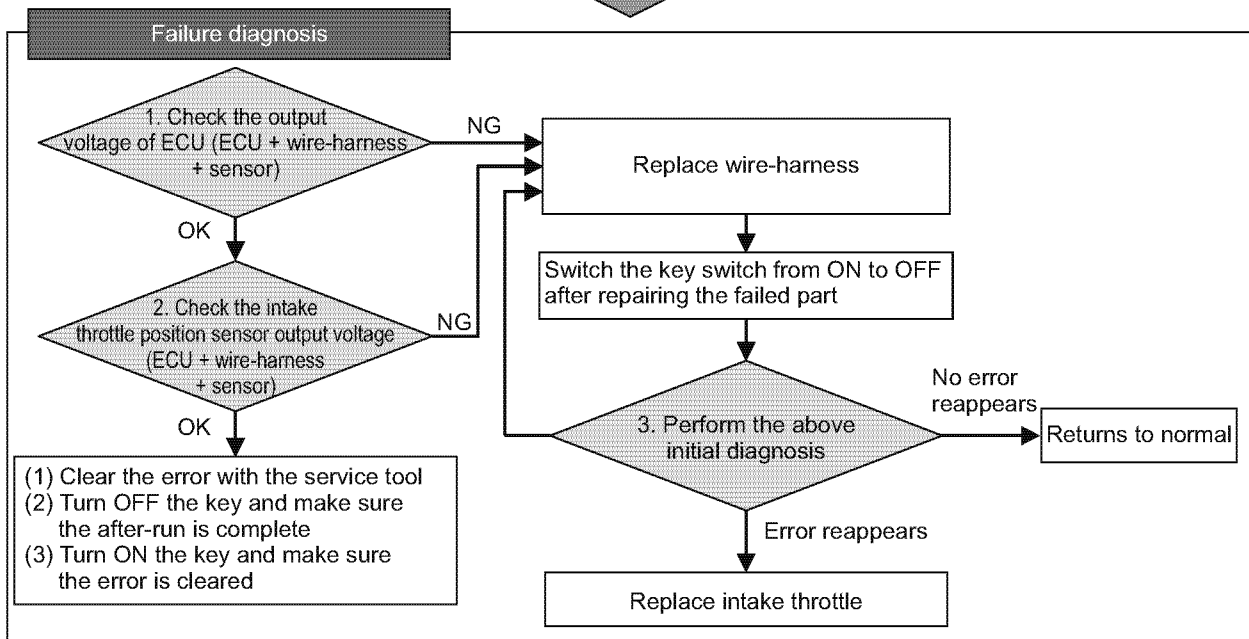
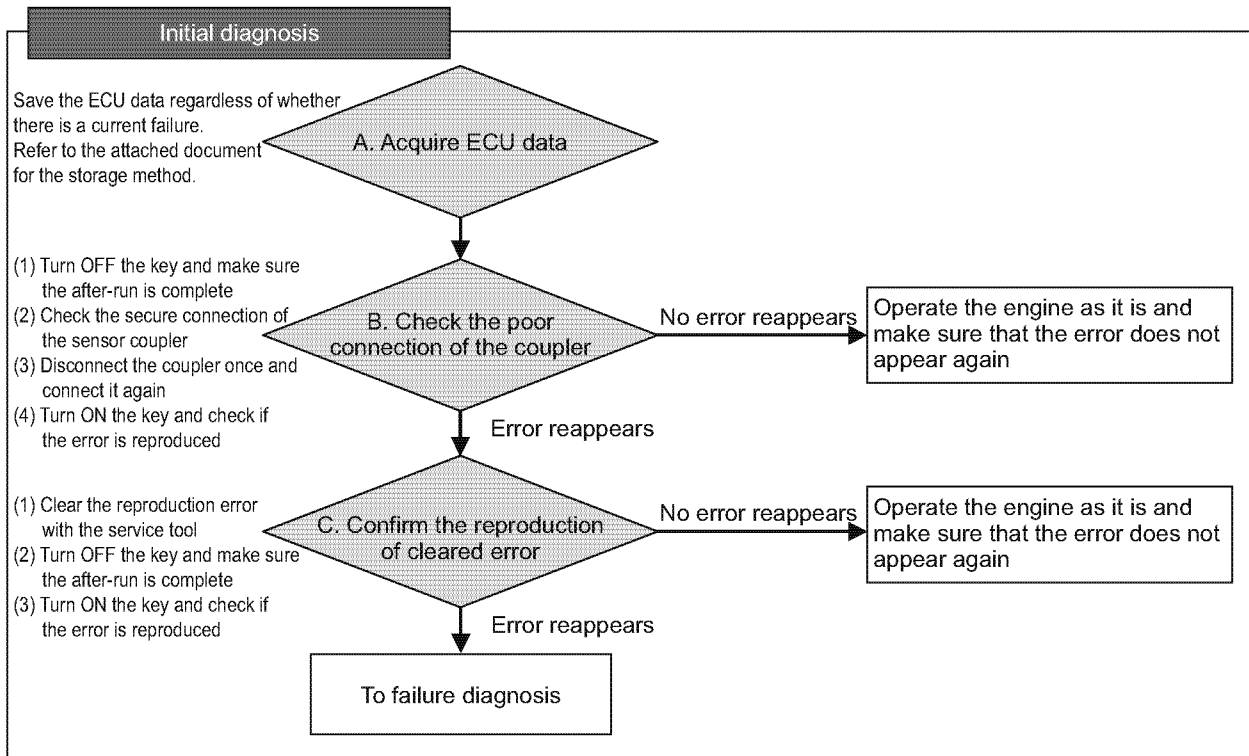
3.2.17. Intake throttle valve position sensor

Related DTC

P code	P02E8	Intake throttle valve position sensor error (voltage low)
	P02E9	Intake throttle valve position sensor error (voltage high)

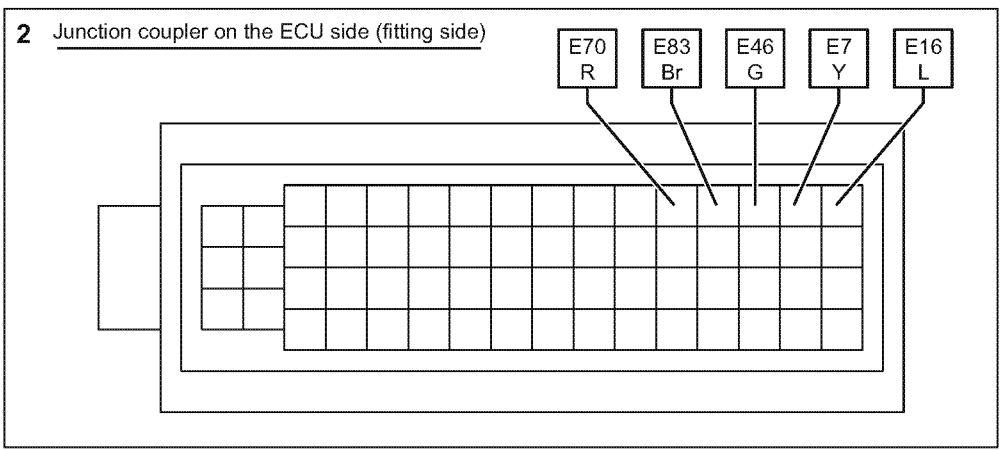
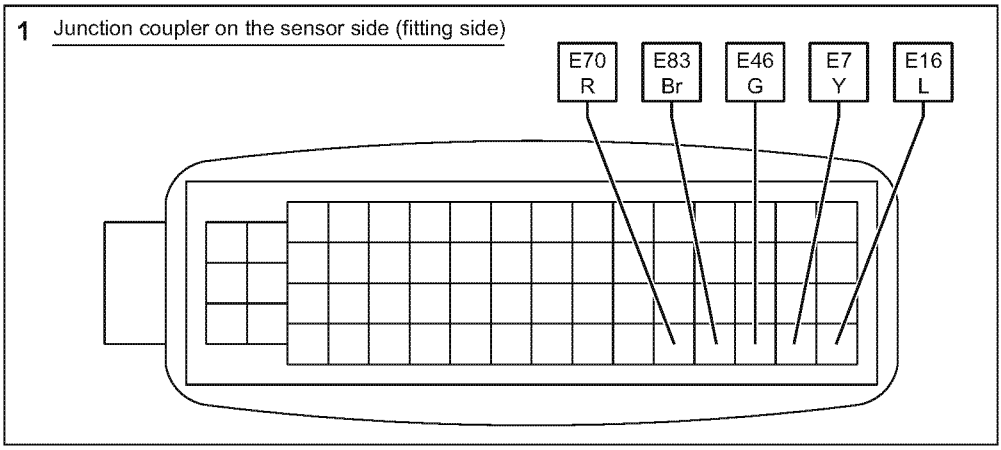
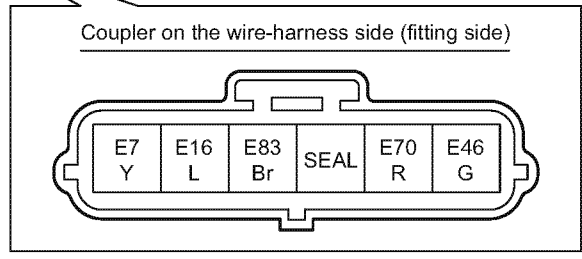
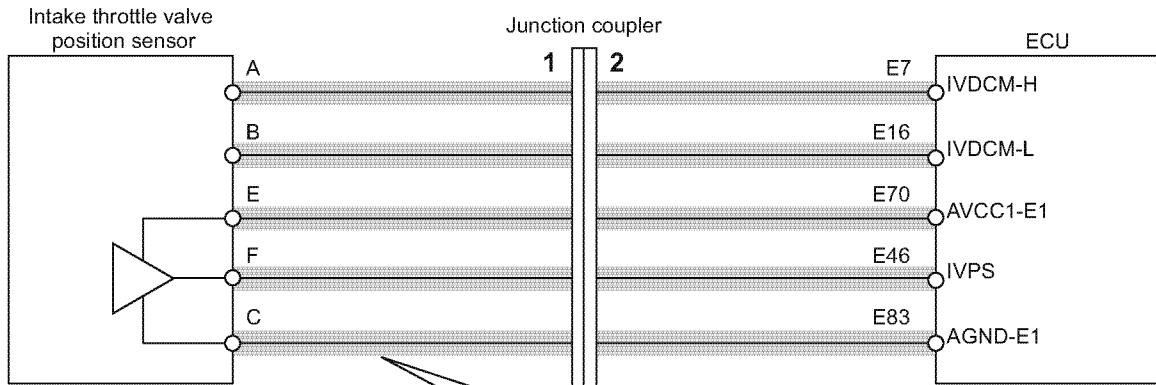
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154403-00EN

Wire diagram



: Check points

050240-00EN04

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the ECU output voltage

1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).

2-Using a circuit tester, measure the voltage between the intake throttle valve position sensors 5 V E70 and E83.

Voltage	State	Corrective action
$E70 < 4.375 \text{ V}$	NG	Replace the wire-harness.
$4.375 \text{ V} \leq E70 \leq 5.625 \text{ V}$	OK (normal range)	Check the intake throttle valve position sensor output voltage.
$5.625 \text{ V} < E70$	NG	Replace the wire-harness.

NG	Replace the wire-harness, and turn OFF and on the key switch for failure diagnosis.
OK	Go to "Checking the intake throttle valve position sensor output voltage".

2. Checking the intake throttle valve position sensor output voltage

1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).

2-Using a circuit tester, measure the voltage between the sensor signals E46 and E83.

Voltage	State	Corrective action
$E46 < 0.6 \text{ V}$	NG	Replace the wire-harness.
$0.6 \text{ V} \leq E46 \leq 4.4 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.4 \text{ V} < E46$	NG	Replace the wire-harness.

NG	Replace the wire-harness, and turn OFF and on the key switch for failure diagnosis using SA-D.
OK	After turning the key OFF and ON, make a diagnosis using SA-D and make sure that the error does not reappear.

3. Operation using SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the intake throttle.

4. Check when an error (failure) is resolved by replacing parts

In order to identify the part that caused the error (failure), when the part is replaced and the error is resolved, put back the original part and confirm that the error (failure) is reproduced.

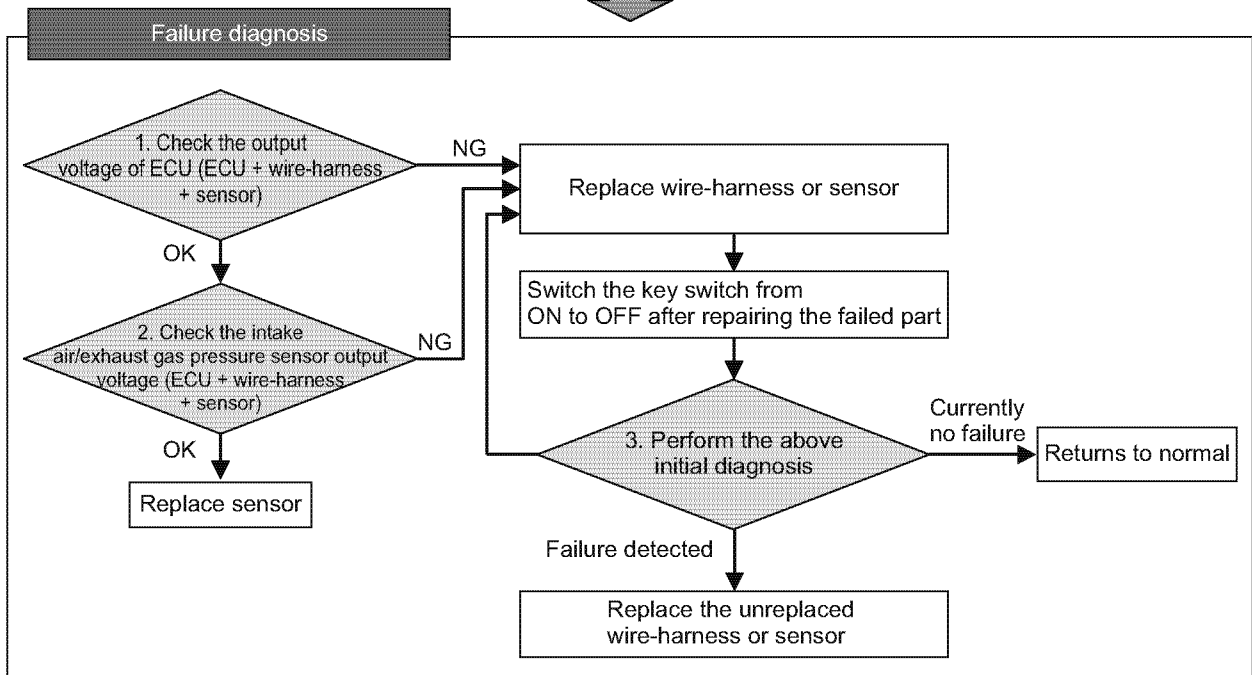
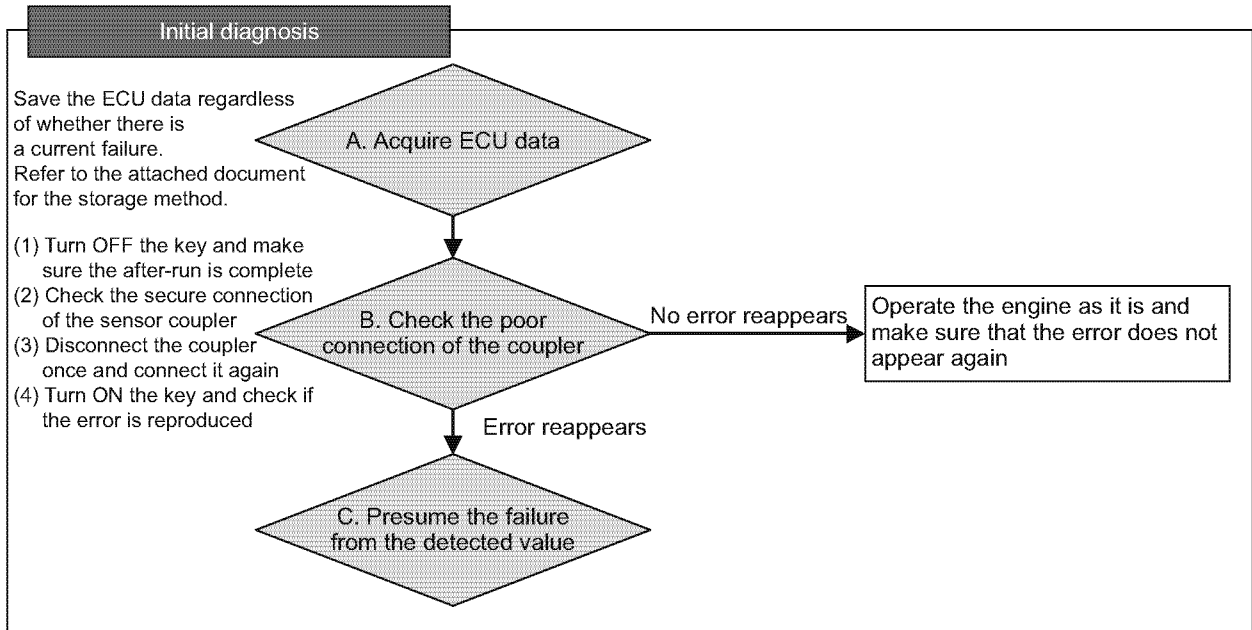
3.2.18. Intake air/exhaust gas pressure sensor 1

Related DTC

P code	P0237	Intake air pressure sensor error (voltage low)
	P0238	Intake air pressure sensor error (voltage high)
	P0472	Exhaust gas pressure sensor error (voltage low)
	P0473	Exhaust gas pressure sensor error (voltage high)

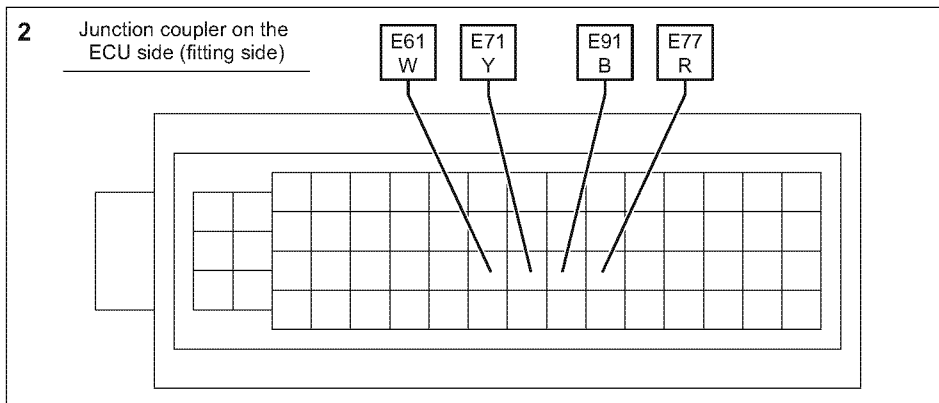
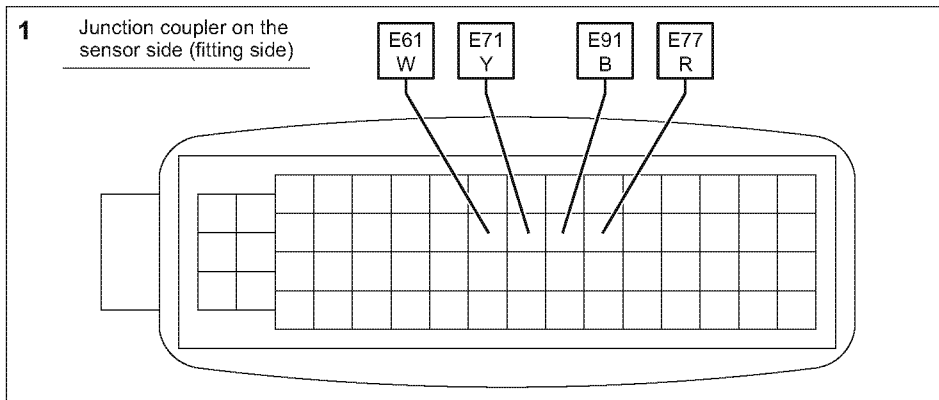
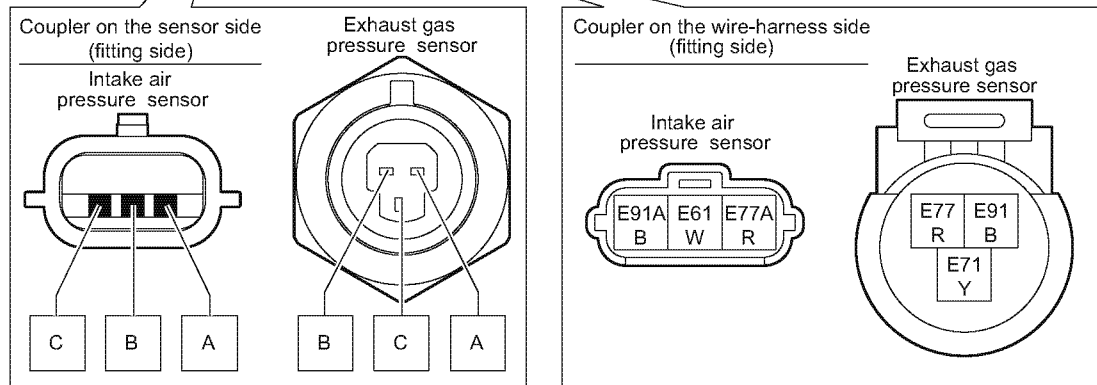
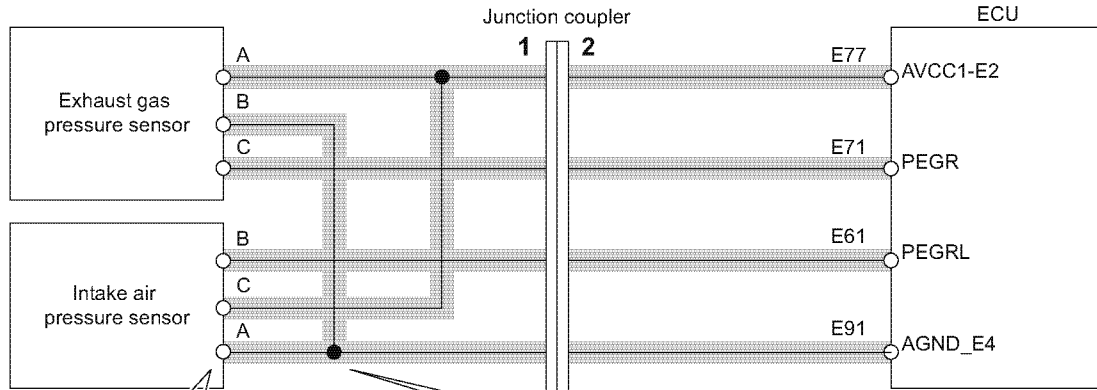
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154404-00EN

Wire diagram



: Check points

See 3.2.1. ECU pin layout drawing P.3-2-1

121635-00EN00

Work description

1. Checking the ECU output voltage

1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).

2-Using a circuit tester, measure the voltage between the intake air/exhaust gas pressure sensor 5 V E77 and E91.

Voltage	State	Corrective action
$E77 < 4.375 \text{ V}$	NG	<ul style="list-style-type: none"> Replace the wire-harness. Replace the battery.
$4.375 \text{ V} \leq E77 \leq 5.625 \text{ V}$	OK (normal range)	Check the pressure sensor output voltage.
$5.625 \text{ V} < E77$	NG	<ul style="list-style-type: none"> Replace the wire-harness. Replace the battery.

NG	Replace the wire-harness or battery, and turn OFF and on the key switch for failure diagnosis.
OK	Go to "Checking the intake air/exhaust gas pressure sensor output voltage".

2. Checking the wire-harness

Check the wire-harness of the 5 V - GND wire between the relay coupler and the terminal.

NG	Replace the wire-harness.
OK	Go to "Checking the sensor coupler".

3. Checking the sensor coupler

Check the coupler of the 5 V - GND line between the sensor coupler and terminals.

NG	Replace engine wire-harness.
OK	Replace the sensor.

4. Checking the intake air/exhaust gas pressure sensor output voltage

1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).

2-Using a circuit tester, measure the voltage of the intake air pressure sensor signal between E61 and E91, exhaust gas pressure sensor signal between E71 and E91.

Voltage	State	Corrective action
$E61, E71 < 0.5 \text{ V}$	NG	Replace the wire-harness.
$0.5 \text{ V} \leq E61, E71 \leq 4.5 \text{ V}$	OK (normal range)	Replace the sensor.
$4.5 \text{ V} < E61, E71$	NG	Replace the wire-harness.

NG	Replace the wire-harness or sensor, and turn OFF and on the key switch for failure diagnosis using SA-D.
OK	Replace the sensor.

5. Operation using SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the unreplaced wire-harness or pressure sensor.

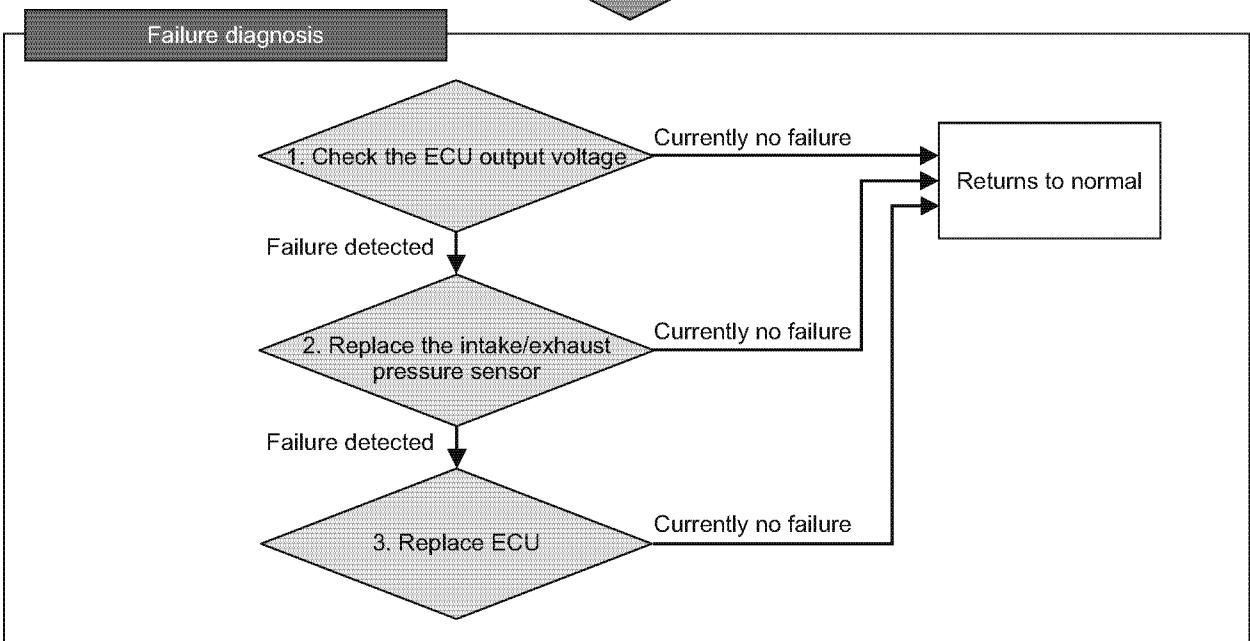
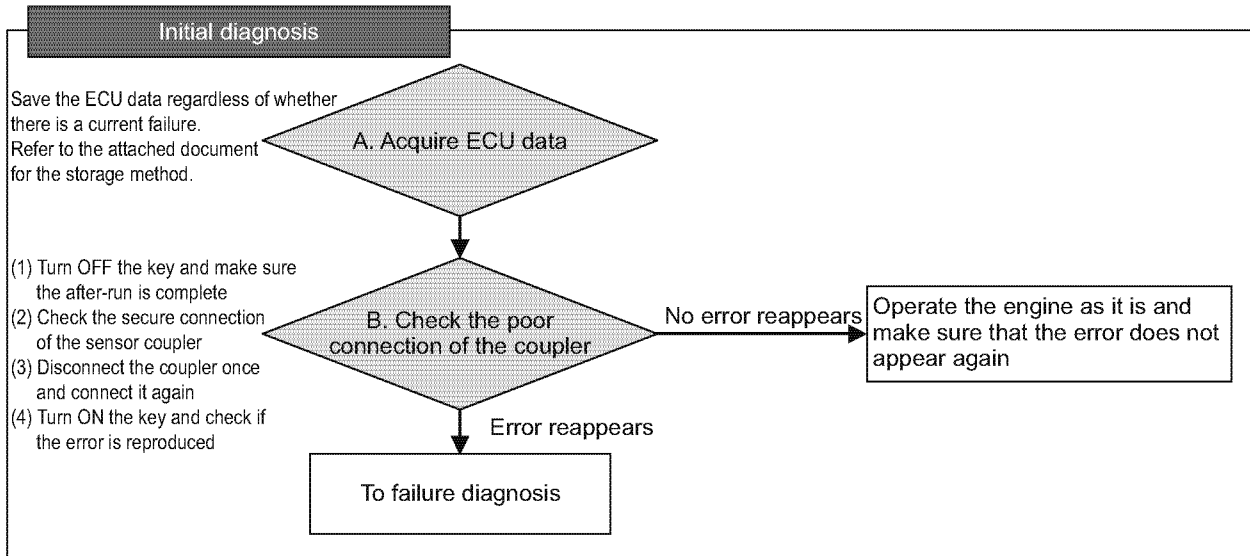
3.2.19. Intake air/exhaust gas pressure sensor 2

Related DTC

P code	P0236	Intake air pressure sensor error (abnormal learning value)
	P0471	Exhaust gas pressure sensor error (abnormal learning value)

Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



154406-00EN

Work description

1. Replacing the intake air/exhaust gas pressure sensor
 - 1-When this error occurs, replace the intake air/exhaust gas pressure sensor.

2. Operation using SA-D
 - 1-Turn ON the key switch again, and start the engine.
 - 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the ECU.

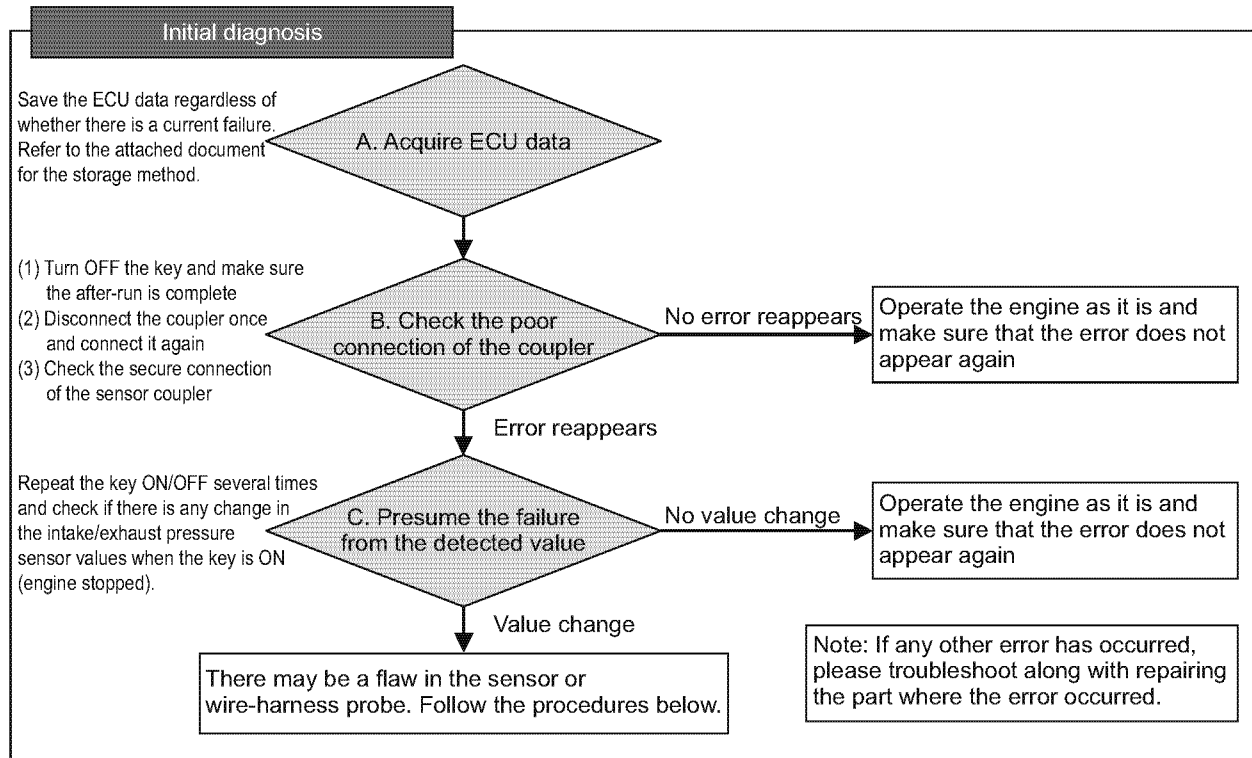
3.2.20. Intake air/exhaust gas pressure sensor 3

Related DTC

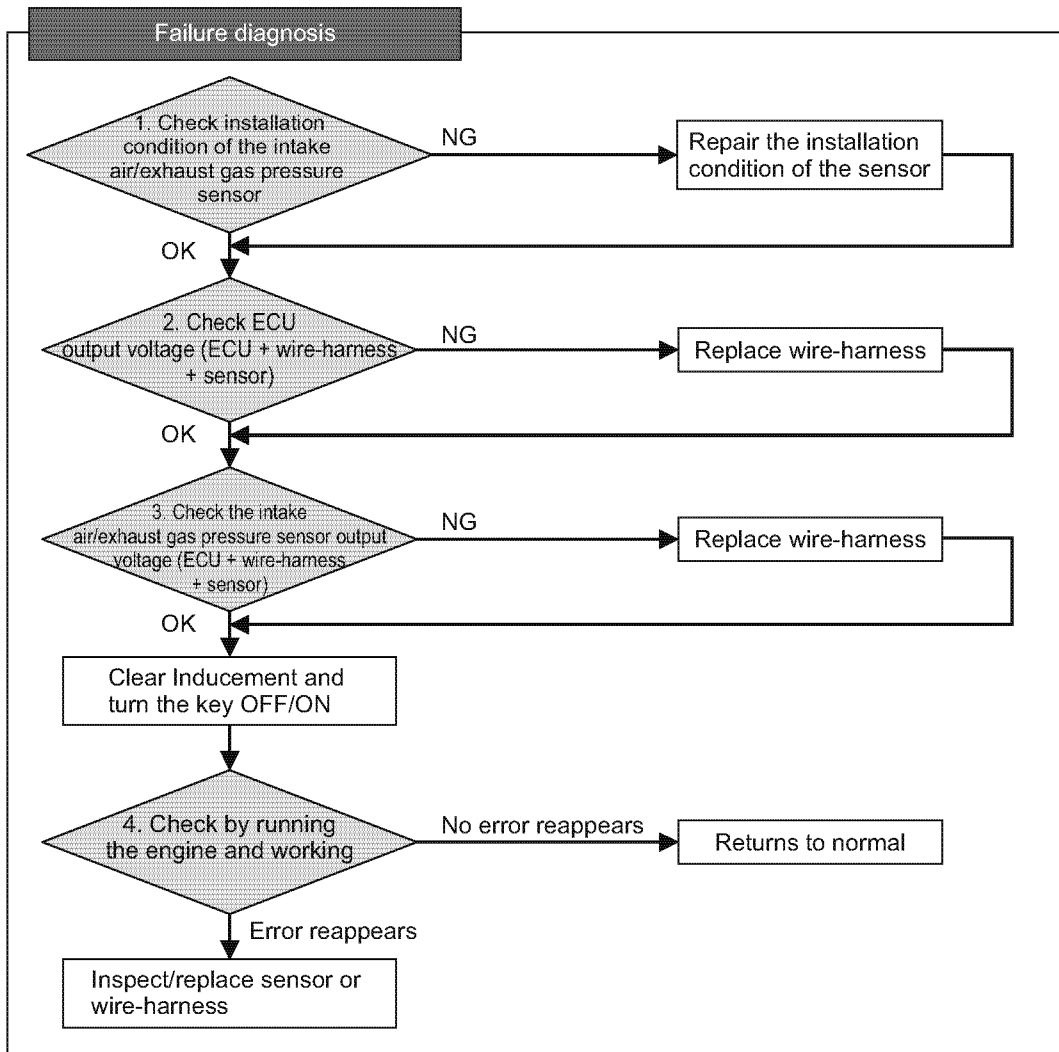
P code	P1673	Intake air pressure sensor error (detected value error)
	P1679	Exhaust gas pressure sensor error (detected value error)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

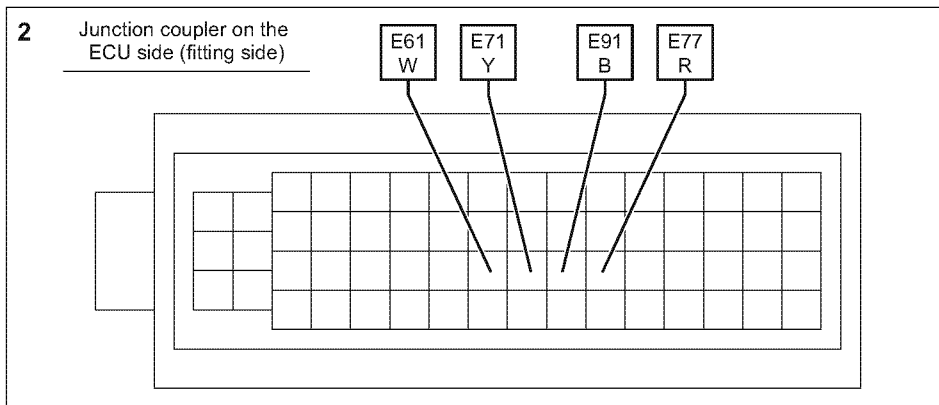
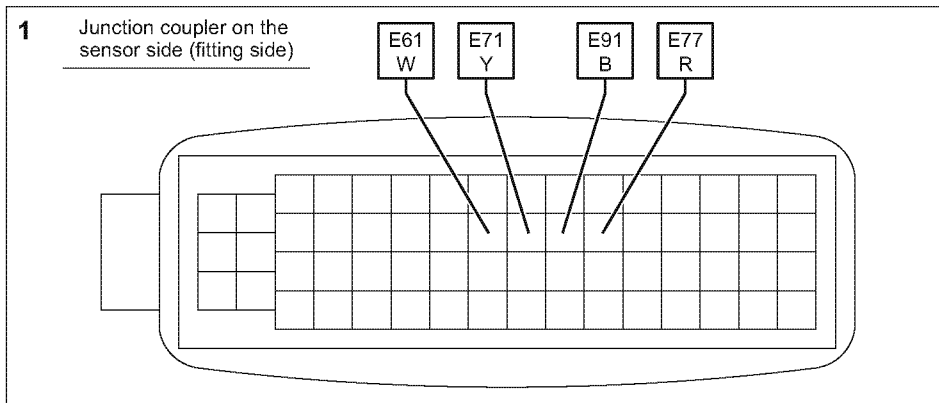
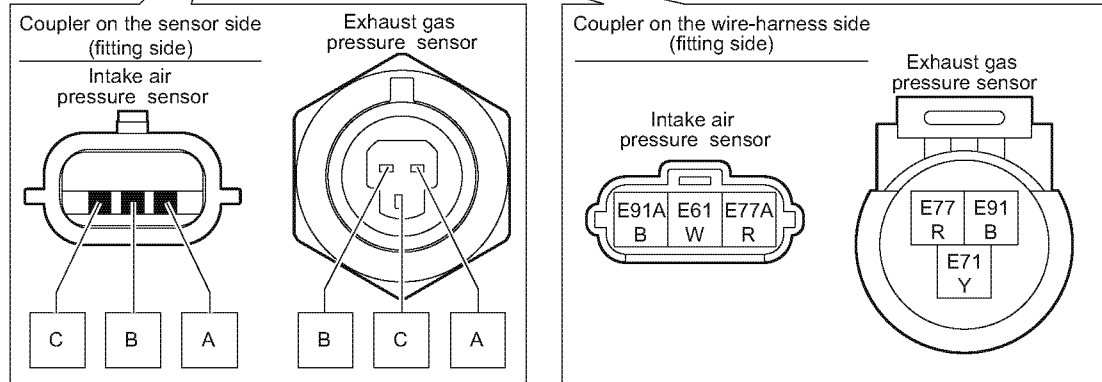
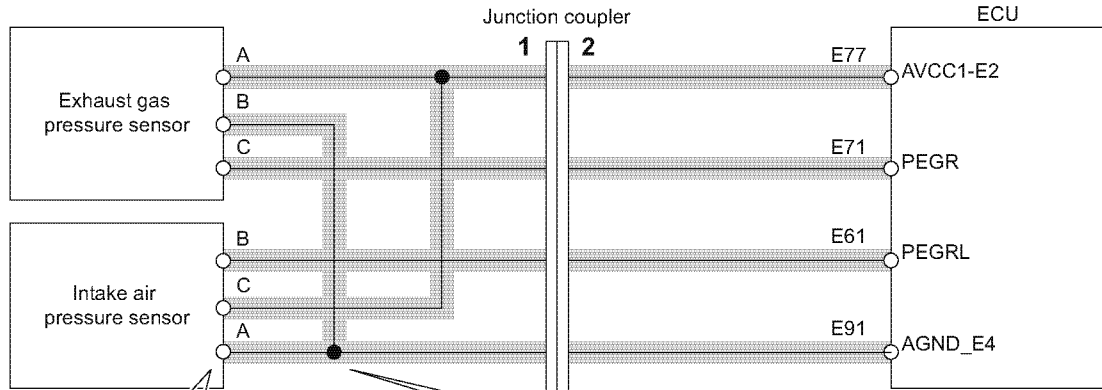


154407-00EN



154408-00EN

Wire diagram



: Check points

See 3.2.1. ECU pin layout drawing P.3-2-1

121635-00EN00

Work description

1. Checking for other errors

1-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Particularly, check to see whether any errors are detected for intake air/exhaust gas pressure sensor, atmospheric pressure sensor, cooling water temperature sensor, fresh air temperature sensor, sensor 5 V circuit 2, or inside the ECU.

Error detected	Implement the appropriate failure diagnosis for the failure.
No error detected	Go to "Checking the installation condition of intake air/exhaust gas pressure sensor".

2. Checking the installation condition of intake air/exhaust gas pressure sensor

1-Turn OFF the key switch.

2-Check the installation condition of intake air/exhaust gas pressure sensor.

3-Check the intake air/exhaust gas piping, pressure hose, and pressure pipe for disconnection, damage, or signs of leaks.

NG	Correct the sensor mounting condition and perform diagnosis according to the following counter-measures.
OK	Go to "Checking the ECU output voltage".

3. Checking the ECU output voltage

1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).

2-Using a circuit tester, measure the voltage between intake air/exhaust gas pressure sensor 5 V E77 and E91.

Voltage	State	Corrective action
$E77 < 4.375 \text{ V}$	NG	Replace the wire-harness.
$4.375 \text{ V} \leq E77 \leq 5.625 \text{ V}$	OK (normal range)	Check the intake air/exhaust gas pressure sensor output voltage.
$5.625 \text{ V} < E77$	NG	Replace the wire-harness.

NG	Replace the wire-harness and clear the Inducement according to the following actions.
OK	Go to "Checking the intake air/exhaust gas pressure sensor output voltage".

4. Checking the intake air/exhaust gas pressure sensor output voltage

1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).

2-Using a circuit tester, measure the voltage of the intake air pressure sensor signal between E61 and E91, exhaust gas pressure sensor signal between E71 and E91.

Voltage	State	Corrective action
$E61, E71 < 0.5 \text{ V}$	NG	Replace the wire-harness.
$0.5 \text{ V} \leq E61, E71 \leq 4.5 \text{ V}$	OK (normal range)	Perform failure diagnosis using SA-D.
$4.5 \text{ V} < E61, E71$	NG	Replace the wire-harness.

NG	Replace the wire-harness, switch the ECU power from OFF to ON, and then clear the Inducement by SA-D.
OK	Switch the ECU power from OFF to ON, and then clear the Inducement by SA-D.

5. Operation using SA-D

- 1-Run the engine and perform normal work, etc., and check if the error does not reappear.
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Check for malfunction of the intake air/exhaust gas pressure sensor or poor contact of the wire-harness. If there is any malfunction, replace it.

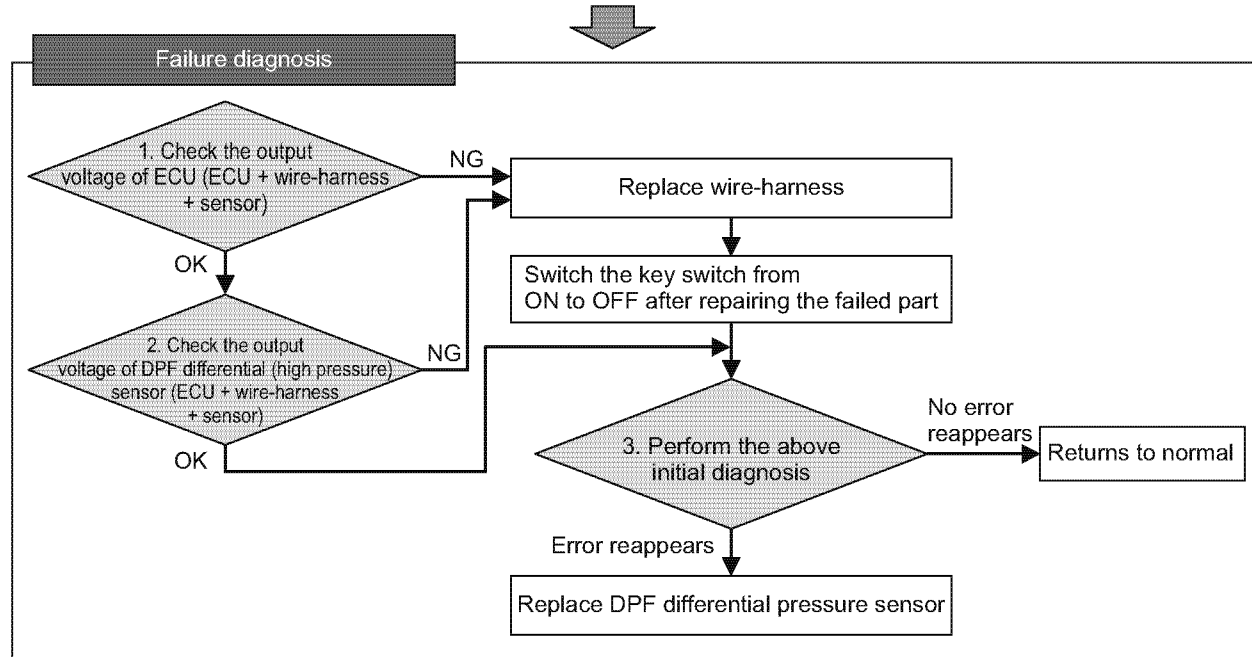
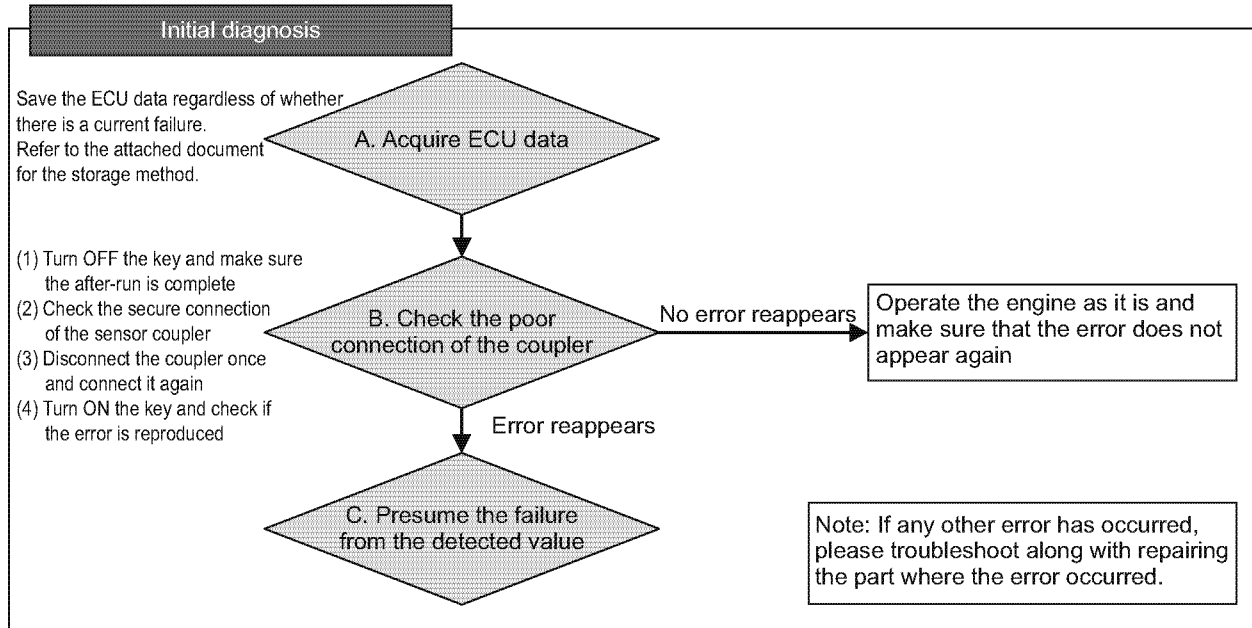
3.2.21. DPF differential pressure sensor 1

Related DTC

P code	P2454	DPF differential pressure sensor error (voltage low)
	P2455	DPF differential pressure sensor error (voltage high)
	P1454	DPF high pressure sensor error (voltage low)
	P1455	DPF high pressure sensor error (voltage high)

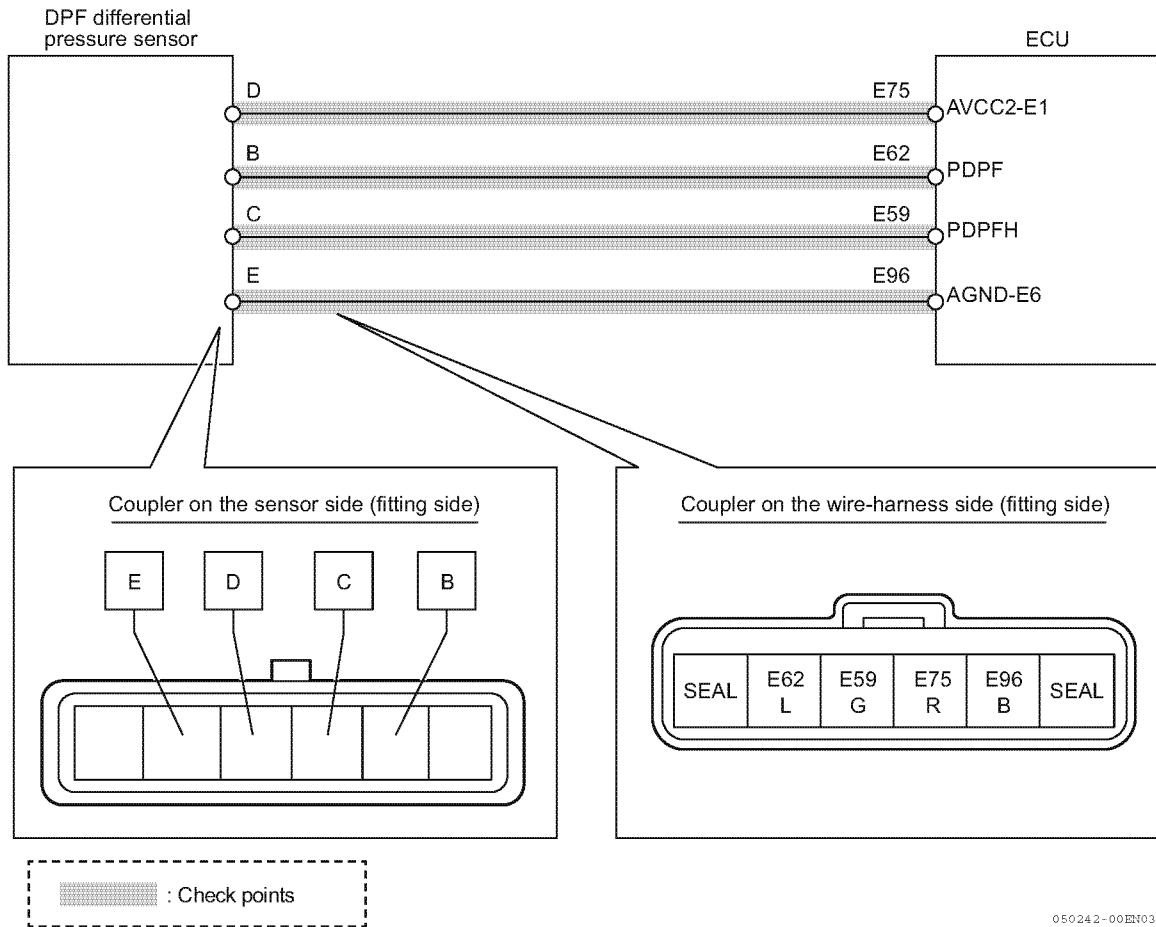
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154776-00EN

Wire diagram



050242-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the ECU output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).
- 2-Using a circuit tester, measure the voltage between DPF differential pressure sensors 5 V E75 and E96.

Voltage	State	Corrective action
$E75 < 4.375 \text{ V}$	NG	Replace the wire-harness.
$4.375 \text{ V} \leq E75 \leq 5.625 \text{ V}$	OK (normal range)	Check the DPF differential pressure sensor output voltage.
$5.625 \text{ V} < E75$	NG	Replace the wire-harness.

NG	Replace the wire-harness, and turn OFF and on the key switch for failure diagnosis.
OK	Go to "Checking the DPF differential pressure sensor output voltage" and "Checking the DPF high pressure sensor output voltage".

2. Checking the DPF differential pressure sensor output voltage

1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).

2-Using a circuit tester, measure the voltage between the sensor signals E62 and E96.

Voltage	State	Corrective action
$E62 < 0.5 \text{ V}$	NG	Replace the wire-harness.
$0.5 \text{ V} \leq E62 \leq 4.5 \text{ V}$	OK (normal range)	Go to "Execute the initial diagnosis again".
$4.5 \text{ V} < E62$	NG	Replace the wire-harness.

NG	Replace the wire-harness or ECU, and turn OFF and on the key switch for failure diagnosis using SA-D.
OK	Go to "Execute the initial diagnosis again".

3. Checking the DPF high pressure sensor output

1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).

2-Using a circuit tester, measure the voltage between the sensor signals E59 and E96.

Voltage	State	Corrective action
$E59 < 0.5 \text{ V}$	NG	Replace the wire-harness.
$0.5 \text{ V} \leq E59 \leq 4.5 \text{ V}$	OK (normal range)	Go to "Execute the initial diagnosis again".
$4.5 \text{ V} < E59$	NG	Replace the wire-harness.

NG	Replace the wire-harness or ECU, and turn OFF and on the key switch for failure diagnosis using SA-D.
OK	Go to "Execute the initial diagnosis again".

4. Execute the initial diagnosis again

Turn the key OFF and make sure the after-run is complete, then turn the key ON again and check if the error reappears.

Error reappears	Replace DPF differential pressure sensor.
No error reappears	Return to normal state.

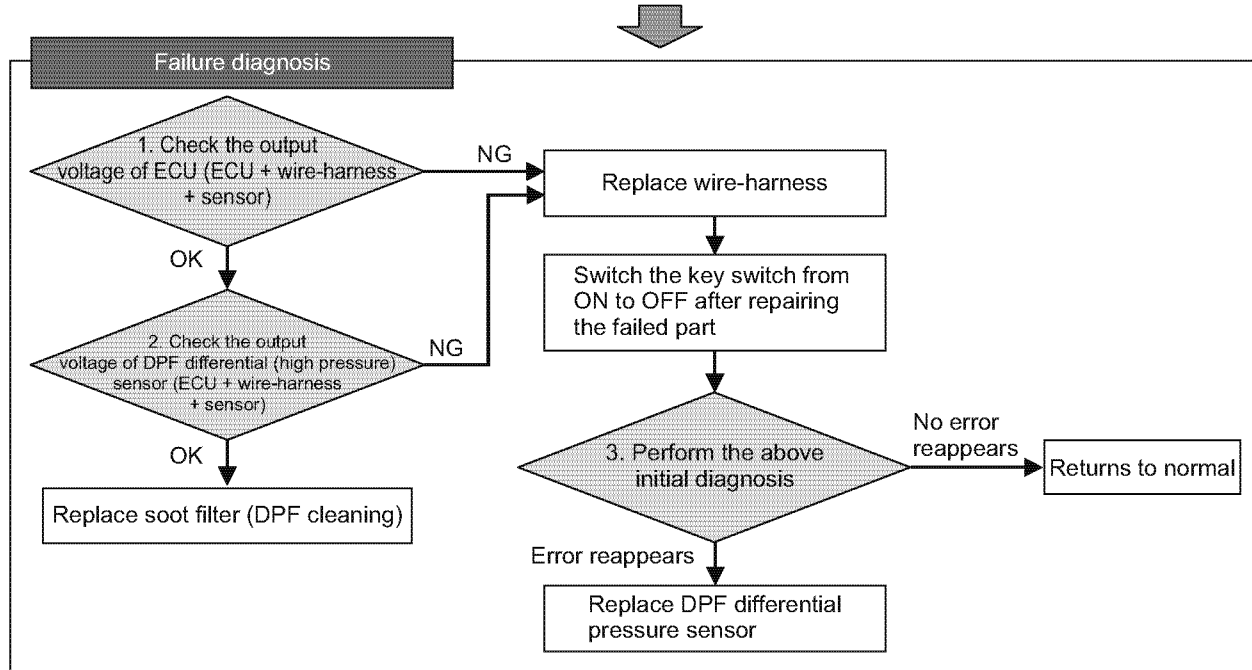
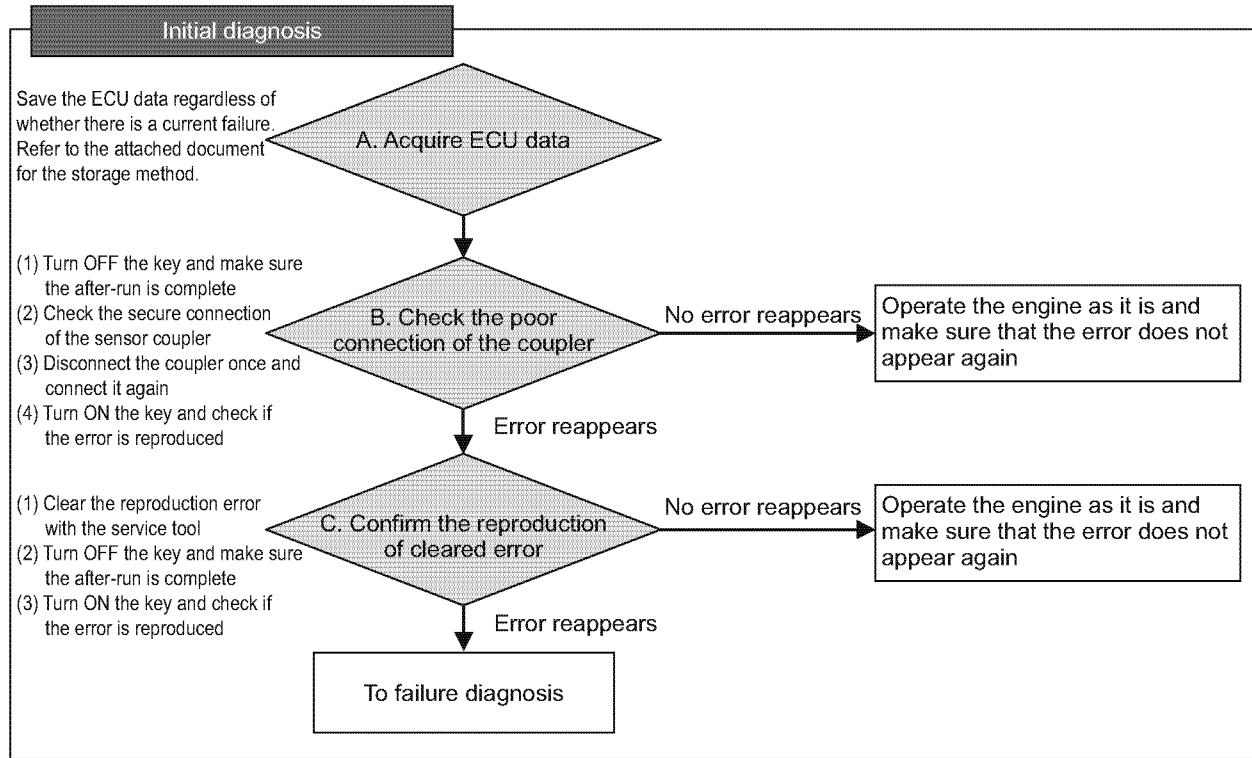
3.2.22. DPF differential pressure sensor 2

Related DTC

P code	P2452	DPF differential pressure sensor abnormal rise in differential pressure
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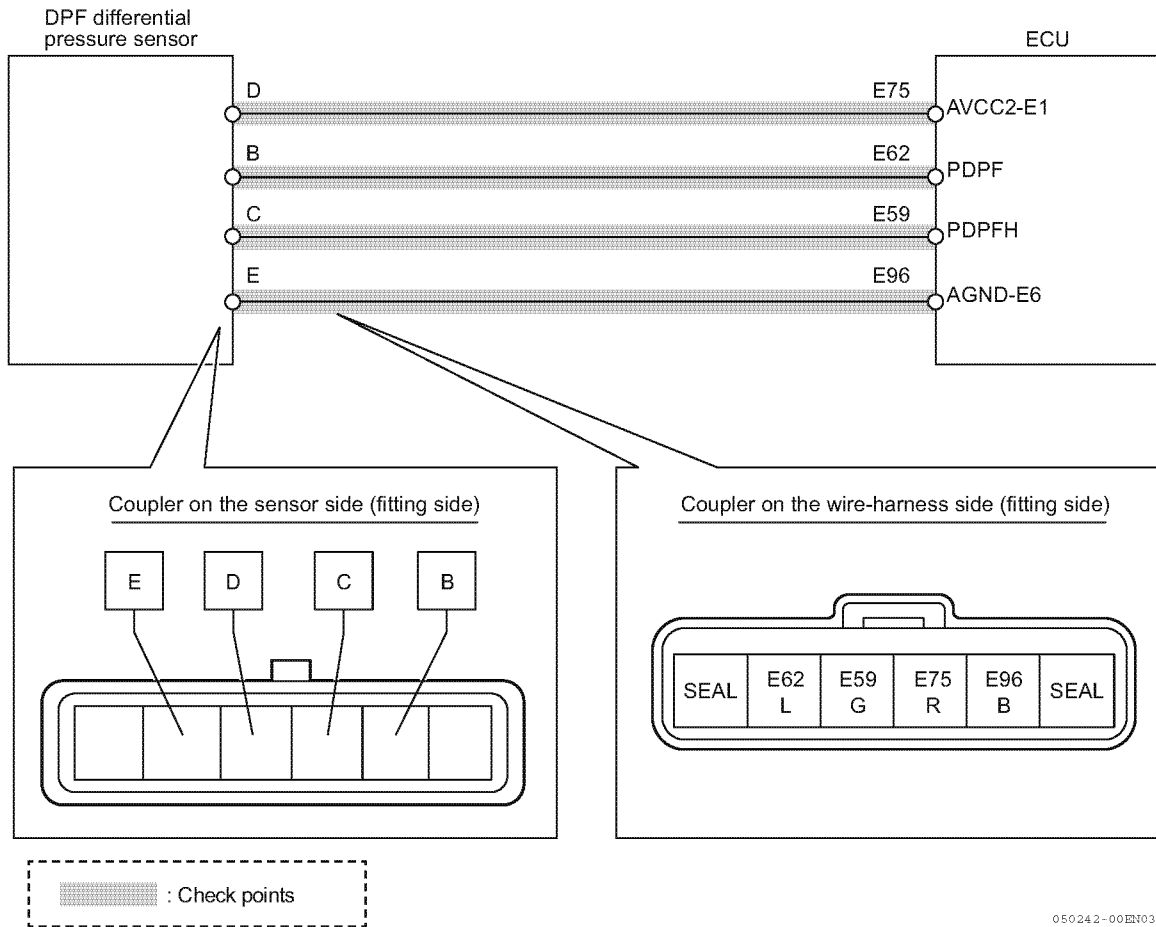
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154777-00EN

Wire diagram



050242-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the ECU output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).
- 2-Using a circuit tester, measure the voltage between DPF differential pressure sensors 5 V E75 and E96.

Voltage	State	Corrective action
$E75 < 4.375 \text{ V}$	NG	Replace the wire-harness.
$4.375 \text{ V} \leq E75 \leq 5.625 \text{ V}$	OK (normal range)	Check the DPF differential pressure sensor output voltage.
$5.625 \text{ V} < E75$	NG	Replace the wire-harness.

NG	Replace the wire-harness, and turn OFF and on the key switch for failure diagnosis.
OK	Go to "Checking the DPF differential pressure sensor output voltage" and "Checking the DPF high pressure sensor output voltage".

2. Checking the DPF differential pressure sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).
- 2-Using a circuit tester, measure the voltage between the sensor signals E62 and E96.

Voltage	State	Corrective action
$E62 < 0.5 \text{ V}$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the ECU.
$0.5 \text{ V} \leq E62 \leq 4.5 \text{ V}$	OK (normal range)	Replace (DPF cleaning) the soot filter (SF).
$4.5 \text{ V} < E62$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace (DPF cleaning) the soot filter (SF).

NG	Replace the wire-harness or replace (DPF cleaning) the soot filter (SF), and turn OFF and on the key switch for failure diagnosis using SA-D.
OK	Replace (DPF cleaning) the soot filter (SF).

If you see white deposits on the surface of the soot filter (SF) to be replaced, it may be due to the use of incompatible oil or oil inflow due to the liner, piston, valve stem seal, turbocharger, etc. Also, if the surface of the soot filter (SF) is covered with black deposits, there is a risk of injector failure or blockage of the intake passage.

3. Execute the initial diagnosis again

Turn the key OFF and make sure the after-run is complete, then turn the key ON again and check if the error reappears.

Error reappears	Replace DPF differential pressure sensor.
No error reappears	Return to normal state.

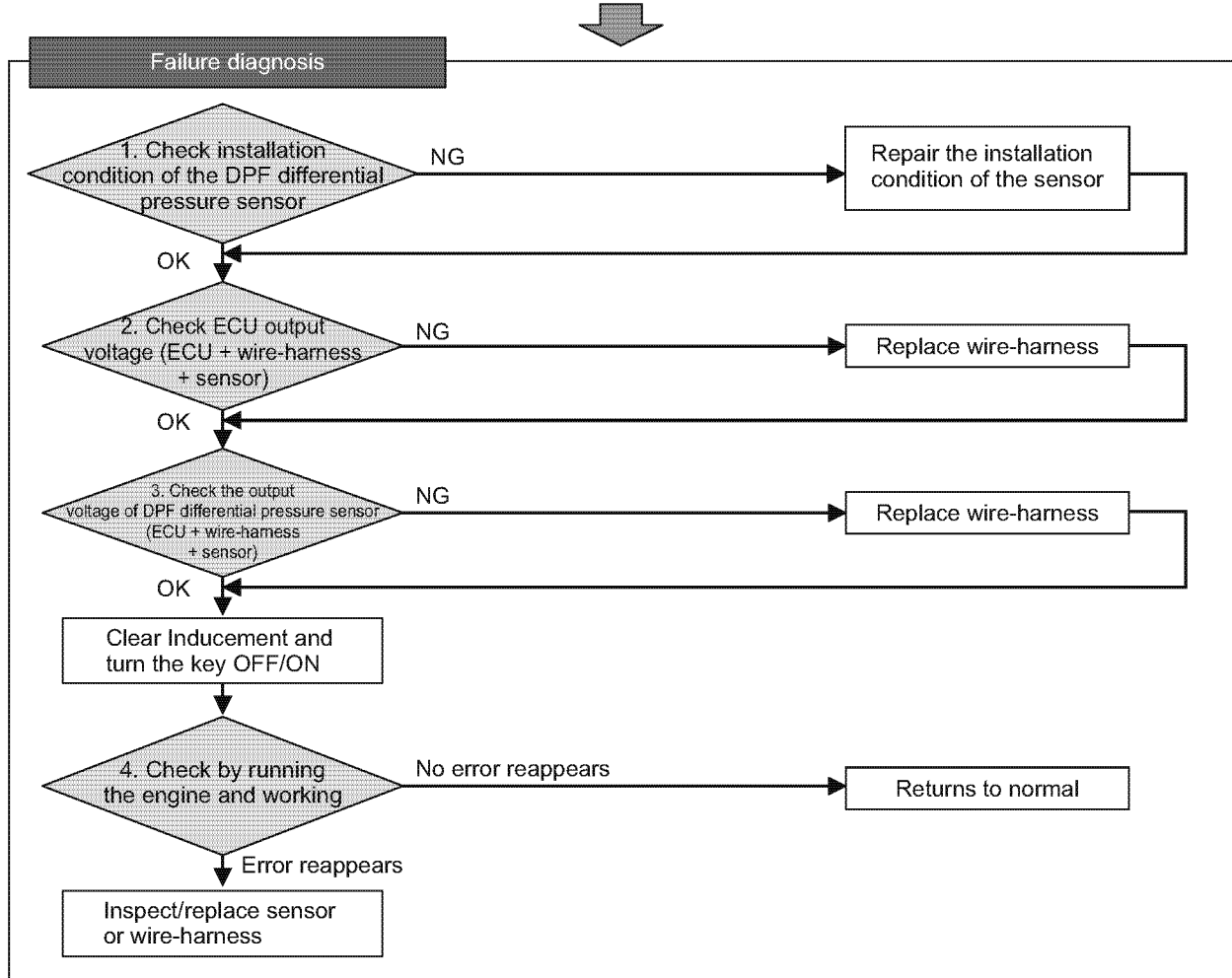
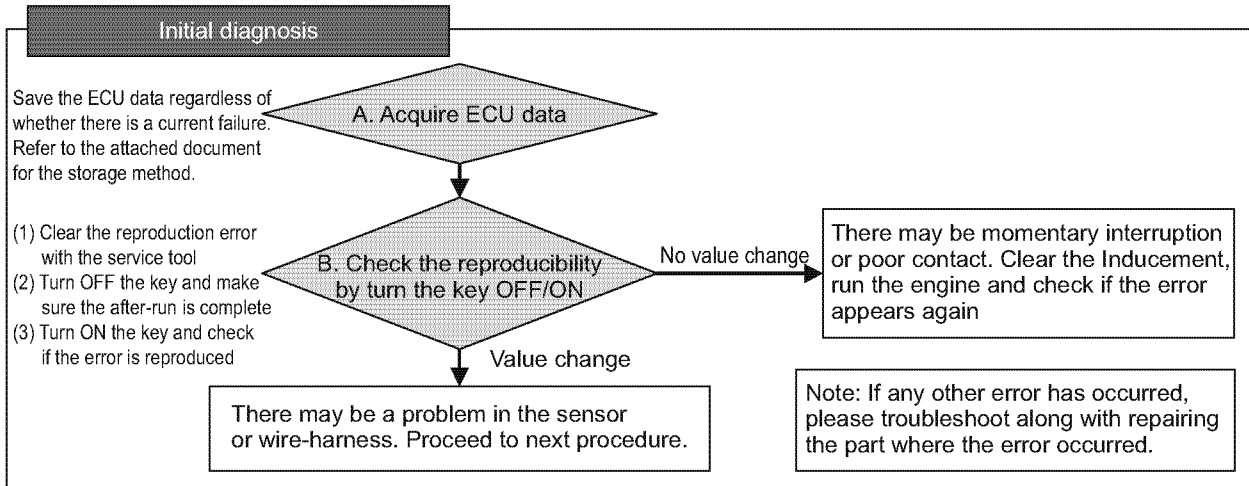
3.2.23. DPF differential pressure sensor 3

Related DTC

P code	P2453	DPF differential pressure sensor error (abnormal learning value)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154778-00EN

Work description

1. Replacing the DPF differential pressure sensor
 - 1-When this error occurs, replace the DPF differential pressure sensor.

2. Operation using SA-D
 - 1-Turn ON the key switch, and then start the engine.
 - 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the DPF differential pressure sensor.

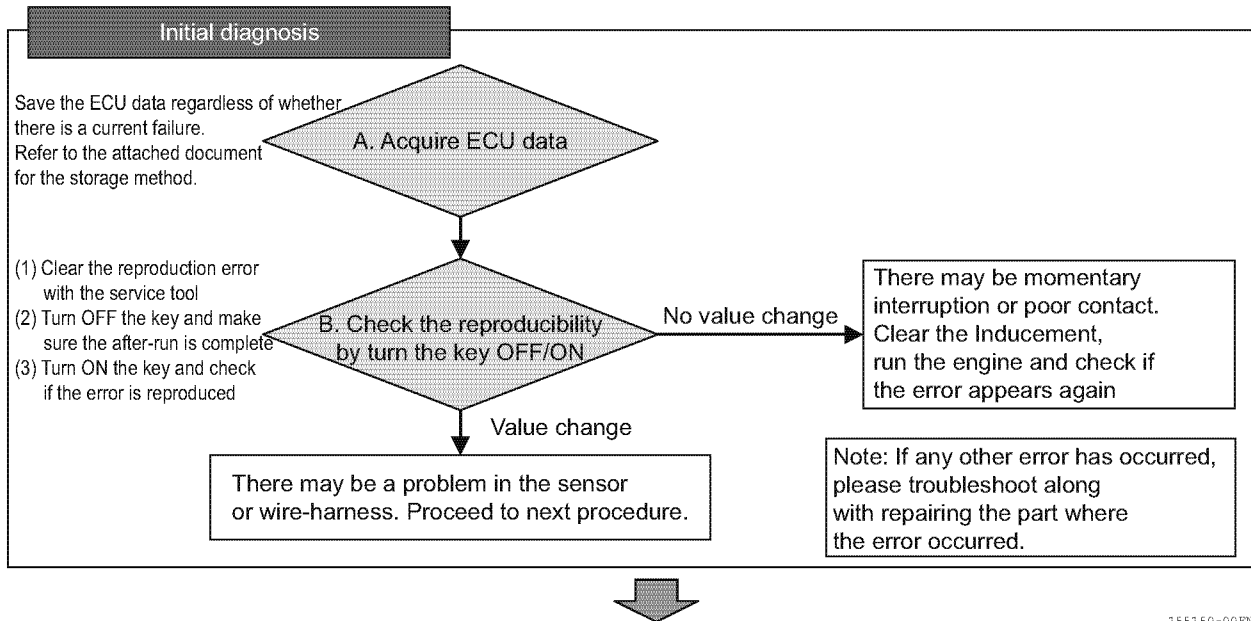
3.2.24. DPF differential pressure sensor 4

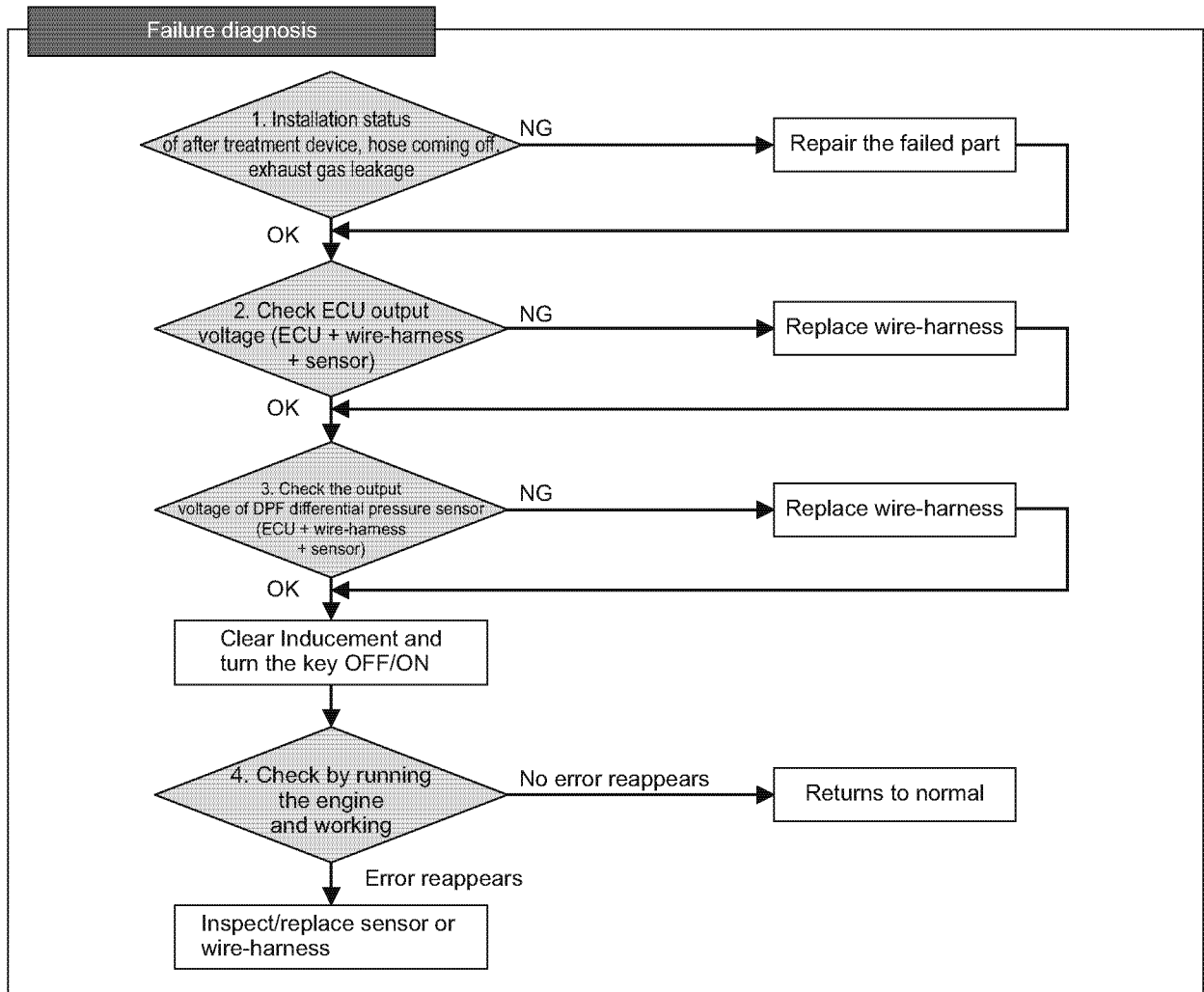
Related DTC

P code	P167C	DPF high pressure sensor error (detected value error)
	P226D	DPF substrate/DPF differential pressure sensor error (DPF substrate removal/DPF differential pressure sensor detected value error)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





154779-00EN

Work description

1. Replacing the DPF differential pressure sensor
 - 1-When this error occurs, replace the DPF differential pressure sensor.
2. Operation using SA-D
 - 1-Turn ON the key switch, and then start the engine.
 - 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the DPF differential pressure sensor.

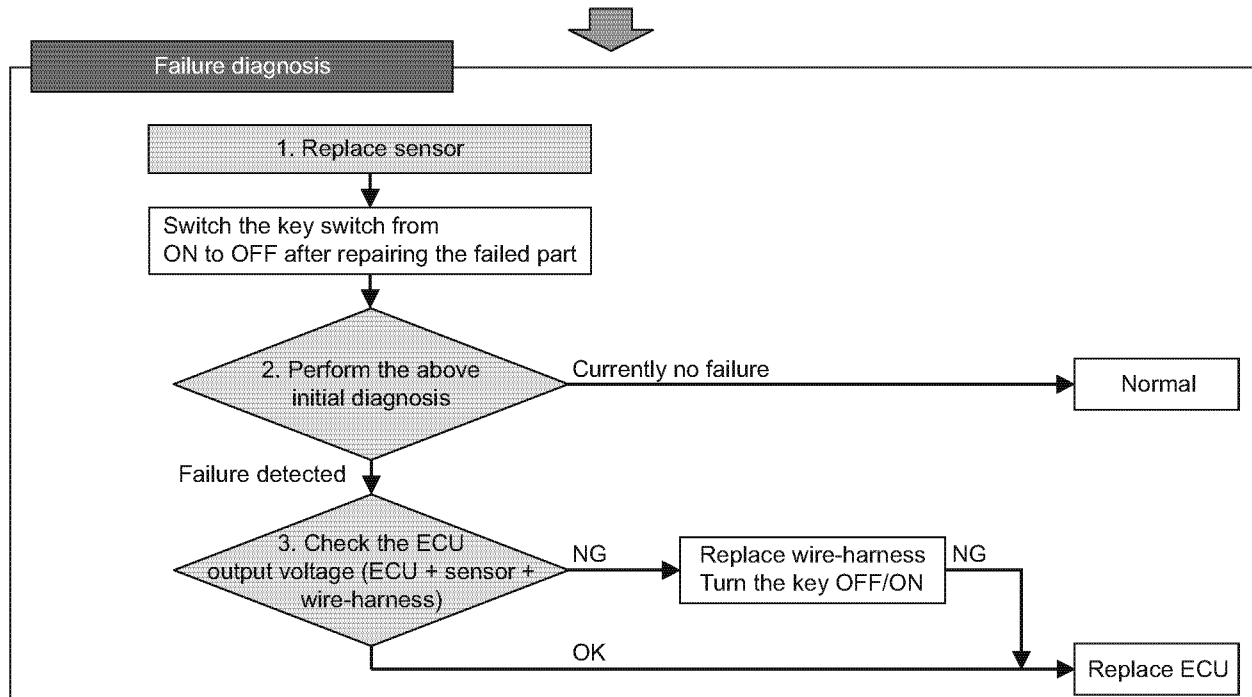
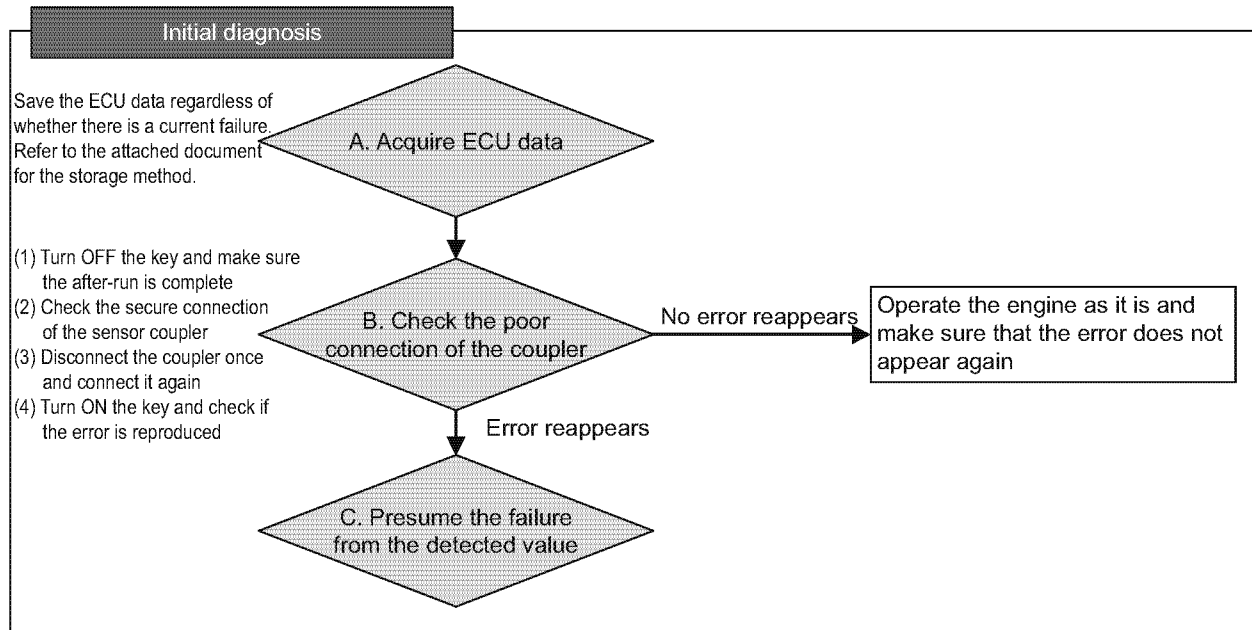
3.2.25. ECU sensor 5 V circuit 1

Related DTC

P code	P0652	ECU sensor 5 V circuit 1 error (voltage low)
	P0653	ECU sensor 5 V circuit 1 error (voltage high)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154780-00EN

Wire diagram

See "Rail pressure sensor" and "Camshaft speed sensor" for details.

Work description

1. Replacing the sensor

1-Remove the rail pressure sensor and the camshaft speed sensor from the wire-harness, and replace them.

2. Operation using SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Go to "Checking the ECU output voltage (when connected to the sensor)".

3. Checking the ECU output voltage (when connected to the sensor)

1-Connect the checker harness between the ECU and engine wire-harness.

2-Using a circuit tester, measure the voltage between sensor 5 V and GND.

Voltage	State	Corrective action
$E77 (E79) < 4.375 \text{ V}$	NG	<ul style="list-style-type: none"> Replace the wire-harness Replace the ECU.
$4.375 \text{ V} \leq E77 (E79) \leq 5.625 \text{ V}$	OK (normal range)	Replace the ECU.
$5.625 \text{ V} < E77 (E79)$	NG	<ul style="list-style-type: none"> Replace the wire-harness. Replace the ECU.

NG	Replace the wire-harness, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the ECU.
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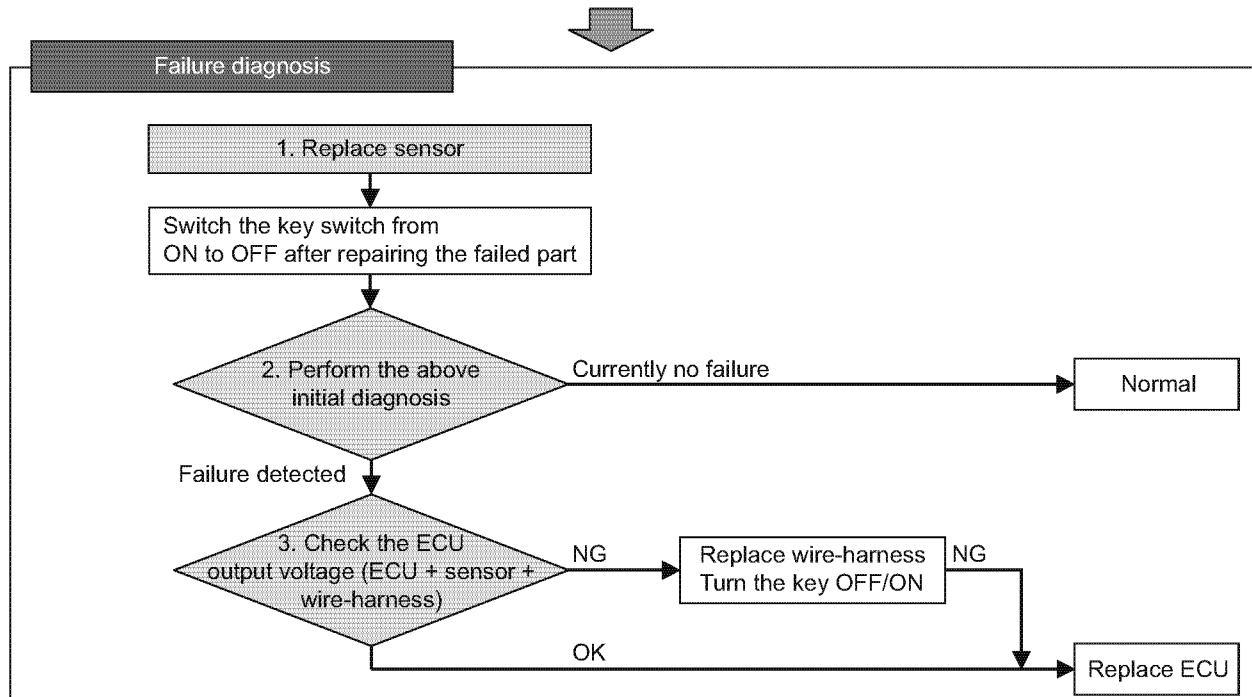
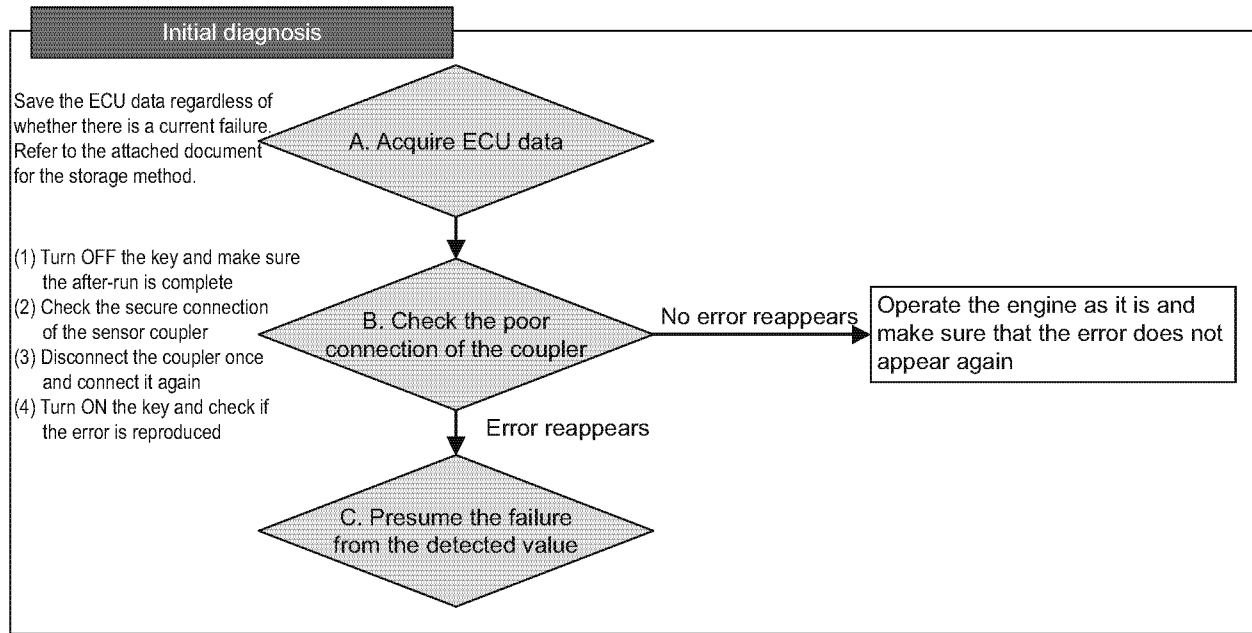
3.2.26. ECU sensor 5 V circuit 2

Related DTC

P code	P0698	ECU sensor 5 V circuit 2 error (voltage low)
	P0699	ECU sensor 5 V circuit 2 error (voltage high)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154780-00EN

Wire diagram

See "Intake air pressure sensor" for details.

Work description

1. Replacing the sensor
 - 1-Remove the intake air pressure sensor from the wire-harness, and replace it.
2. Operation using SA-D
 - 1-Turn OFF the key switch, turn ON the key switch again, and start the engine.
 - 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Go to "Checking the ECU output voltage (when connected to the sensor)".

3. Checking the ECU output voltage (when connected to the sensor)
 - 1-Connect the checker harness between the ECU and engine wire-harness.
 - 2-Using a circuit tester, measure the voltage between intake air pressure sensor 5 V E77 and E91.

Voltage	State	Corrective action
$E77 < 4.375 \text{ V}$	NG	<ul style="list-style-type: none"> • Replace the wire-harness • Replace the ECU.
$4.375 \text{ V} \leq E77 \leq 5.625 \text{ V}$	OK (normal range)	Replace the ECU.
$5.625 \text{ V} < E77$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the ECU.

NG	Replace the wire-harness, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the ECU.
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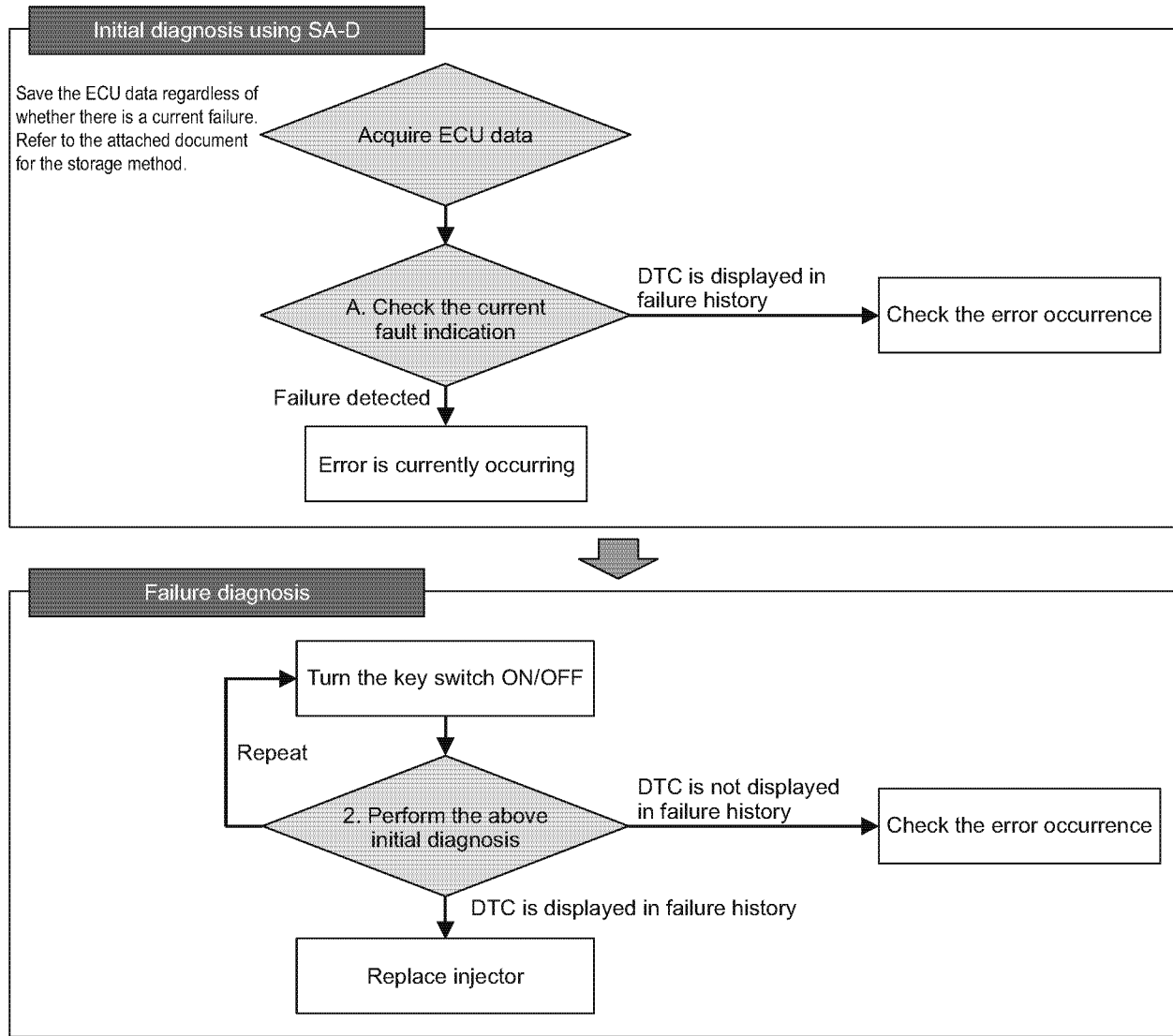
3.2.27. Engine overspeed

Related DTC

P code	P1219	Overspeed 1
	P0219	Overspeed 2

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154781-00EN

Work description

1. Operation using SA-D

- 1-Turn OFF the key switch, turn ON the key switch again, and start the engine.
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Switch the key switch from ON to OFF again and perform the work indicated above 1. • Replace the injector.

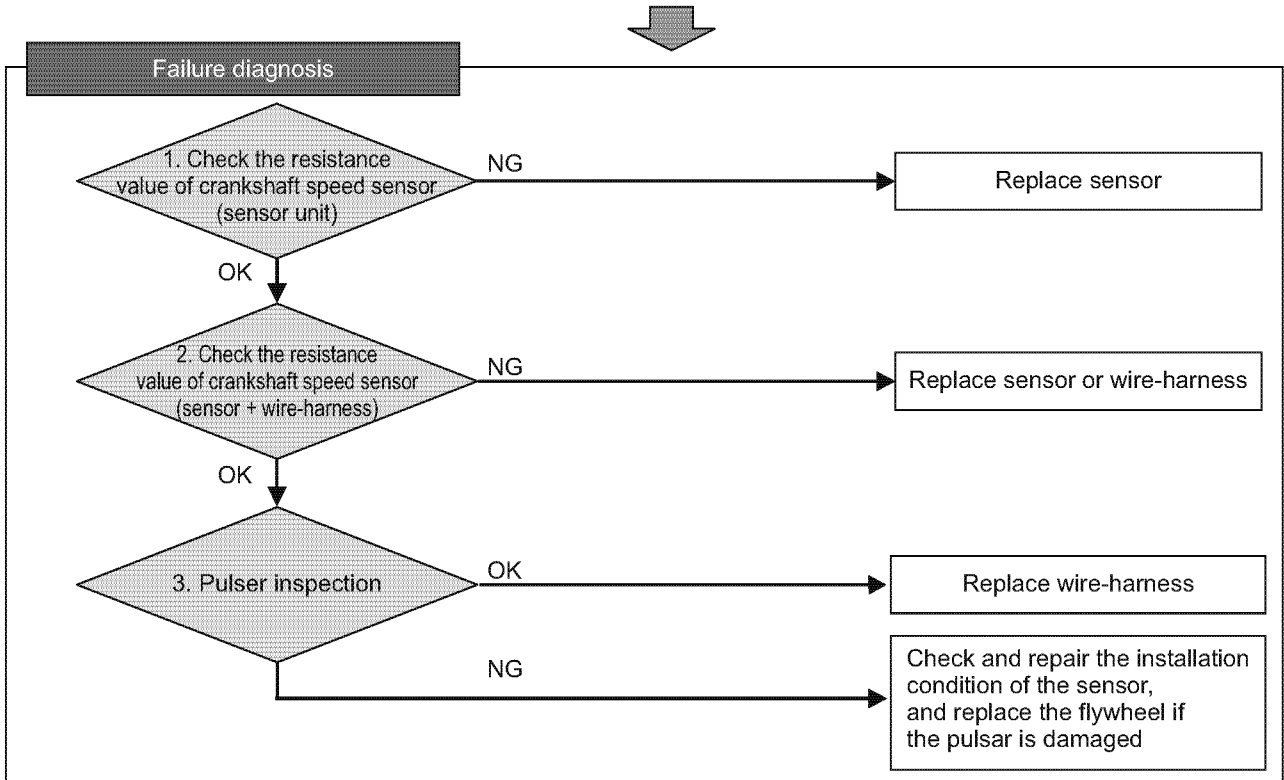
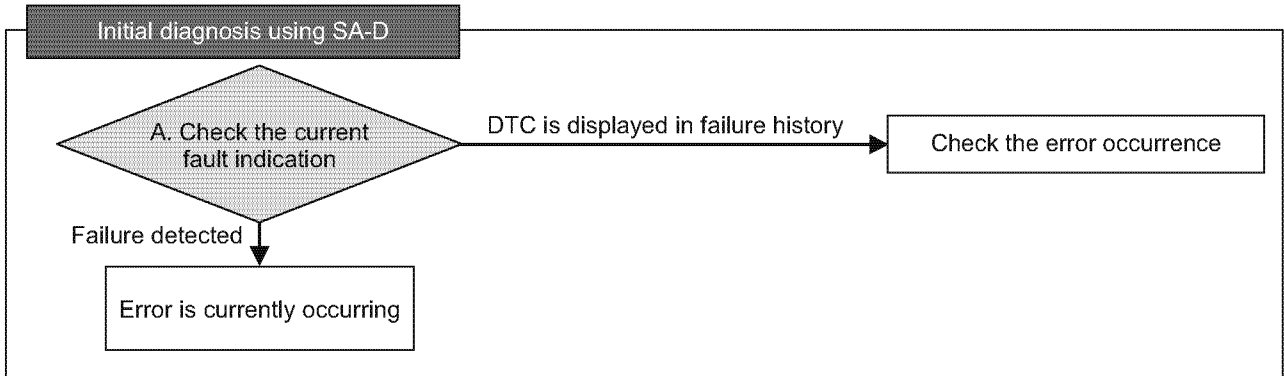
3.2.28. Crankshaft speed sensor 1

Related DTC

P code	P0336	Crankshaft signal error
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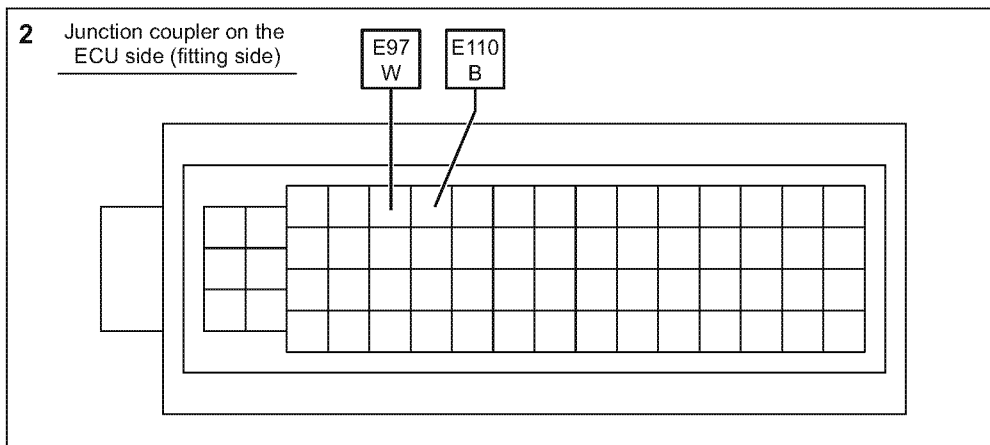
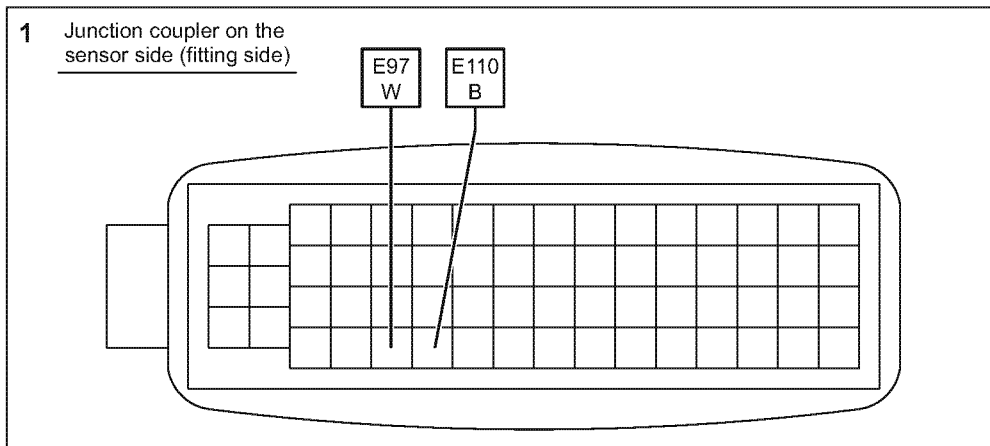
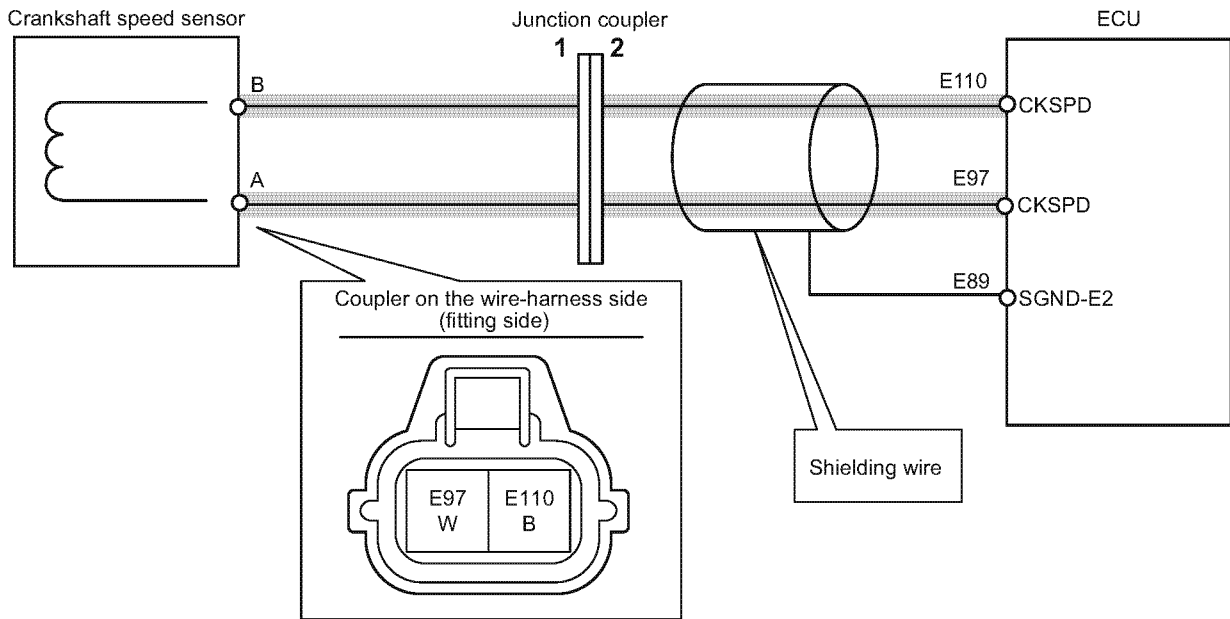
Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



154782-00EN

Wire diagram



: Check points

See 3.2.1. ECU pin layout drawing P.3-2-1

043369-01EN03

Work description

1. Checking the resistance values of the crankshaft speed sensor

1-Remove the crankshaft speed sensor from the wire-harness.

2-Using a circuit tester, measure the resistance value between crankshaft speed sensors A and B.

Reference: Resistance value between crankshaft speed sensor terminals

Terminal	Specifications
Sensor A to B	125.5 ± 17 Ω

NG	Replace the crankshaft speed sensor.
OK	Go to "Checking the resistance values of the crankshaft speed sensor (sensor and wire-harness)".

2. Checking the resistance values of the crankshaft speed sensor (sensor and wire-harness)

1-Remove the ECU from the wire-harness while the crankshaft speed sensor and the wire-harness are connected.

2-Using a circuit tester, measure the resistance value between ECU coupler terminals E97 and E110 on the wire-harness side.

See the above "Reference: Resistance value between crankshaft speed sensor terminals".

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Pulser inspection".

3. Pulser inspection

1-Check the pulser for cracks, pieces of metal, distortion, etc.

NG	Check and repair the installation condition of the sensor, and replace the flywheel if the pulser is damaged.
OK	The coupler between the ECU and the wire-harness may be defective. Replace the wire-harness.

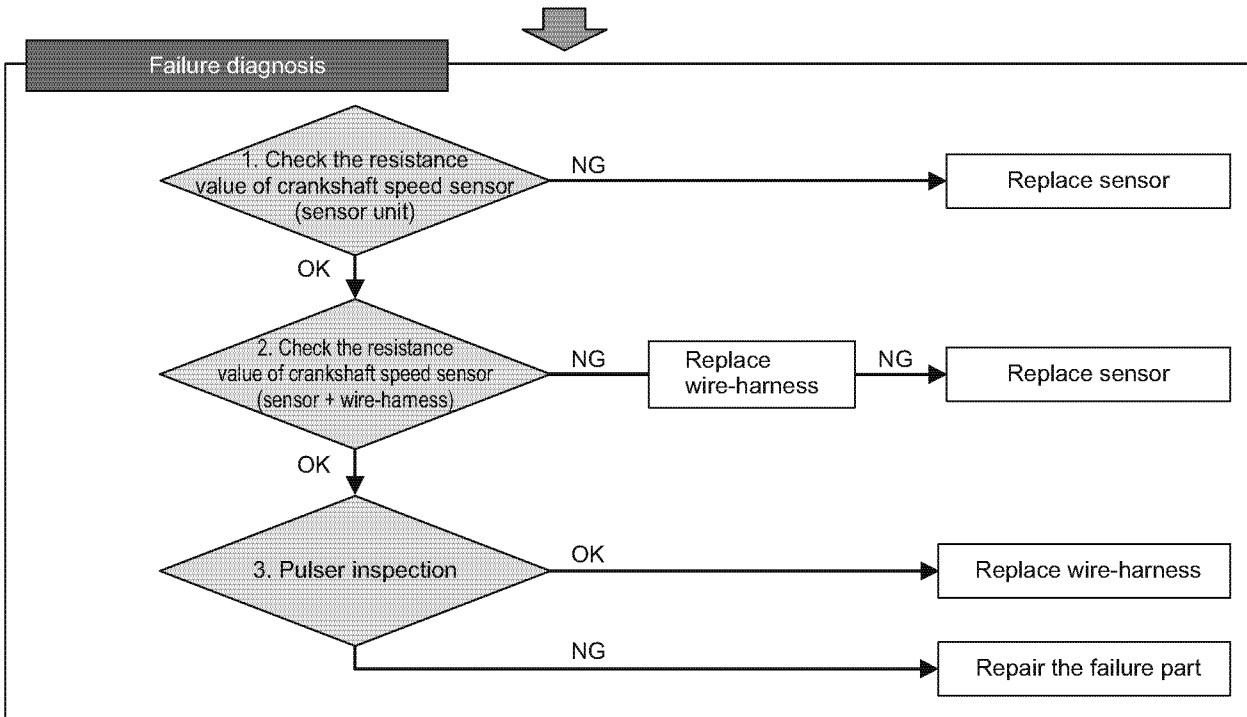
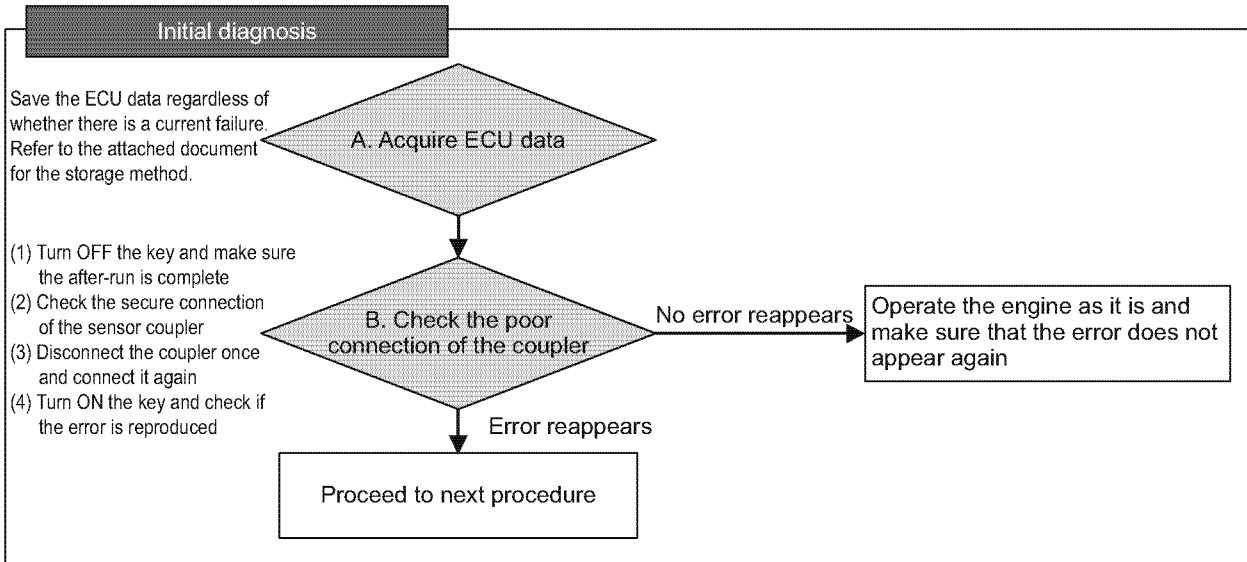
3.2.29. Crankshaft speed sensor 2

Related DTC

P code	P0337	No signal from crankshaft
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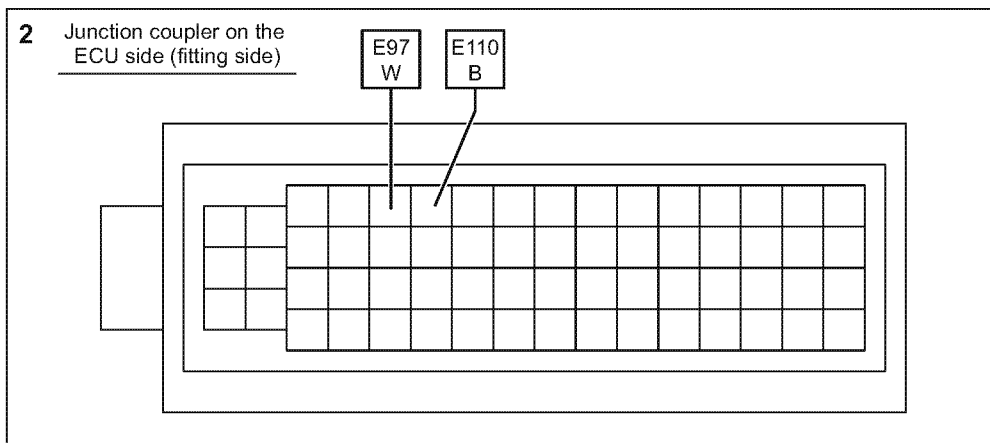
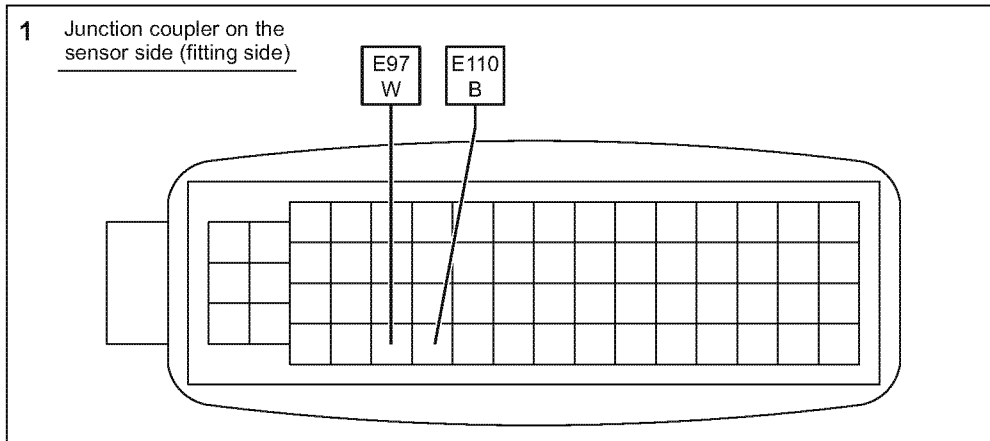
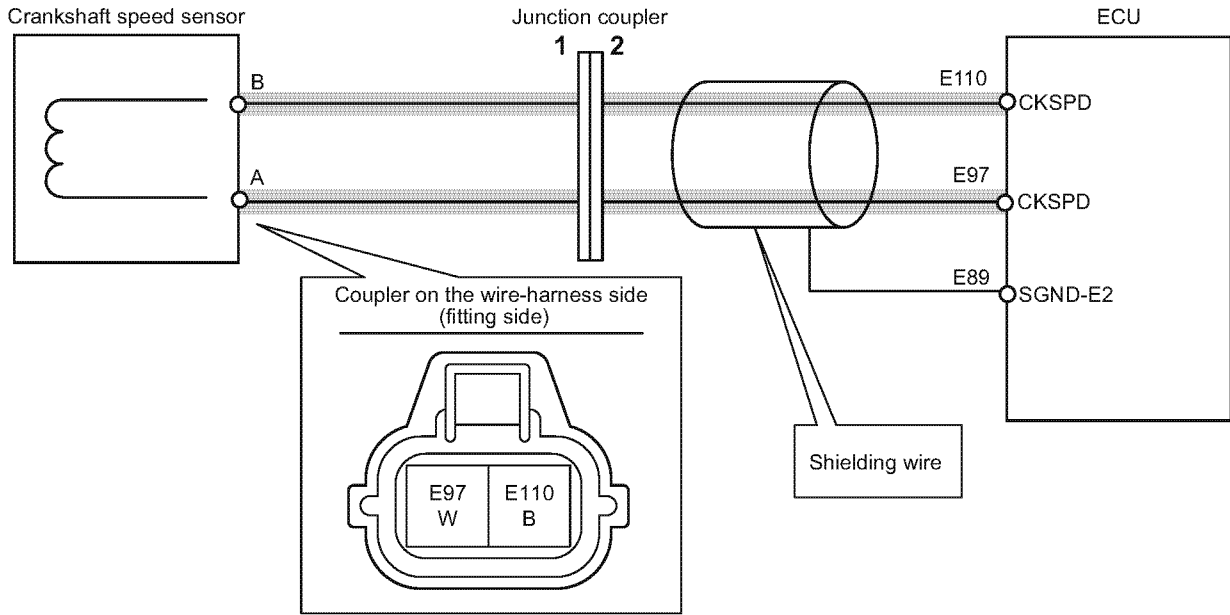
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154793-00EN

Wire diagram



 : Check points

043369-01EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the resistance values of the crankshaft speed sensor

1-Remove the crankshaft speed sensor from the wire-harness.

2-Using a circuit tester, measure the resistance value between crankshaft speed sensors A and B.

Reference: Resistance value between crankshaft speed sensor terminals

Terminal	Specifications
Sensor A to B	125.5 ± 17 Ω

NG	Replace the crankshaft speed sensor.
OK	Go to "Checking the resistance values of the crankshaft speed sensor (sensor and wire-harness)".

2. Checking the resistance values of the crankshaft speed sensor (sensor and wire-harness)

1-Remove the ECU from the wire-harness while the crankshaft speed sensor and the wire-harness are connected.

2-Using a circuit tester, measure the resistance value between ECU coupler terminals E97 and E110 on the wire-harness side.

See the above "Reference: Resistance value between crankshaft speed sensor terminals".

NG	The coupler between the sensor and the wire-harness may be defective. Replace the wire-harness and drive to make sure the error is cleared. If the error recurs, replace the sensor and run again to make sure the error disappears.
OK	Go to "Pulser inspection".

3. Pulser inspection

1-Check the pulser for cracks, pieces of metal, distortion, etc.

NG	Repair the failure part.
OK	The coupler between the ECU and the wire-harness may be defective. Replace the wire-harness.

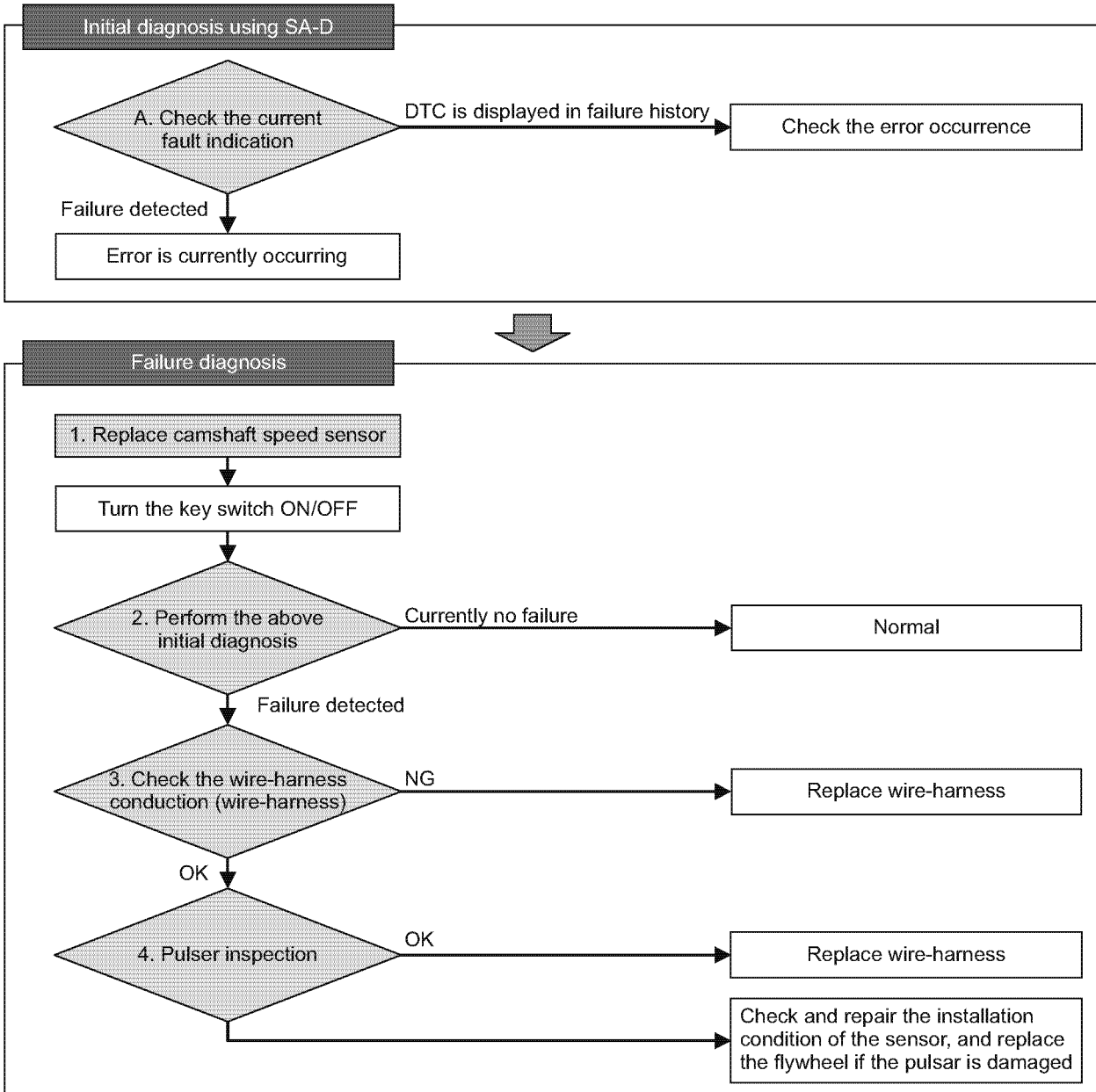
3.2.30. Camshaft speed sensor 1

Related DTC

P code	P0341	Camshaft signal error
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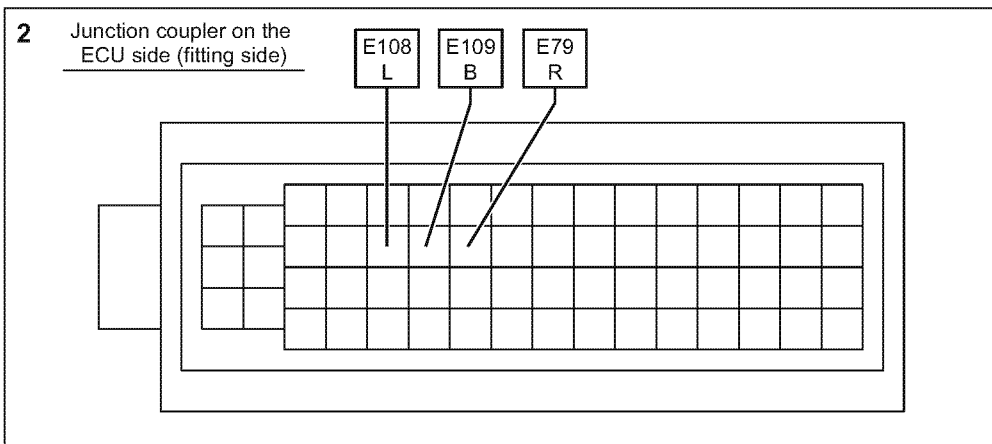
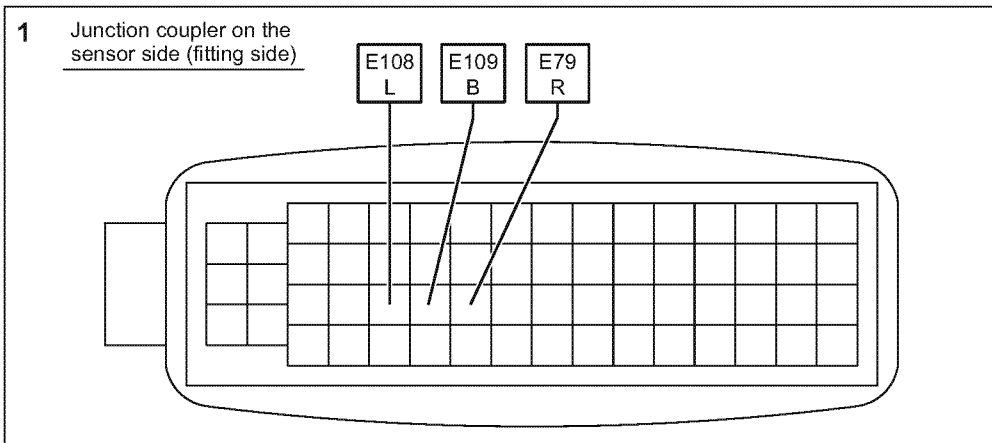
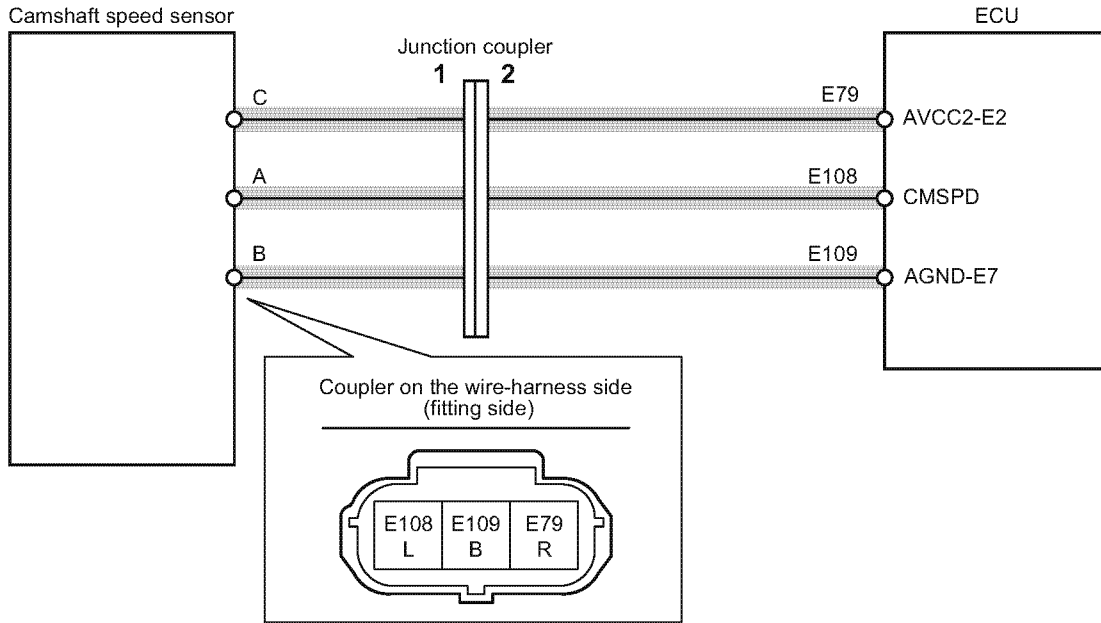
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154784-00BN

Wire diagram



 : Check points

043370-01EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Replacing the camshaft speed sensor

1-Remove the camshaft speed sensor from the wire-harness and replace it.

2. Operation using SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Check the conduction of the wire-harness between the ECU side harness coupler and the camshaft speed sensor side harness coupler for each of E79, E108, and E109.

2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, perform a wire-harness conduction check between measurement point 1 and measurement point 2 in the table below.

Phenomenon	Measurement point 1	Measurement point 2	Result of conduction check	State
Disconnection	ECU side coupler (E79, E108, E109)	Camshaft speed sensor side coupler (E79, E108, E109)	Yes	OK: Normal
			No	NG: Error
Short-circuit	ECU side coupler (E79, E108, E109)	ECU side coupler (Other terminals)	Yes	NG: Error
			No	OK: Normal

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	Go to "Pulser inspection".

4. Pulser inspection

1-Check the pulser for cracks, pieces of metal, distortion, etc.

NG	Check and correct the sensor installation state, and replace the flywheel if the pulser is damaged.
OK	Replace the wire-harness.

5. Check when an error (failure) is resolved by replacing parts

In order to identify the part that caused the error (failure), when the part is replaced and the error is resolved, put back the original part and confirm that the error (failure) is reproduced.

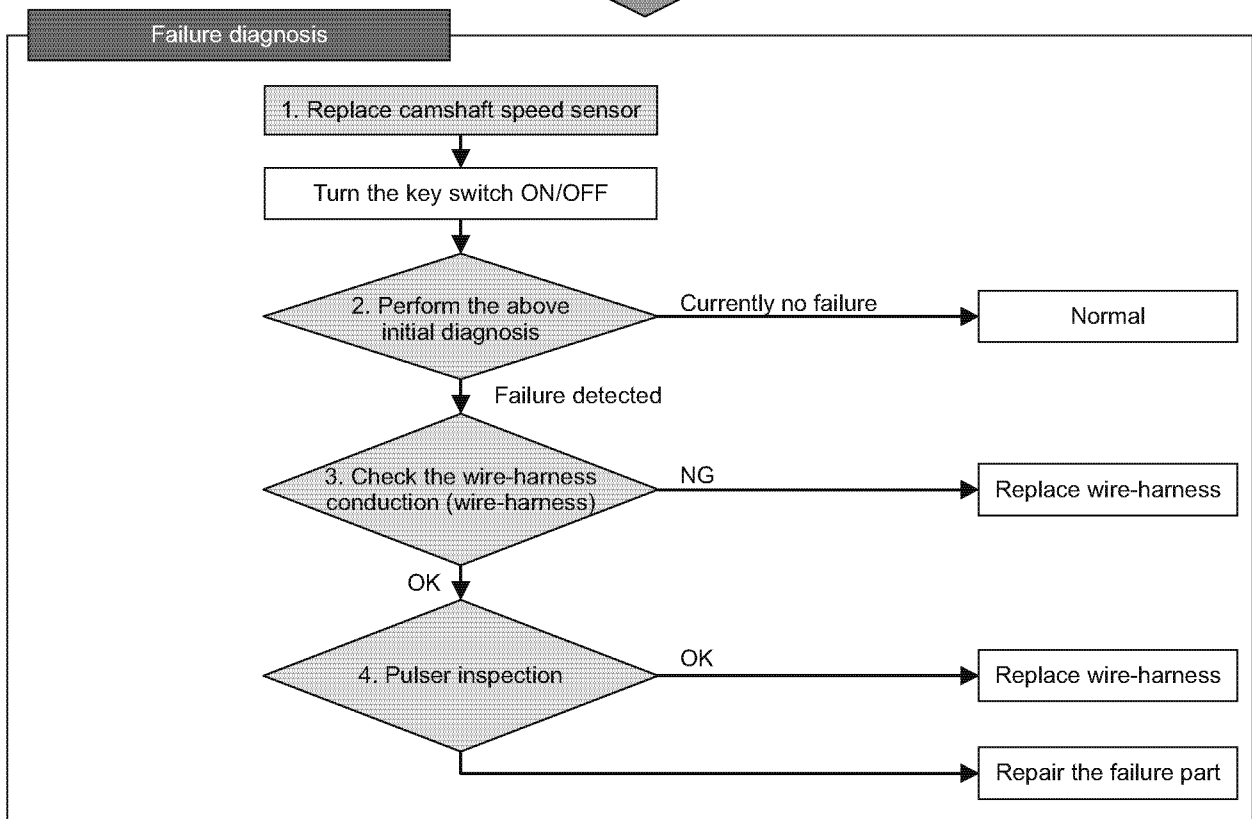
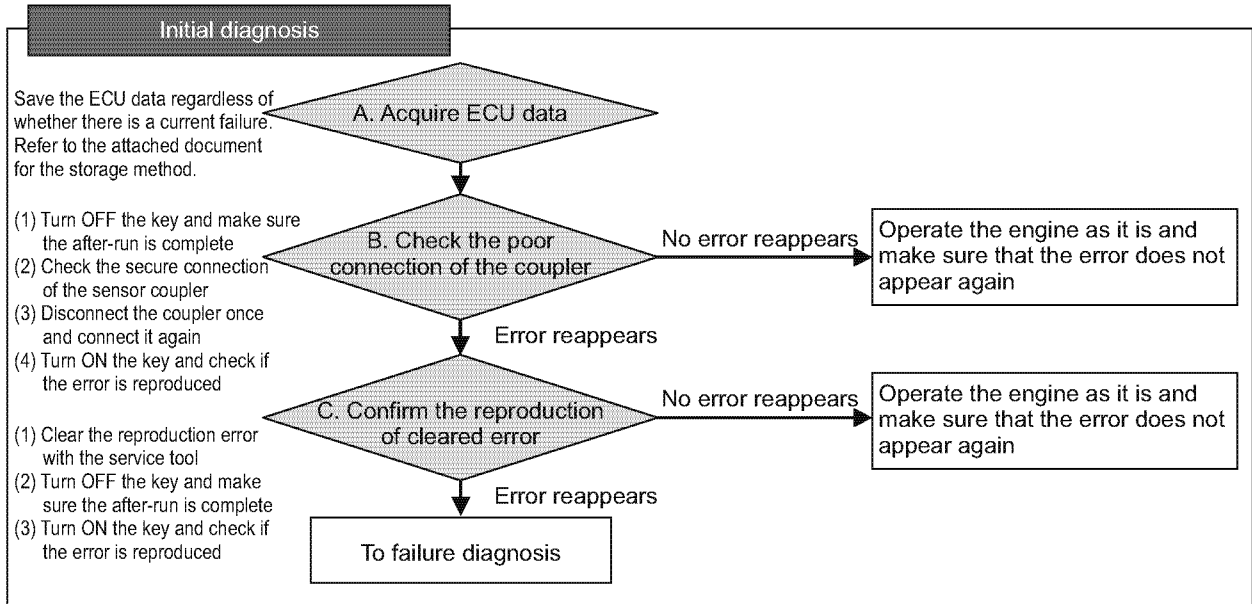
3.2.31. Camshaft speed sensor 2

Related DTC

P code	P0342	No signal from camshaft
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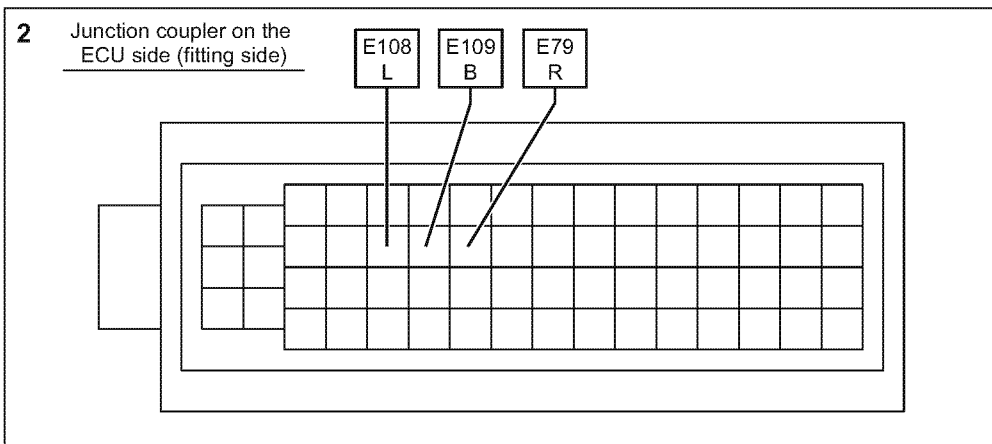
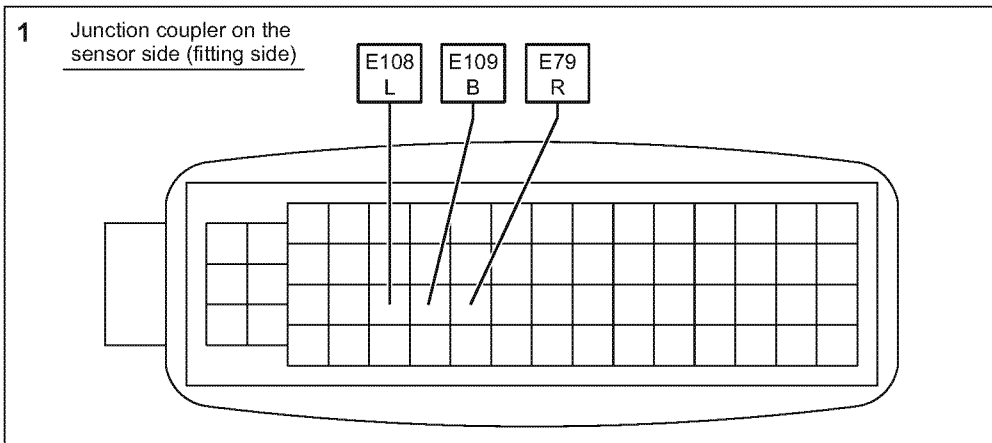
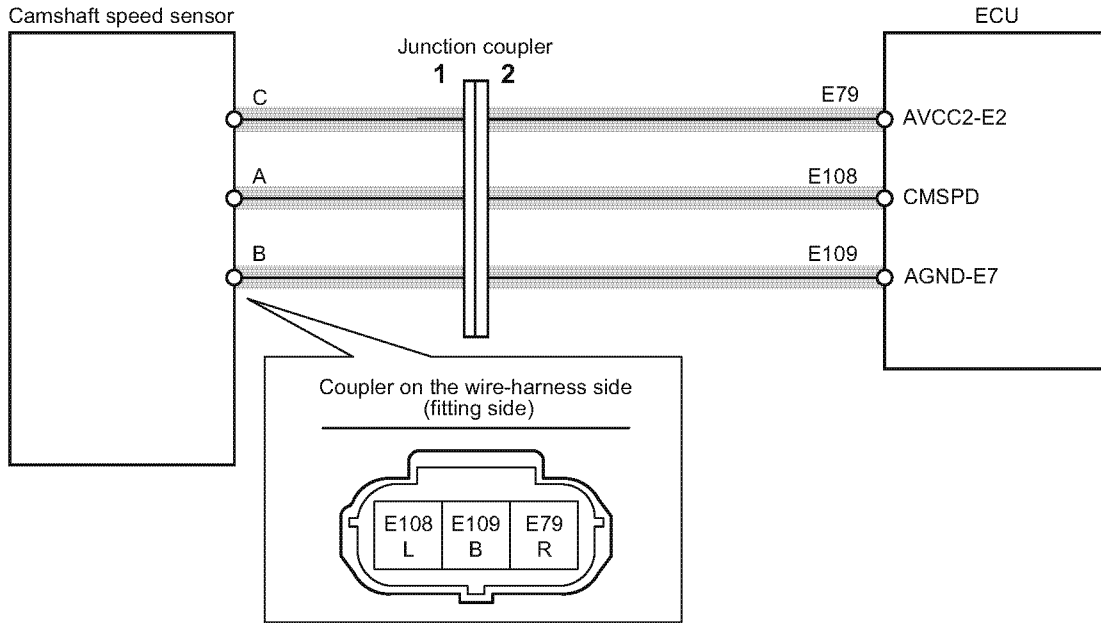
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154795-00EN

Wire diagram



 : Check points

043370-01EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Replacing the camshaft speed sensor

1-Remove the camshaft speed sensor from the wire-harness and replace it.

2. Operation using SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Check the conduction of the wire-harness between the ECU side harness coupler and the camshaft speed sensor side harness coupler for each of E79, E108, and E109.

2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, perform a wire-harness conduction check between measurement point 1 and measurement point 2 in the table below.

Phenomenon	Measurement point 1	Measurement point 2	Result of conduction check	State
Disconnection	ECU side coupler (E79, E108, E109)	Camshaft speed sensor side coupler (E79, E108, E109)	Yes	OK: Normal
			No	NG: Error
Short-circuit	ECU side coupler (E79, E108, E109)	ECU side coupler (Other terminals)	Yes	NG: Error
			No	OK: Normal

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	Go to "Pulser inspection".

4. Pulser inspection

1-Check the pulser for cracks, pieces of metal, distortion, etc.

NG	Repair the failure part.
OK	Replace the wire-harness.

5. Check when an error (failure) is resolved by replacing parts

In order to identify the part that caused the error (failure), when the part is replaced and the error is resolved, put back the original part and confirm that the error (failure) is reproduced.

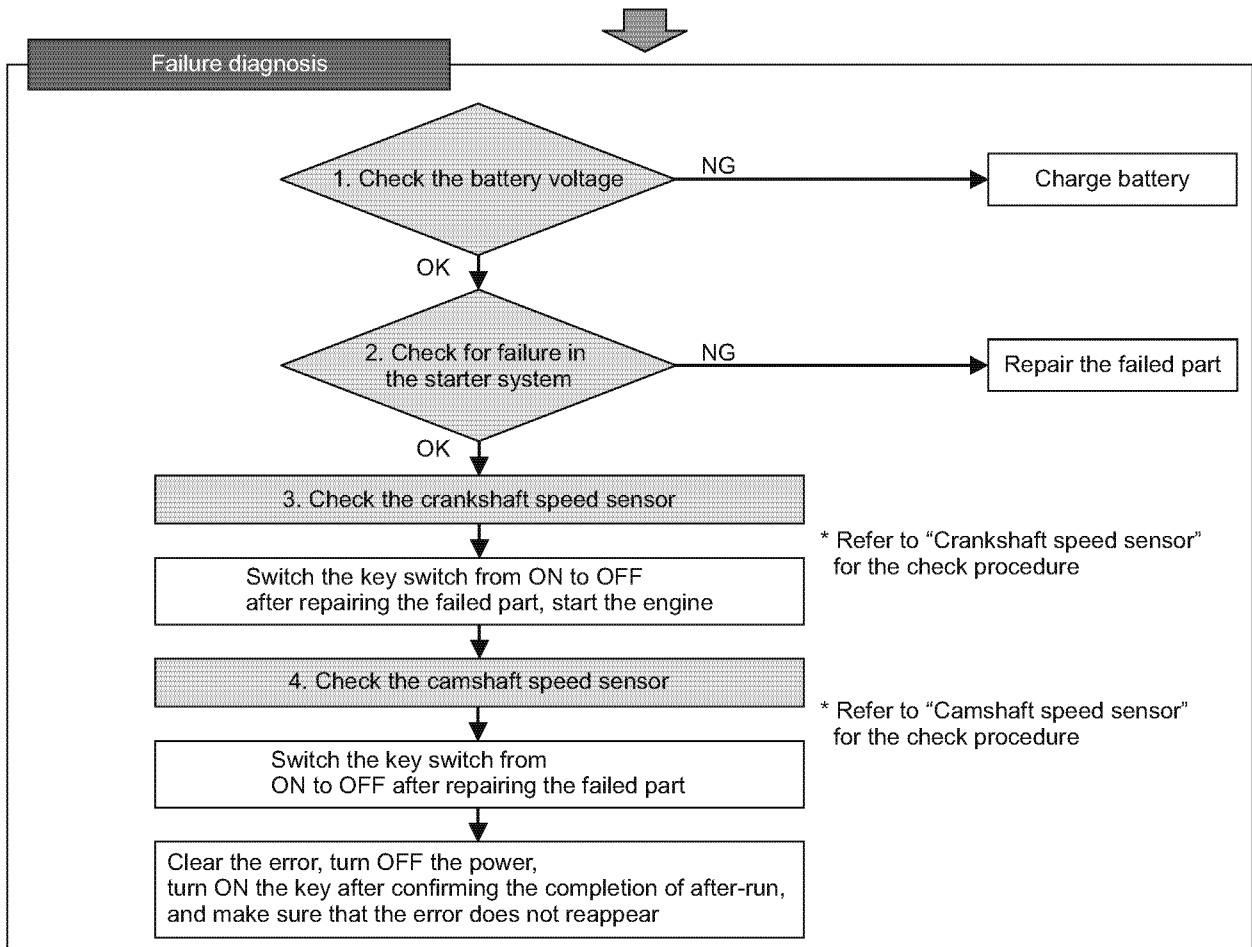
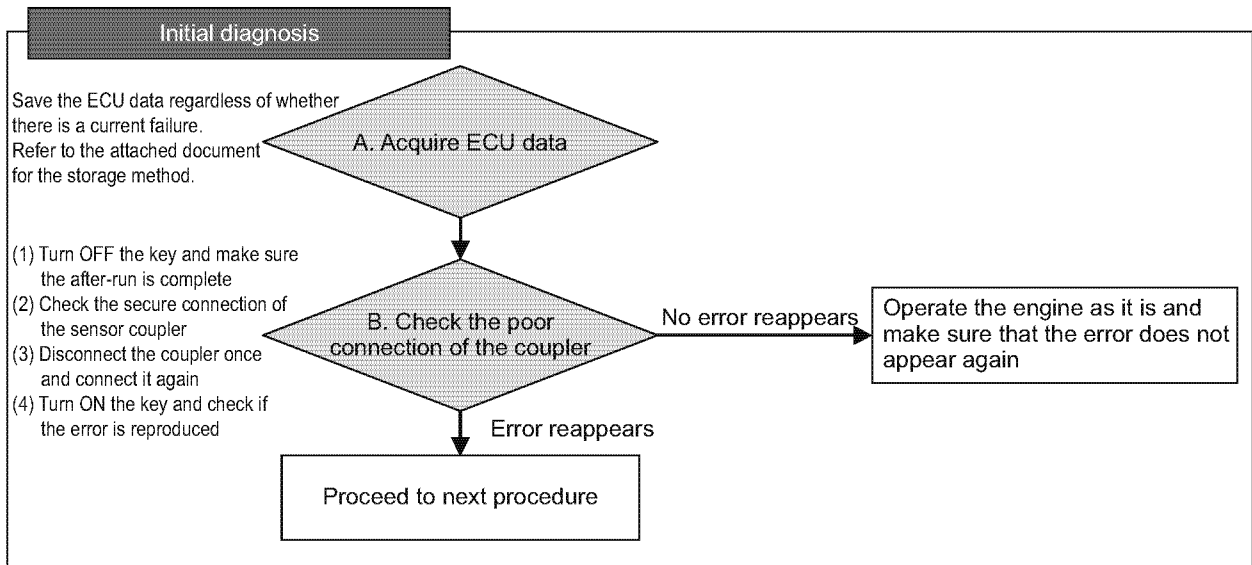
3.2.32. Crankshaft speed sensor/Camshaft speed sensor

Related DTC

P code	P0008	No signal from crankshaft
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Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



154786-00EN

Work description

1. Checking the battery voltage

Make sure the battery voltage is within the range below.

For 12 V specification	10 V to 16 V
For 24 V specification	18 V to 33 V

2. Checking the starter system

1-Make sure the starter wiring is correct. Correct if it is not correct.

2-Check the starter terminal and wiring for rust and looseness.

NG	Correct or replace the starter.
OK	Replace the starter.

3. Checking the crankshaft speed sensor

1-See the failure diagnosis for crankshaft speed sensor error for work.

2-After repairing the failed part, switch the key switch from ON to OFF to start the engine.

4. Checking the camshaft speed sensor

1-See the failure diagnosis for camshaft speed sensor failure for work.

2-After repairing the failed part, switch the key switch from ON to OFF to start the engine.

5. Operation using SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Recheck the crankshaft speed sensor and the camshaft speed sensor.

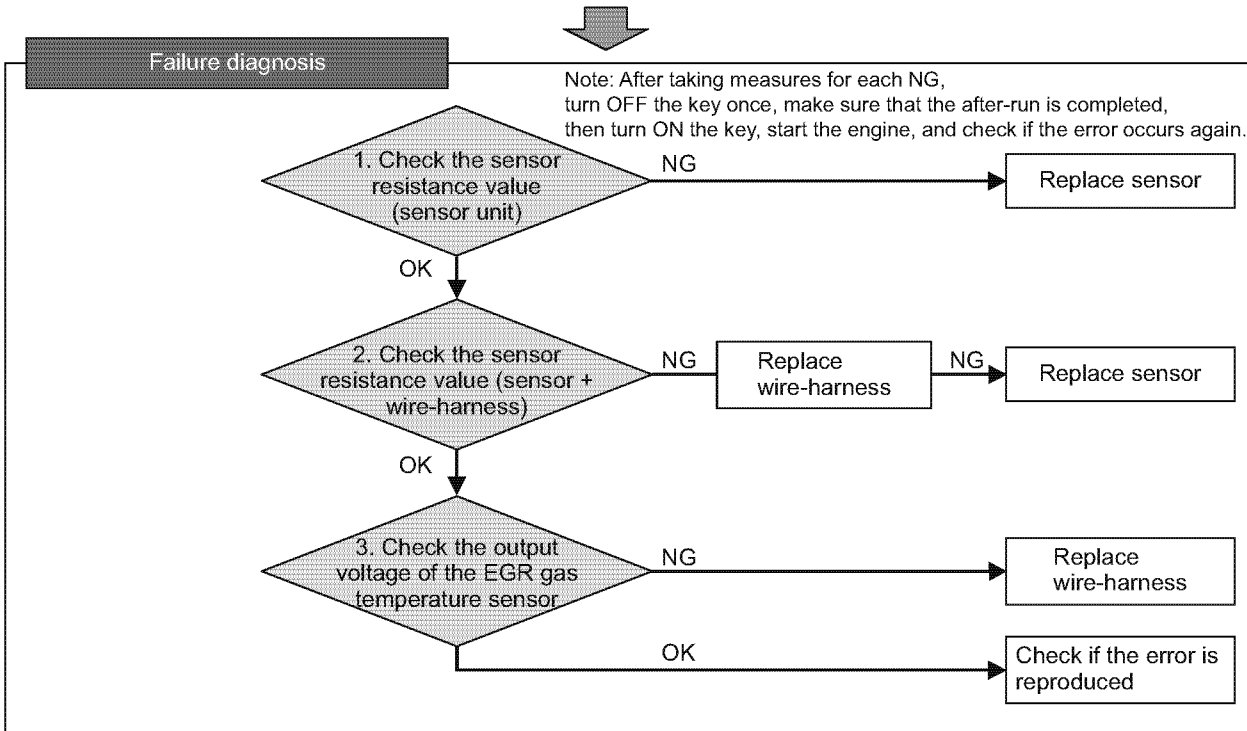
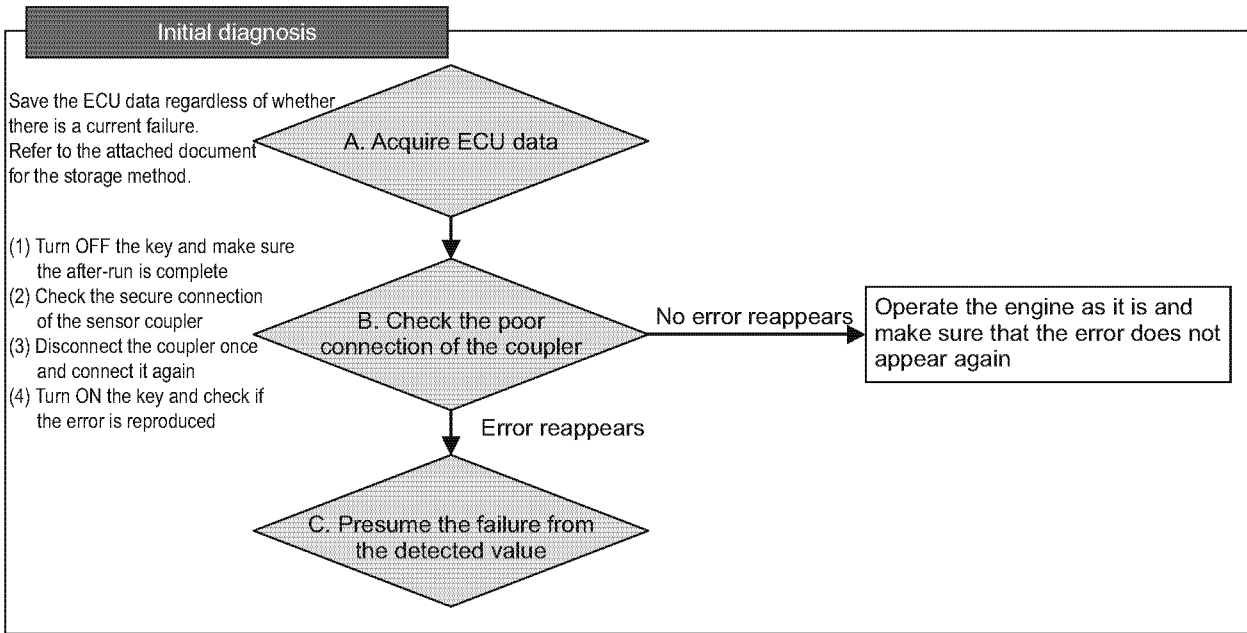
3.2.33. EGR gas temperature sensor

Related DTC

P code	P041C	EGR gas temperature sensor error (voltage low)
	P041D	EGR gas temperature sensor error (voltage high)

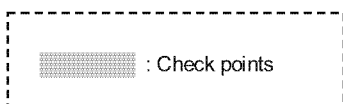
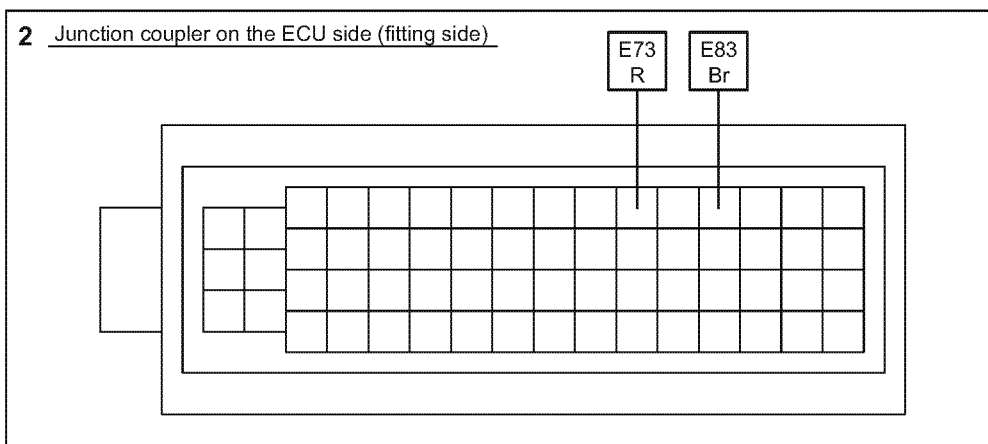
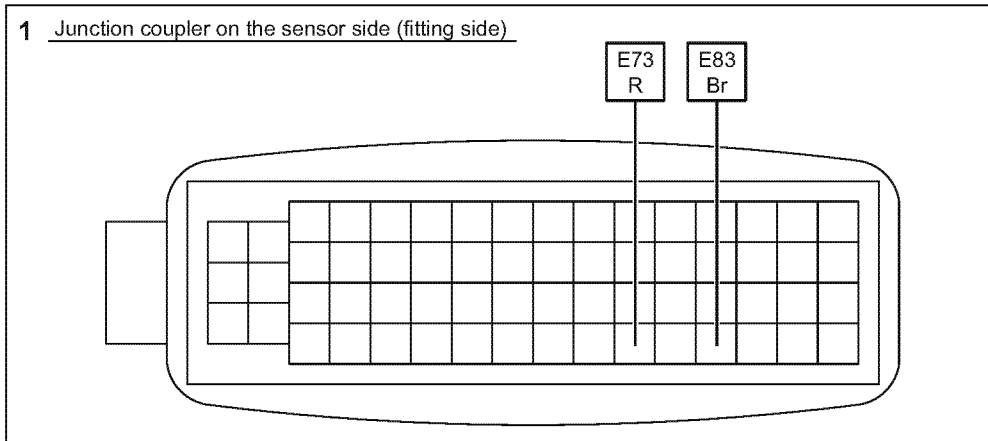
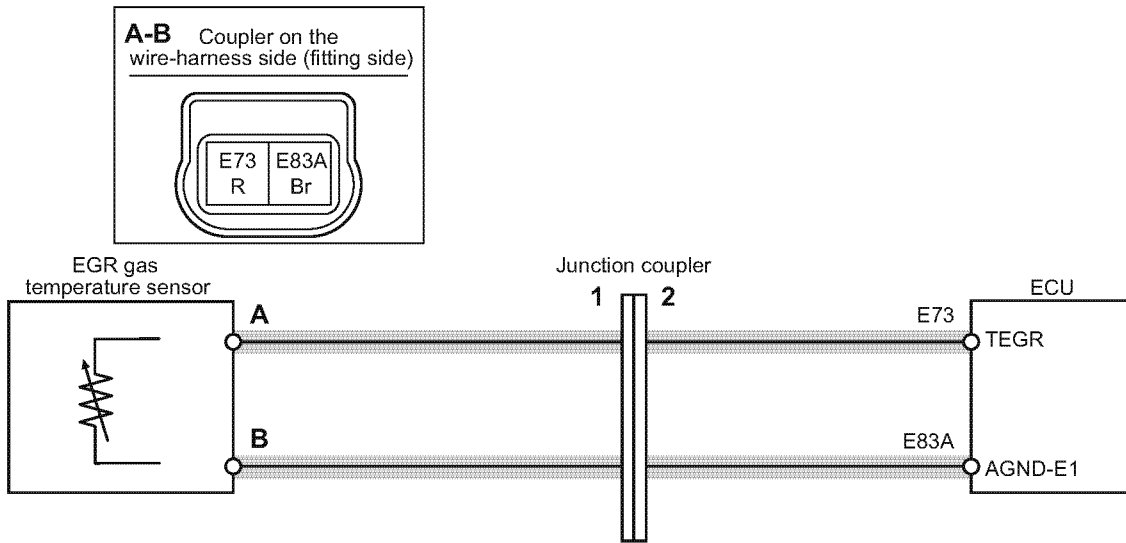
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154787-00EN

Wire diagram



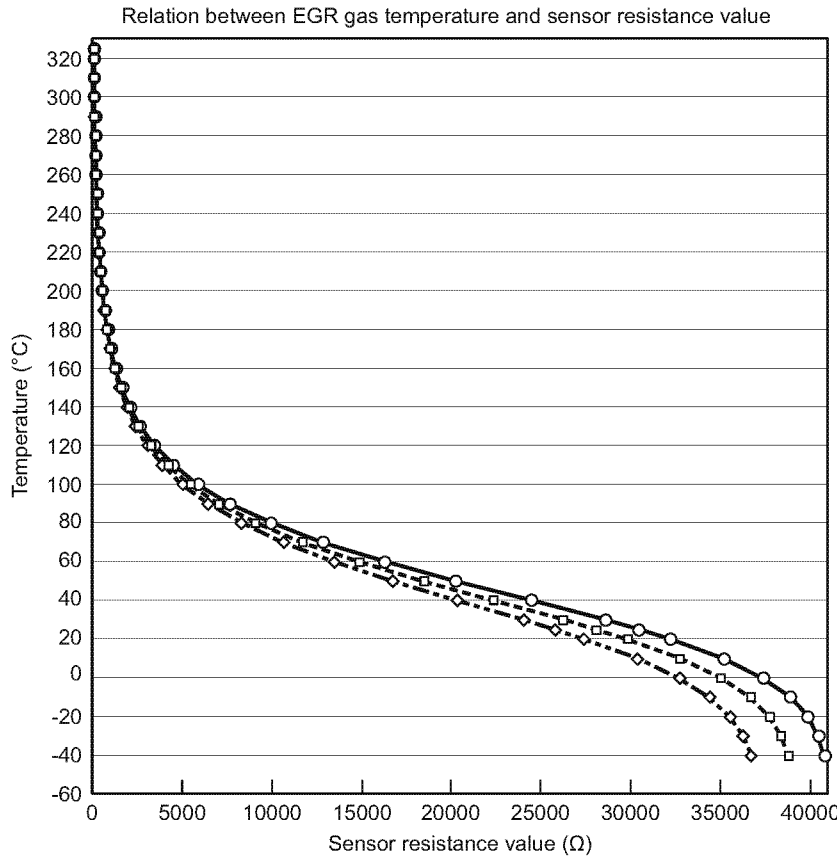
045751-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the EGR gas temperature sensor.
- 2-Using a circuit tester, measure the resistance value between EGR gas temperature sensor terminals A and B.
- 3-Using "EGR gas temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



Temperature (°C)	Sensor resistance value (Ω)		
	Min.	Nom.	Max.
-40	36702	38753	40791
-30	36252	38359	40448
-20	35513	37693	39853
-10	34364	36630	38879
0	32683	35031	37373
10	30349	32746	35160
20	27393	29773	32194
25	25726	28051	30442
30	23965	26214	28543
40	20309	22327	24449
50	16722	18432	20255
60	13444	14820	16301
70	10622	11681	12830
80	8300	9088	9943
90	6449	7023	7642
100	5004	5414	5854
110	3891	4180	4489
120	3038	3240	3455
130	2386	2526	2673
140	1886	1982	2083
150	1502	1567	1635
160	1205	1248	1294
170	973.5	1002	1031
180	792.5	810.7	829.2
190	649.9	660.7	671.7
200	536.7	542.4	548.1
210	441.2	448.4	455.6
220	365.3	373.2	381.2
230	304.4	312.6	321
240	255.3	263.5	271.9
250	215.4	223.4	231.6
260	182.9	190.5	198.4
270	156.1	163.3	170.9
280	133.9	140.8	147.9
290	115.5	121.9	128.6
300	100.1	106.1	112.3
310	81.2	90.2	99.2
320	71.2	79.1	87
325	65.5	74.4	83.3

121636-00EN00

EGR gas temperature sensor characteristics

NG	Replace the EGR gas temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the EGR gas temperature sensor and the wire-harness, and then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E73 and E83A on the wire-harness side.
- 3-Using "EGR gas temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	The coupler between the sensor and the wire-harness may be defective. Replace the wire-harness, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the sensor.
OK	Go to "Checking the output voltage of the EGR gas temperature sensor".

3. Checking the output voltage of the EGR gas temperature sensor

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between EGR gas temperature sensor signals E73 and E83A.

Voltage	State	Corrective action
$E73 < 0.07 \text{ V}$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the ECU.
$0.07 \text{ V} \leq E73 \leq 4.8 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.8 \text{ V} < E73$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the ECU.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	After turning the key OFF and ON, make a diagnosis using SA-D and make sure that the error does not reappear.

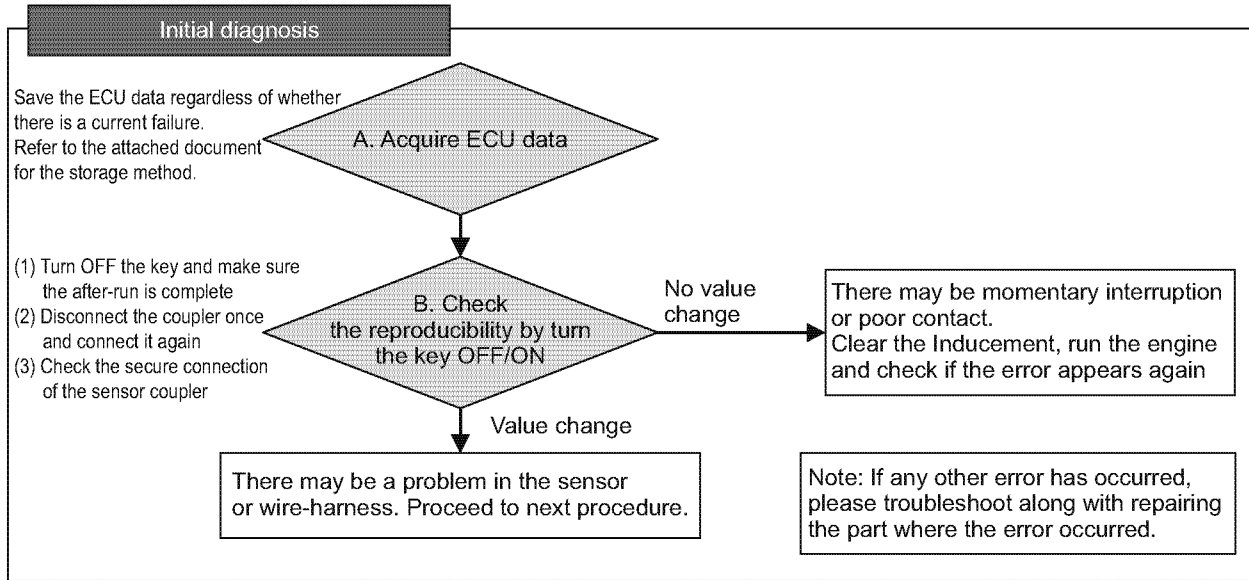
3.2.34. EGR gas temperature sensor 2

Related DTC

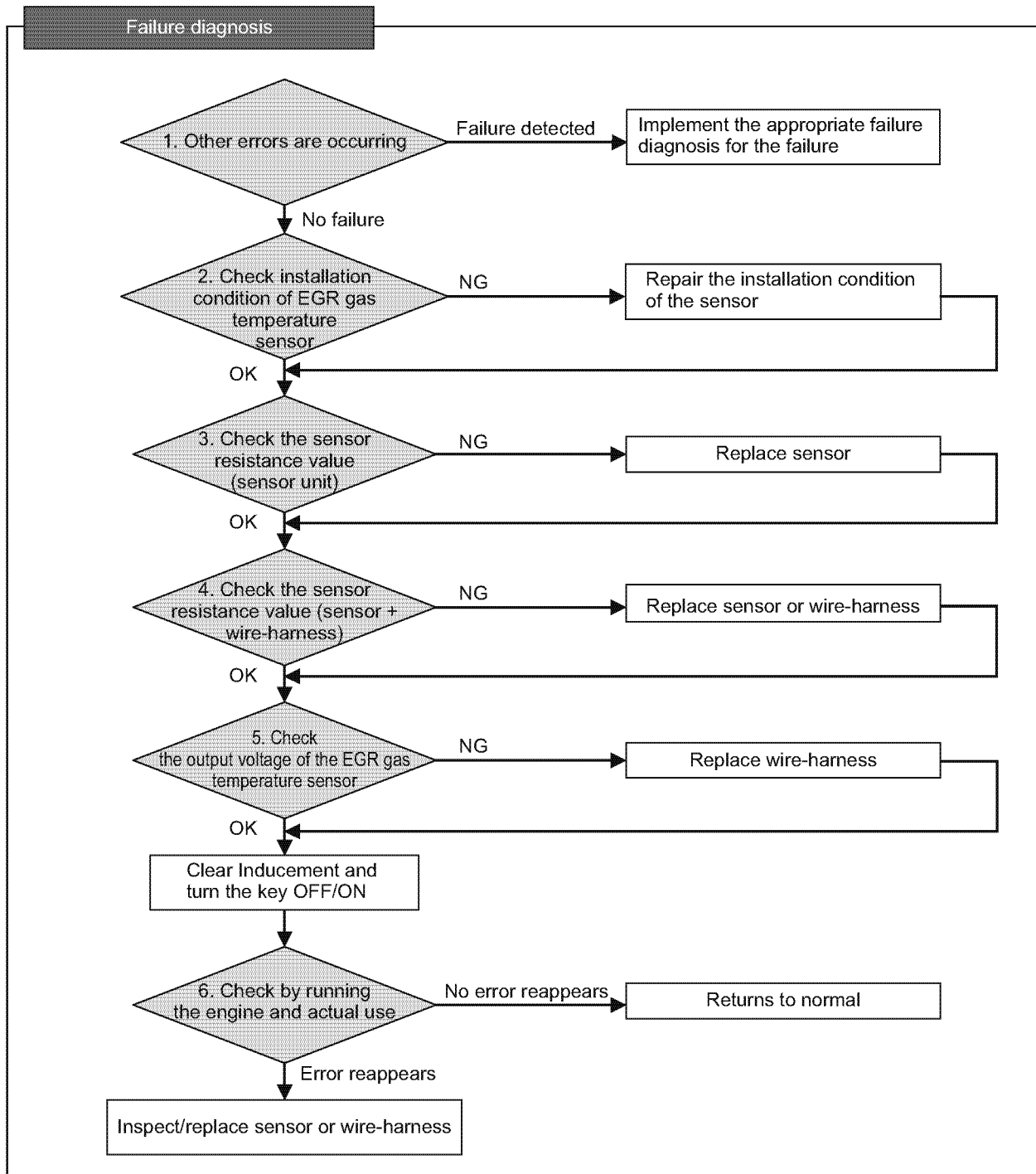
P code	P1675	EGR gas temperature sensor error (detected value error)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

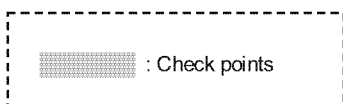
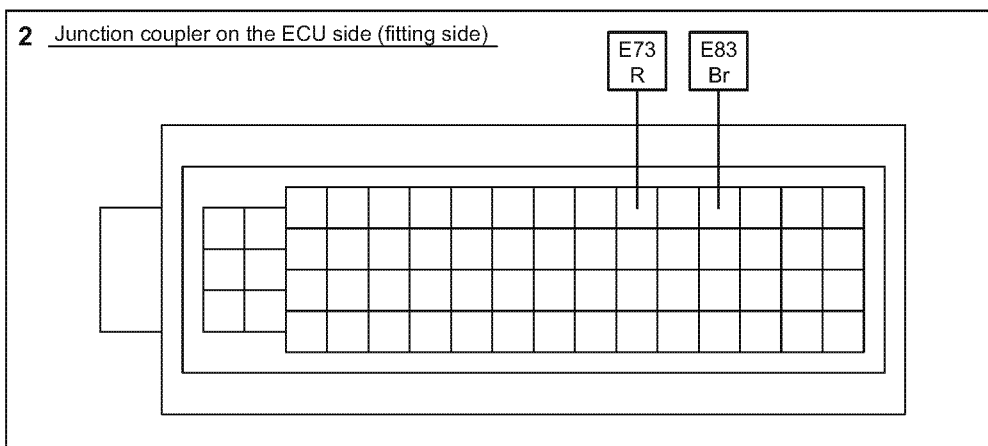
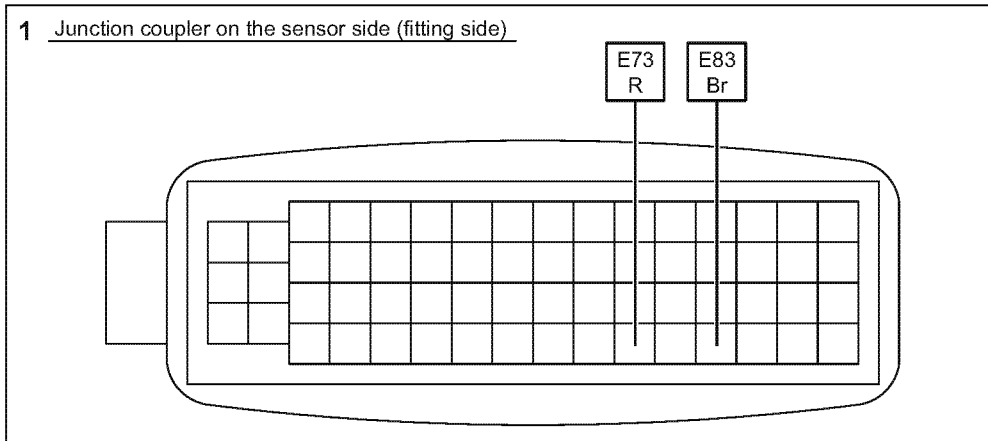
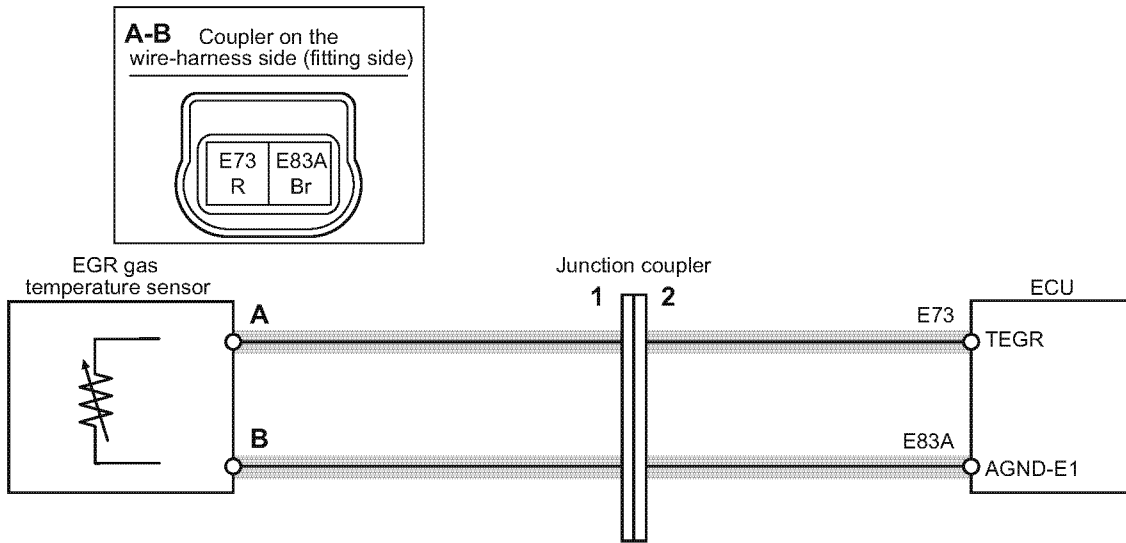


154395-00EN



154766-00EN

Wire diagram



045751-00EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Particularly, check to see whether any errors are detected for EGR gas temperature sensor, cooling water temperature sensor, DPF inlet temperature sensor, EGR valve, or inside the ECU.

Error detected	Implement the appropriate failure diagnosis for the failure.
No error detected	Go to "Checking installation condition of EGR gas temperature sensor".

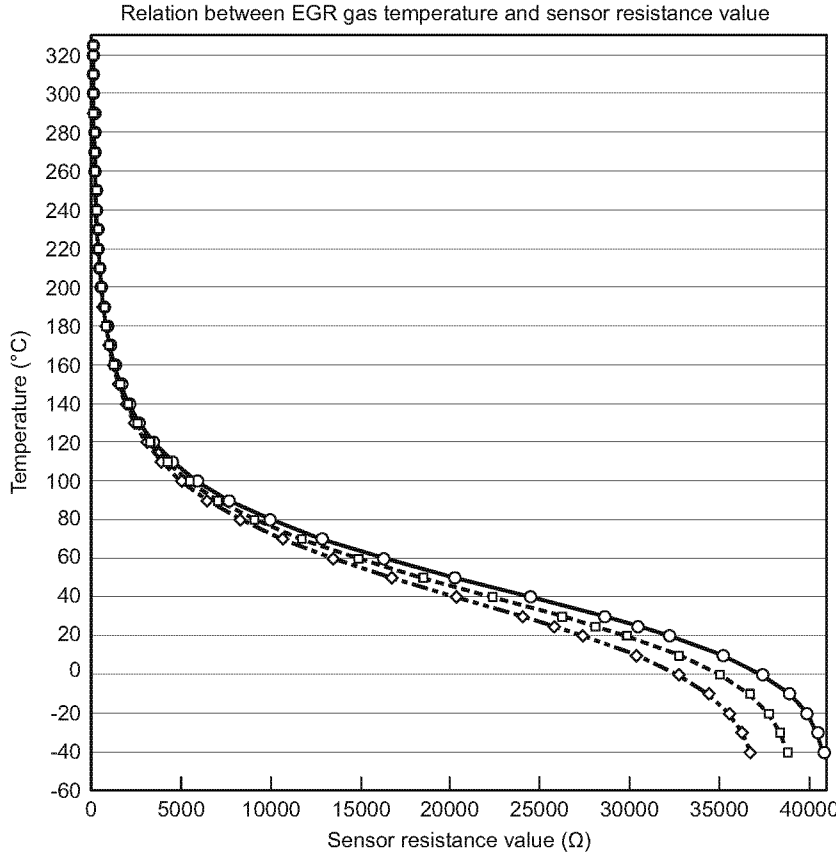
2. Checking installation condition of EGR gas temperature sensor

- 1-Turn OFF the key switch.
- 2-Check the installation condition of EGR gas temperature sensor.
- 3-Check the EGR pipe and EGR cooler for damage or failure.

NG	Correct the sensor mounting state and perform the following procedure.
OK	Go to "Checking the sensor resistance value (sensor unit)".

3. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the EGR gas temperature sensor.
- 2-Using a circuit tester, measure the resistance value between EGR gas temperature sensor terminals A and B.
- 3-Using "EGR gas temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



Temperature (°C)	Sensor resistance value (Ω)		
	Min.	Nom.	Max.
-40	36702	38753	40791
-30	36252	38359	40448
-20	35513	37693	39853
-10	34364	36630	38879
0	32683	35031	37373
10	30349	32746	35160
20	27393	29773	32194
25	25726	28051	30442
30	23965	26214	28543
40	20309	22327	24449
50	16722	18432	20255
60	13444	14820	16301
70	10622	11681	12830
80	8300	9088	9943
90	6449	7023	7642
100	5004	5414	5854
110	3891	4180	4489
120	3038	3240	3455
130	2386	2526	2673
140	1886	1982	2083
150	1502	1567	1635
160	1205	1248	1294
170	973.5	1002	1031
180	792.5	810.7	829.2
190	649.9	660.7	671.7
200	536.7	542.4	548.1
210	441.2	448.4	455.6
220	365.3	373.2	381.2
230	304.4	312.6	321
240	255.3	263.5	271.9
250	215.4	223.4	231.6
260	182.9	190.5	198.4
270	156.1	163.3	170.9
280	133.9	140.8	147.9
290	115.5	121.9	128.6
300	100.1	106.1	112.3
310	81.2	90.2	99.2
320	71.2	79.1	87
325	65.5	74.4	83.3

121636-00EN00

EGR gas temperature sensor characteristics

NG	Replace the EGR gas temperature sensor, and perform the following procedure.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

4. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the EGR gas temperature sensor and the wire-harness, and then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E73 and E83A on the wire-harness side.
- 3-Using "EGR gas temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness. After replacement, switch the ECU power from OFF to ON, and then perform the following procedure.
OK	Go to "Checking the output voltage of the EGR gas temperature sensor".

5. Checking the output voltage of the EGR gas temperature sensor

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between EGR gas temperature sensor signals E73 and E83A.

Voltage	State	Corrective action
$E73 < 0.07\text{ V}$	NG	Replace the wire-harness.
$0.07\text{ V} \leq E73 \leq 4.8\text{ V}$	OK (normal range)	Perform failure diagnosis using SA-D.
$4.8\text{ V} < E73$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness. After replacement, switch the ECU power from OFF to ON, clear the Inducement, turn the key OFF and ON, and then run the engine to check again.
OK	Clear the Inducement, turn the key OFF and ON, and then run the engine to check again.

6. Operation using SA-D

- 1-Turn OFF the key switch and turn ON the key switch again to start the engine. Operate the engine that satisfies the reset criteria for EGR gas temperature sensor error (detected value error) (2.3.60. P1675: EGR gas temperature sensor error (detected value error) (412/10) P.2-3-105).
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the EGR gas temperature sensor or wire-harness.

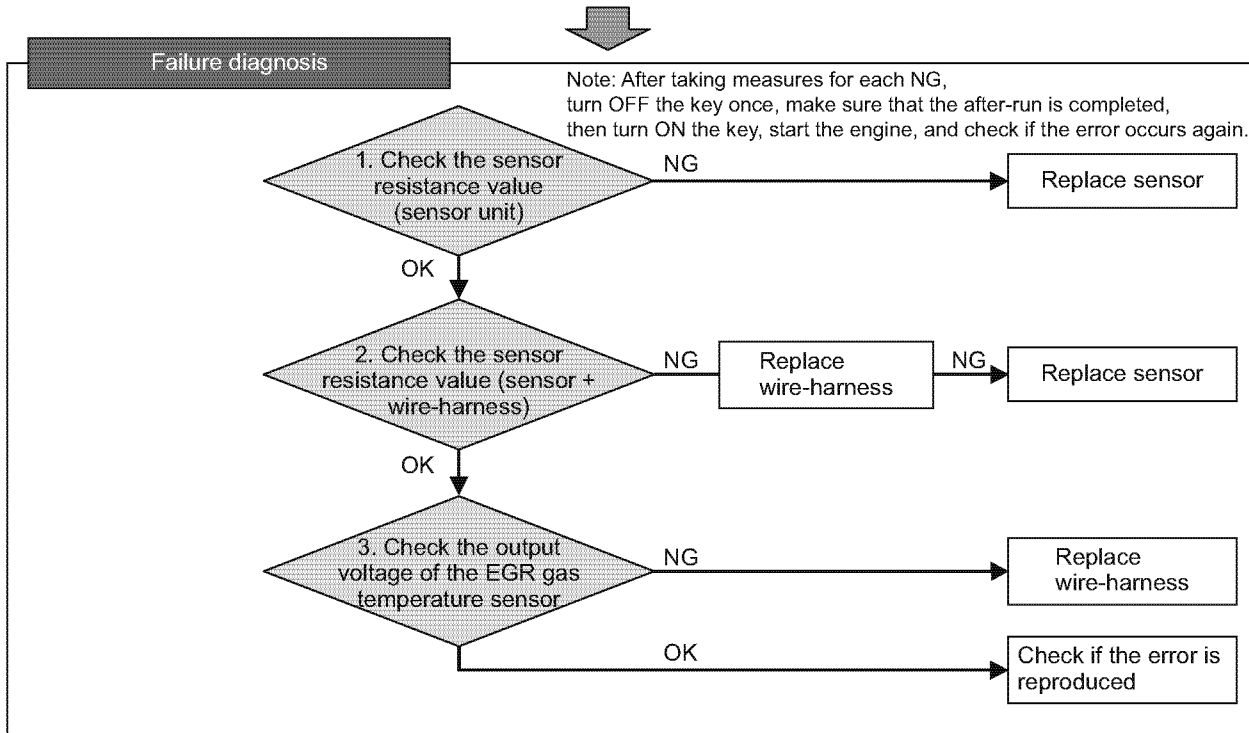
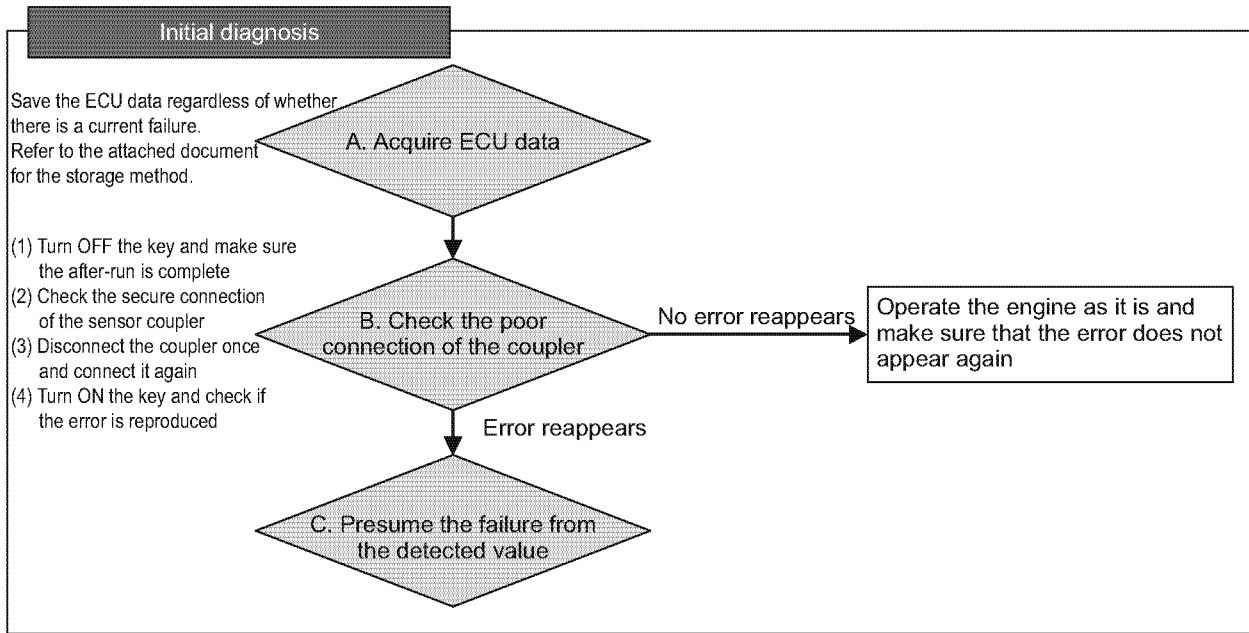
3.2.35. Intake manifold temperature sensor

Related DTC

P code	P040C	Intake manifold temperature sensor error (voltage low)
	P040D	Intake manifold temperature sensor error (voltage high)

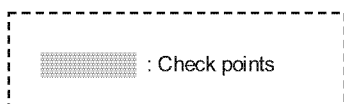
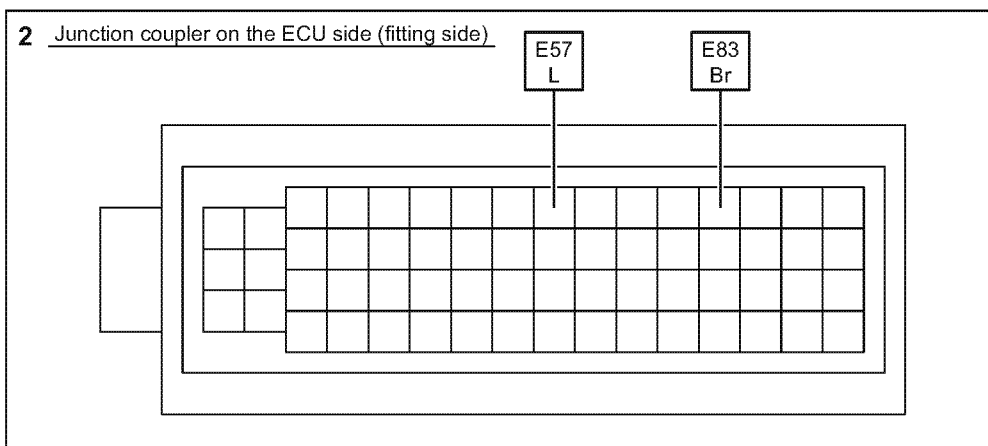
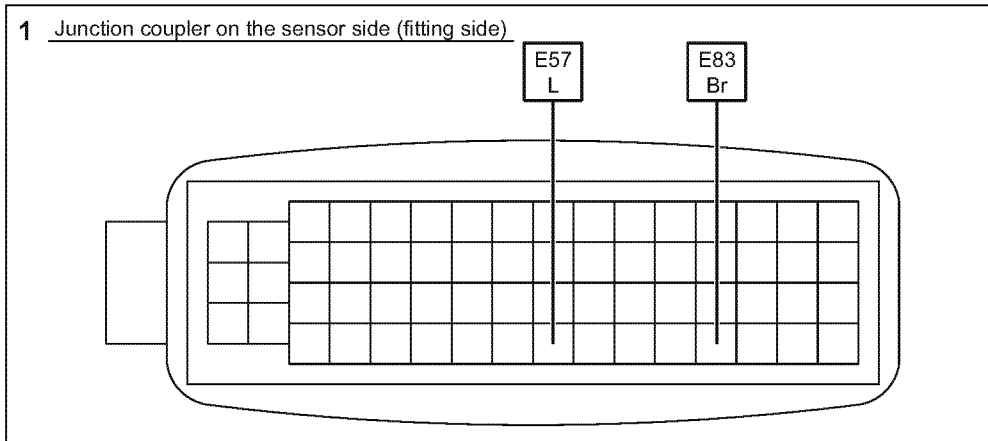
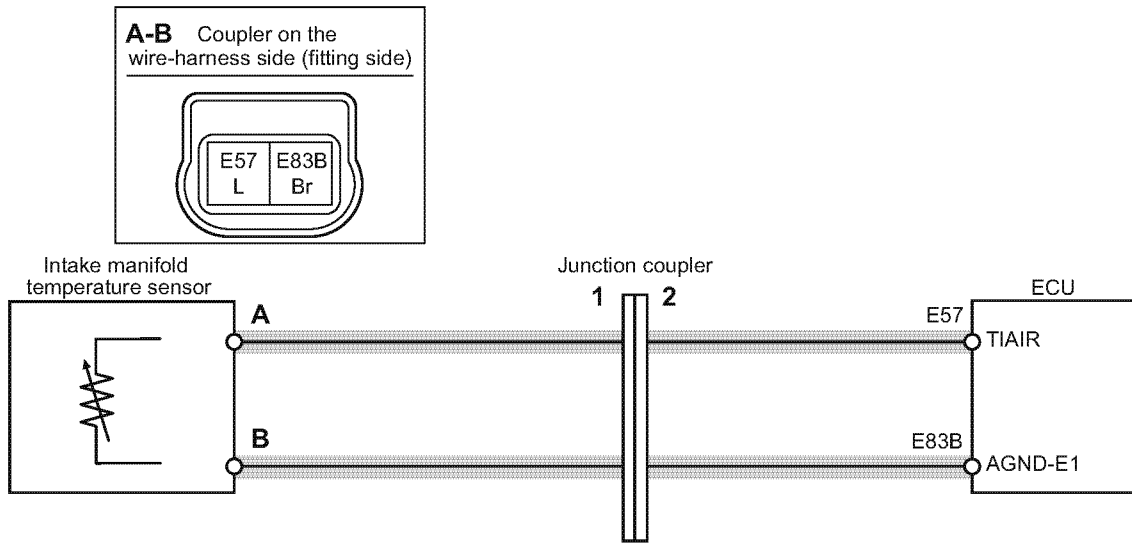
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154787-00EN

Wire diagram



045801-00EN04

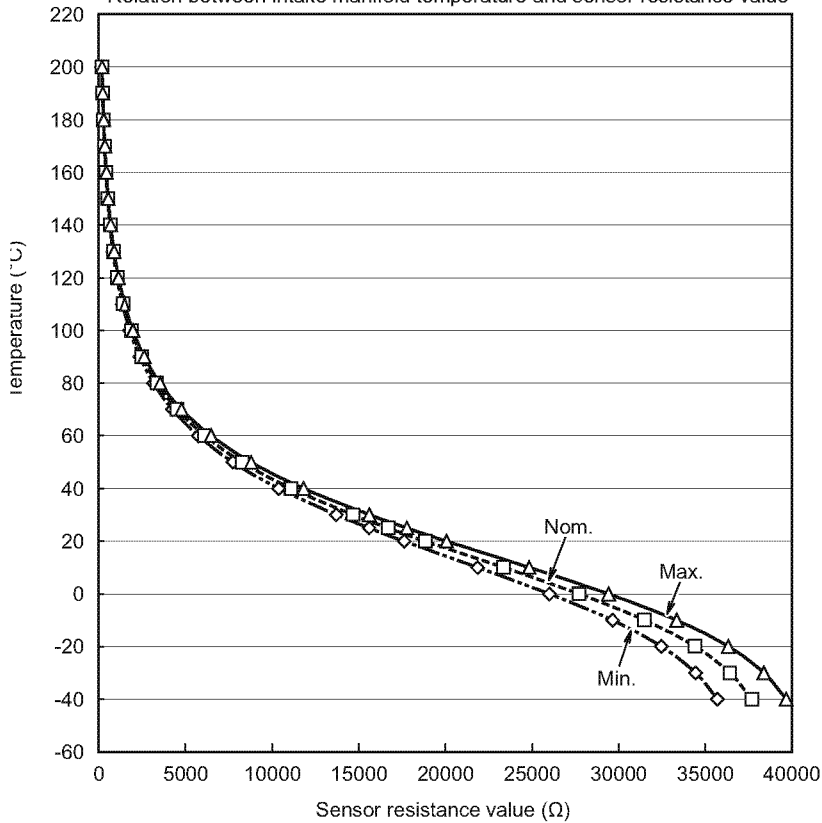
See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the intake manifold temperature sensor.
- 2-Using a circuit tester, measure the resistance value between intake manifold temperature sensor terminals A and B.
- 3-Using "Intake manifold temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

Relation between intake manifold temperature and sensor resistance value



Temperature (°C)	Sensor resistance value (Ω)		
	Min.	Nom.	Max.
-40	35699	37683	39656
-30	34434	36412	38374
-20	32455	34400	36325
-10	29633	31496	33339
0	26009	27723	29420
10	21858	23354	24838
20	17614	18847	20073
25	15595	16691	17782
30	13701	14664	15623
40	10386	11106	11825
50	7750	8273	8795
60	5742	6116	6488
70	4252	4516	4780
80	3162	3347	3534
90	2366	2499	2631
100	1787	1881	1975
110	1362	1431	1498
120	1050	1098	1148
130	816.2	852.3	888.3
140	641.2	667.8	694.6
150	508.9	528.5	548.1
160	405.3	422.1	438.9
170	325.9	340.2	354.4
180	264.4	276.5	288.7
190	216.2	226.6	236.9
200	178.2	187.1	196.1

044402-01EN00

Intake manifold temperature sensor characteristics

NG	Replace the intake manifold temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the intake manifold temperature sensor and wire-harness, then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E57 and E83B on the wire-harness side.
- 3-Using "Intake manifold temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	The coupler between the sensor and the wire-harness may be defective. Replace the wire-harness, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the sensor.
OK	Go to "Checking the intake manifold temperature sensor output voltage".

3. Checking the intake manifold temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between intake manifold temperature sensor signals E57 and E83B.

Voltage	State	Corrective action
$E57 < 0.2 \text{ V}$	NG	Replace the wire-harness.
$0.2 \text{ V} \leq E57 \leq 4.8 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.8 \text{ V} < E57$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	After turning the key OFF and ON, make a diagnosis using SA-D and make sure that the error does not reappear.

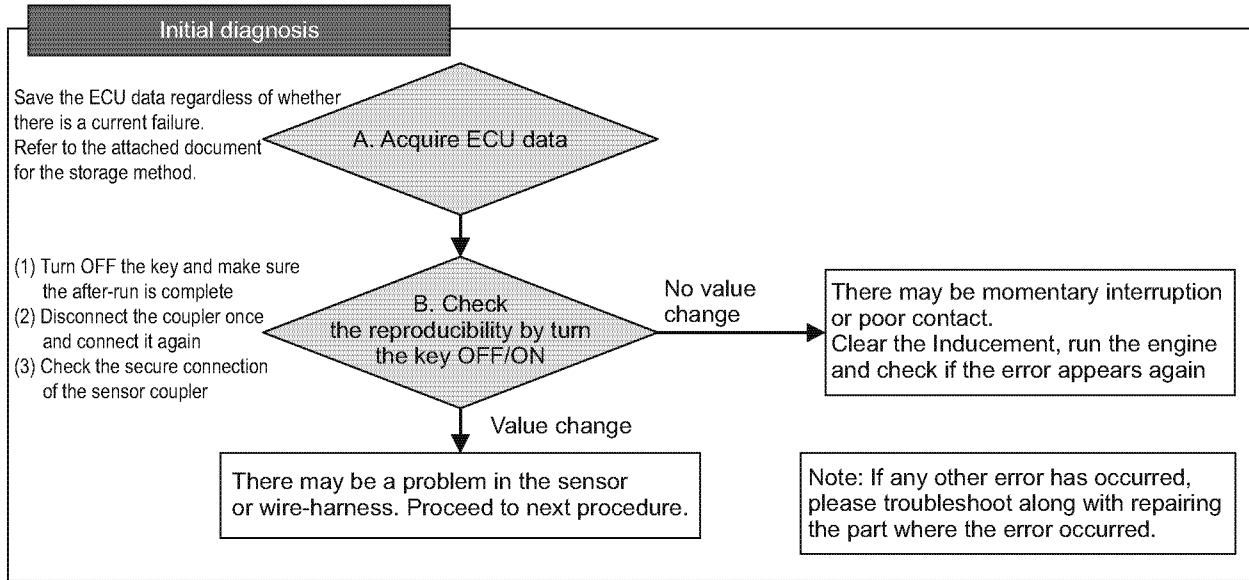
3.2.36. Intake manifold temperature sensor 2

Related DTC

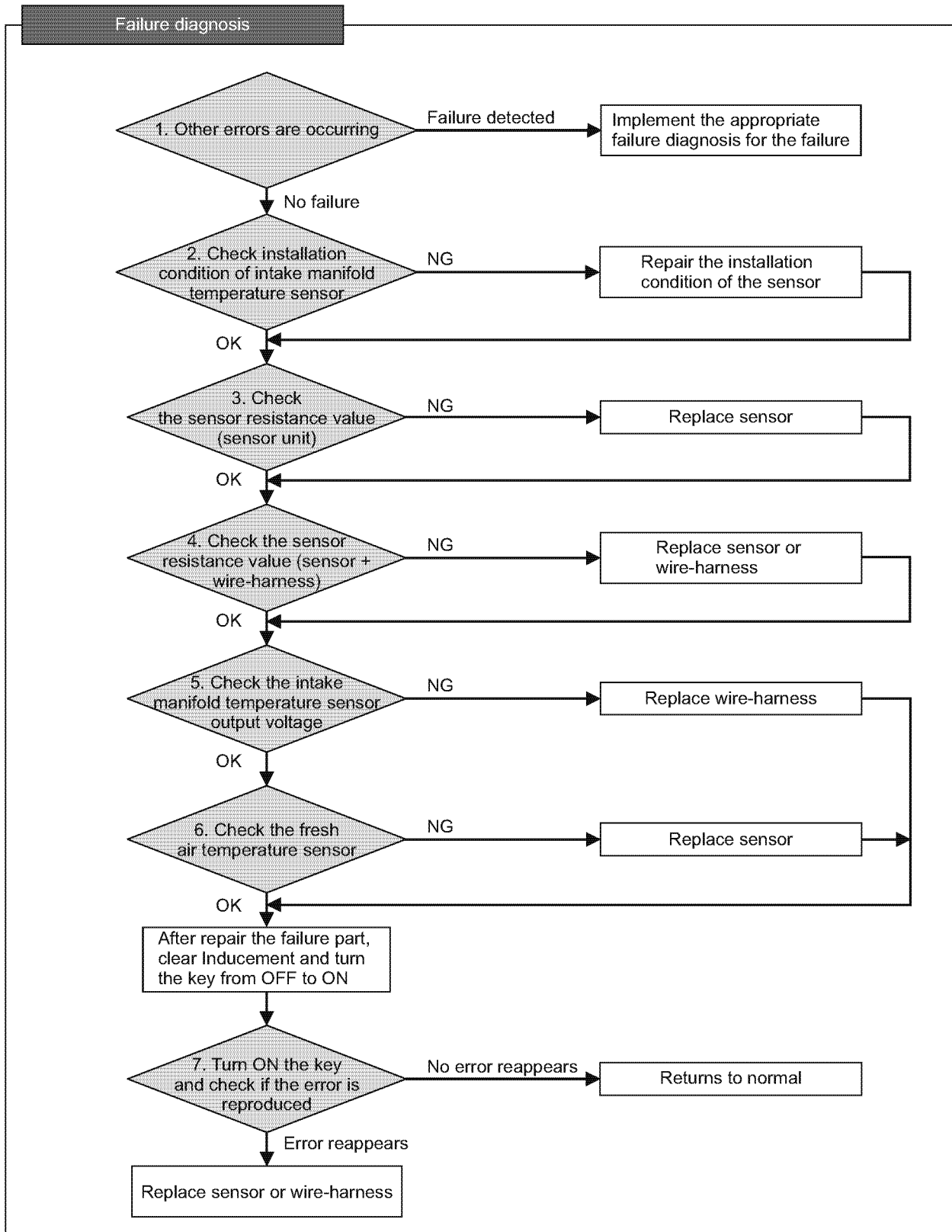
P code	P1676	Intake manifold temperature sensor error (detected value error)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

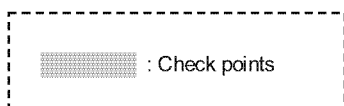
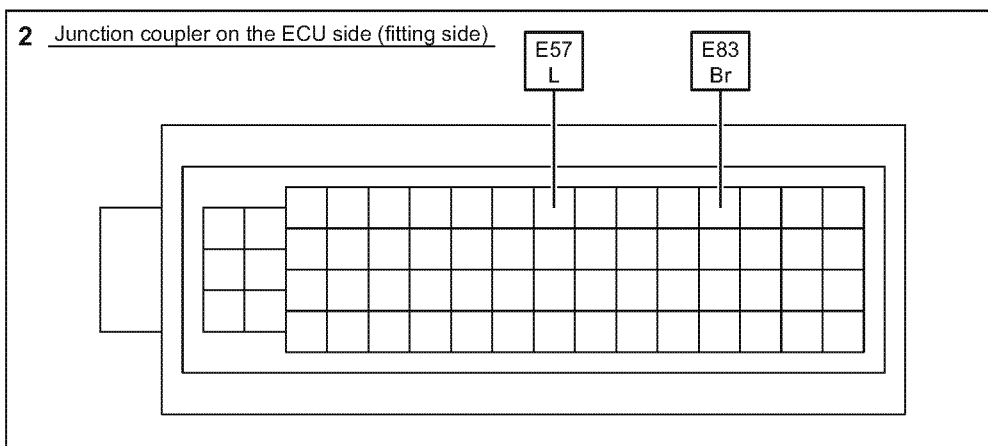
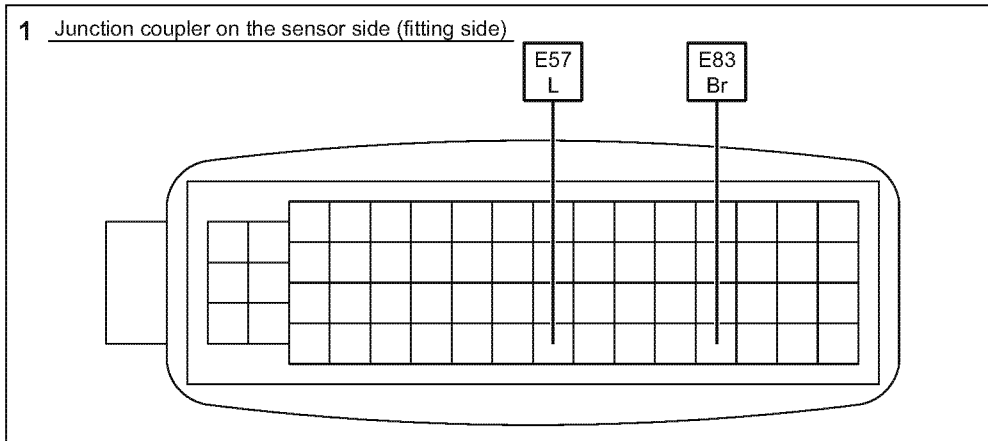
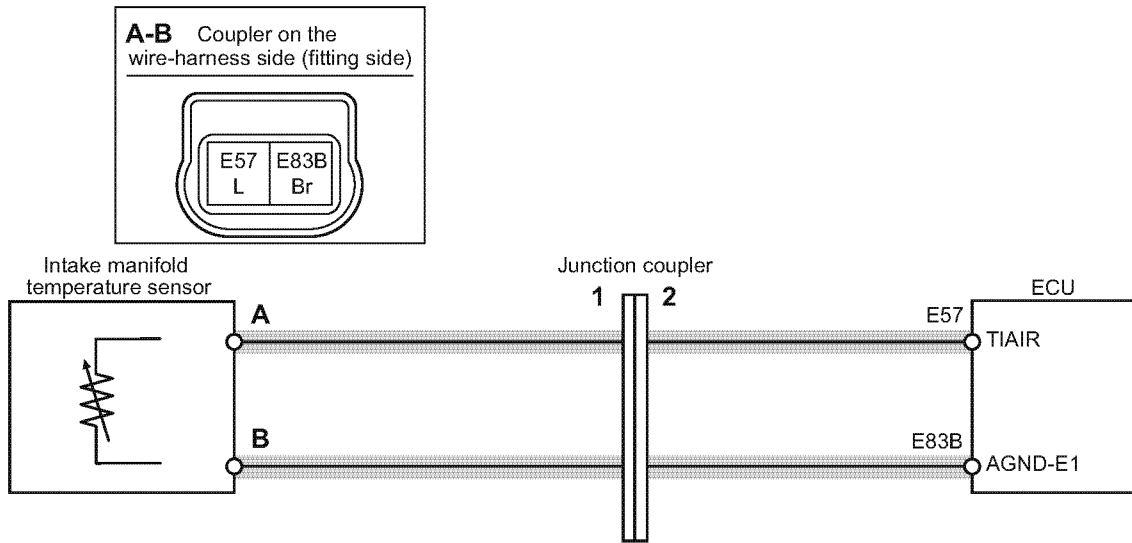


154395-00EN



154789-00EN

Wire diagram



045801-00EN04

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking for other errors

1-Turn OFF the key switch and turn ON the key switch again.

2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Particularly, check to see whether any errors are detected for intake manifold temperature sensor, cooling water temperature sensor, fresh air temperature sensor, or inside the ECU.

Error detected	Implement the appropriate failure diagnosis for the failure.
No error detected	Go to "Checking installation condition of intake manifold temperature sensor".

2. Checking installation condition of intake manifold temperature sensor

1-Turn OFF the key switch.

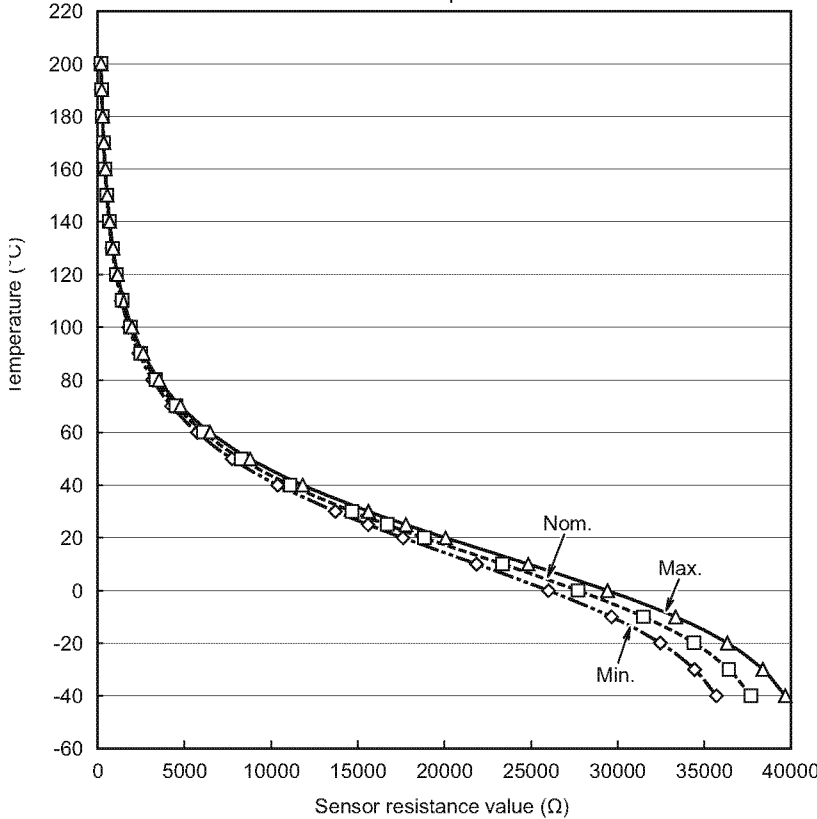
2-Check the installation condition of intake manifold temperature sensor.

NG	Correct the sensor mounting state and perform the following procedure.
OK	Go to "Checking the sensor resistance value (sensor unit)".

3. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the intake manifold temperature sensor.
- 2-Using a circuit tester, measure the resistance value between intake manifold temperature sensor terminals A and B.
- 3-Using "Intake manifold temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

Relation between intake manifold temperature and sensor resistance value



Temperature (°C)	Sensor resistance value (Ω)		
	Min.	Nom.	Max.
-40	35699	37683	39656
-30	34434	36412	38374
-20	32455	34400	36325
-10	29633	31496	33339
0	26009	27723	29420
10	21858	23354	24838
20	17614	18847	20073
25	15595	16691	17782
30	13701	14664	15623
40	10386	11106	11825
50	7750	8273	8795
60	5742	6116	6488
70	4252	4516	4780
80	3162	3347	3534
90	2366	2499	2631
100	1787	1881	1975
110	1362	1431	1498
120	1050	1098	1148
130	816.2	852.3	888.3
140	641.2	667.8	694.6
150	508.9	528.5	548.1
160	405.3	422.1	438.9
170	325.9	340.2	354.4
180	264.4	276.5	288.7
190	216.2	226.6	236.9
200	178.2	187.1	196.1

044402-01EN00

Intake manifold temperature sensor characteristics

NG	Replace the intake manifold temperature sensor, and perform the following procedure.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

4. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the intake manifold temperature sensor and wire-harness, then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E57 and E83B on the wire-harness side.
- 3-Using "Intake manifold temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness. After replacement, switch the ECU power from OFF to ON, and then perform the following procedure.
OK	Go to "Checking the intake manifold temperature sensor output voltage".

5. Checking the intake manifold temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between intake manifold temperature sensor signals E57 and E83B.

Voltage	State	Corrective action
$E57 < 0.2 \text{ V}$	NG	Replace the wire-harness.
$0.2 \text{ V} \leq E57 \leq 4.8 \text{ V}$	OK (normal range)	Perform failure diagnosis using SA-D.
$4.8 \text{ V} < E57$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness. After replacement, switch the ECU power from OFF to ON, and then perform the following procedure.
OK	Switch the ECU power from OFF to ON for failure diagnosis using SA-D.

6. Checking the fresh air temperature sensor

- 1-Refer to P0113, P0112 and P1678 for checking procedure of fresh air temperature sensor.
- 2-After checking the sensor, clear the Inducement, turn the key OFF/ON, and then run the engine to check again.

7. Operation using SA-D

- 1-Turn OFF the key switch and then turn ON the key switch again. No need to run the engine.
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the intake manifold temperature sensor or wire-harness.

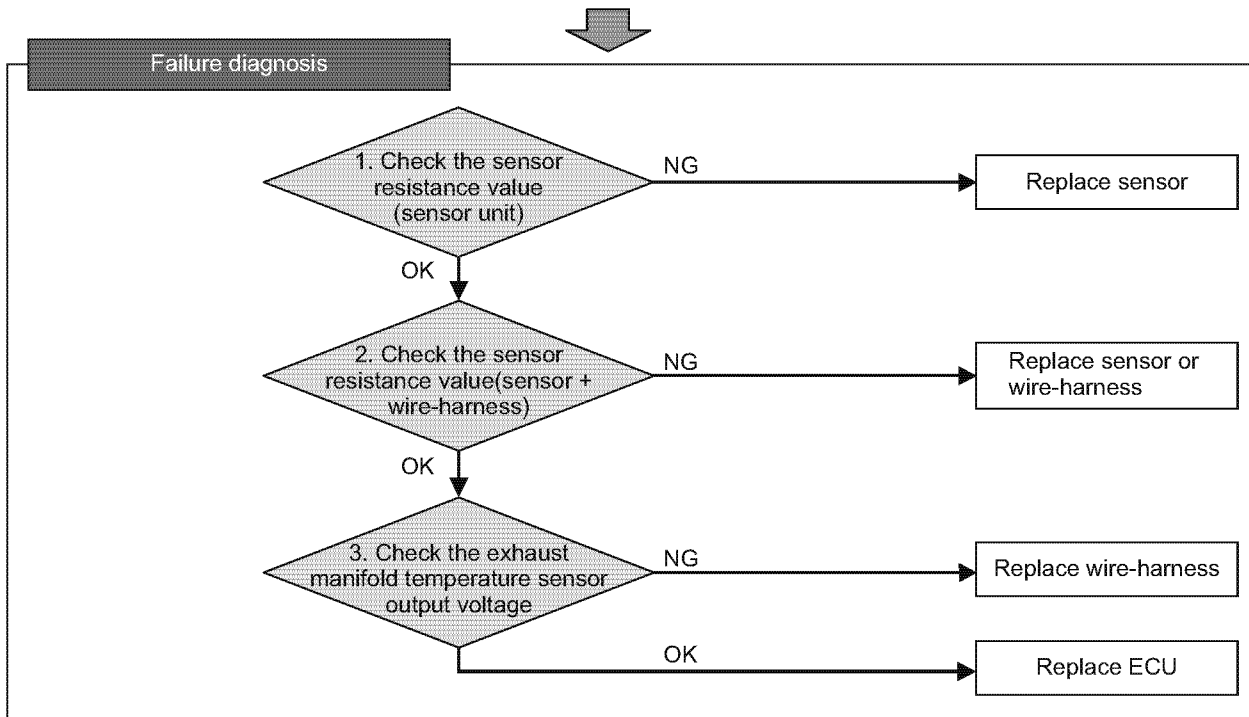
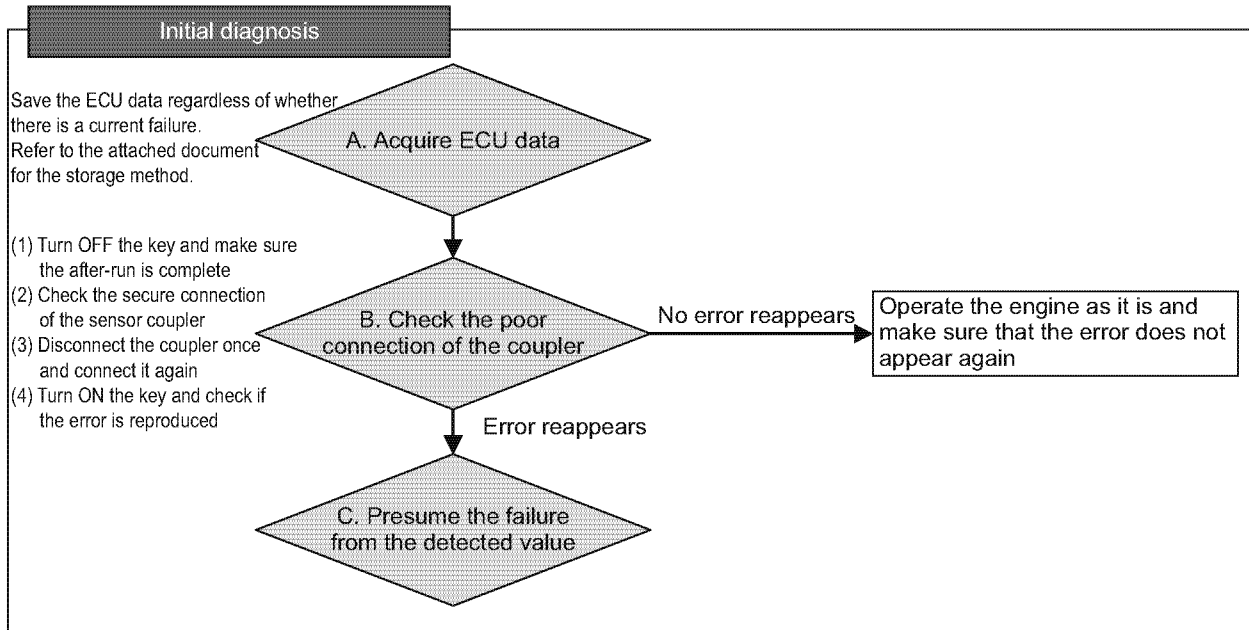
3.2.37. Exhaust manifold temperature sensor 1

Related DTC

P code	P0545	Exhaust manifold temperature sensor error (voltage low)
	P0546	Exhaust manifold temperature sensor error (voltage high)

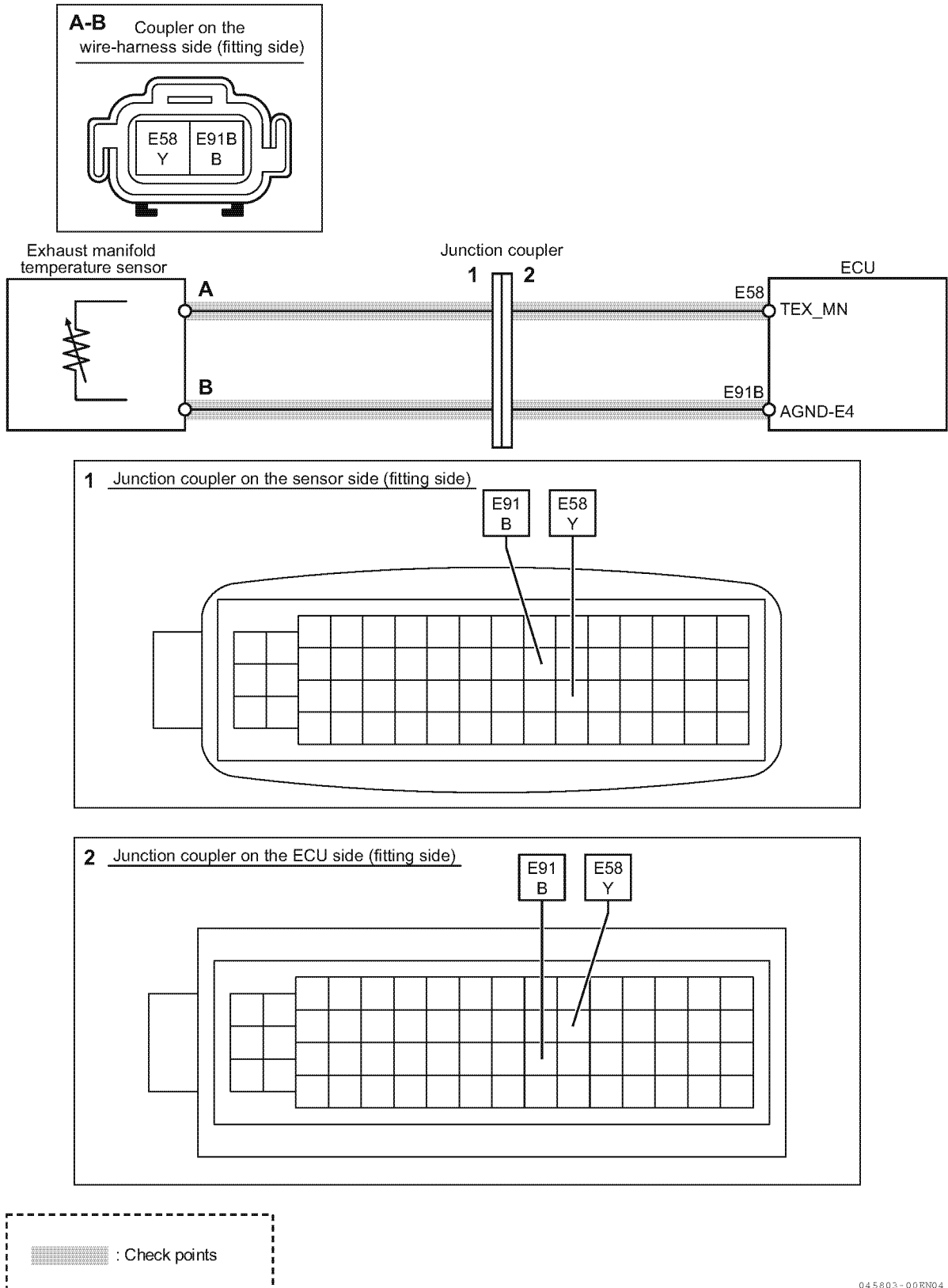
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154790-00EN

Wire diagram



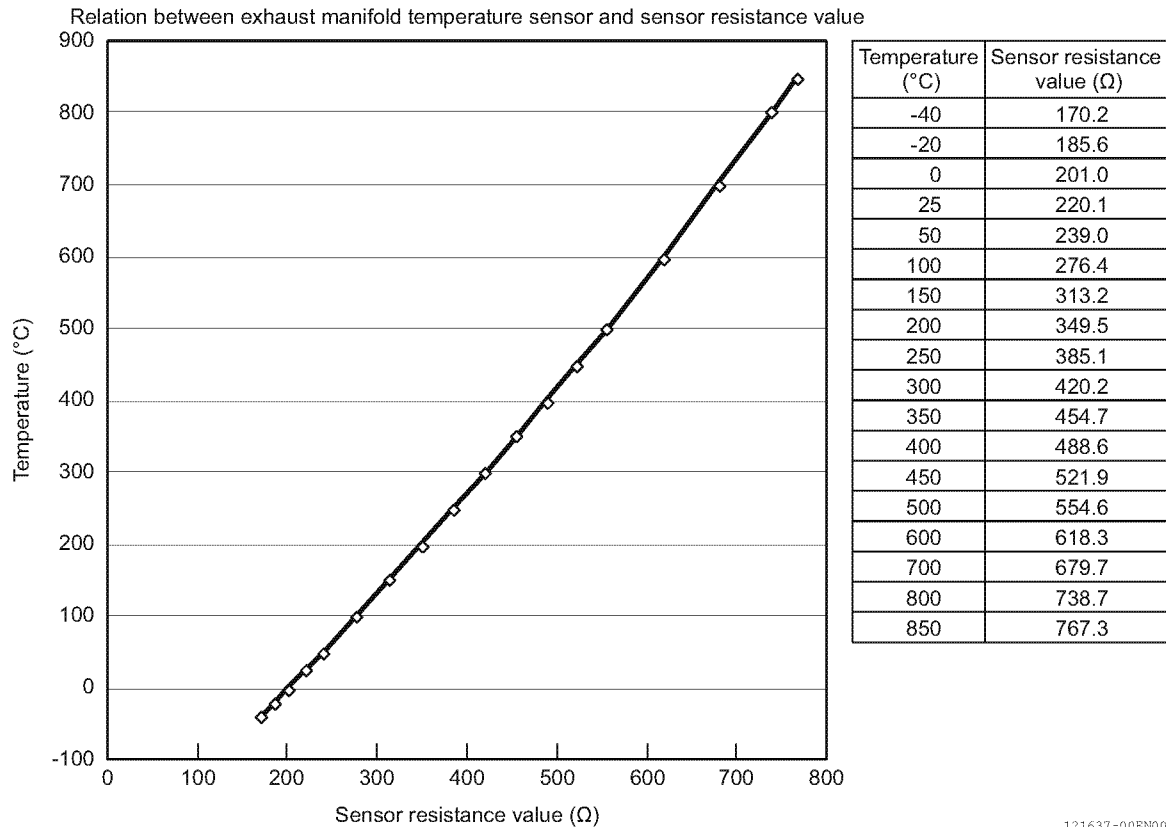
045803-00EN04

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the exhaust manifold temperature sensor.
- 2-Using a circuit tester, measure the resistance value between exhaust manifold temperature sensor terminals A and B.
- 3-Using "Exhaust manifold temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



Exhaust manifold temperature sensor characteristics

121637-00EN00

NG	Replace the exhaust manifold temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the exhaust manifold temperature sensor and wire-harness, and then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E58 and E91B on the wire-harness side.
- 3-Using "Exhaust manifold temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the exhaust manifold temperature sensor output voltage".

3. Checking the exhaust manifold temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between exhaust manifold temperature sensor signals E58 and E91B.

Voltage	State	Corrective action
$E58 < 0.2 \text{ V}$	NG	Replace the wire-harness.
$0.2 \text{ V} \leq E58 \leq 4.8 \text{ V}$	OK (normal range)	Replace the ECU.
$4.8 \text{ V} < E58$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	Replace the exhaust manifold temperature sensor or wire-harness.

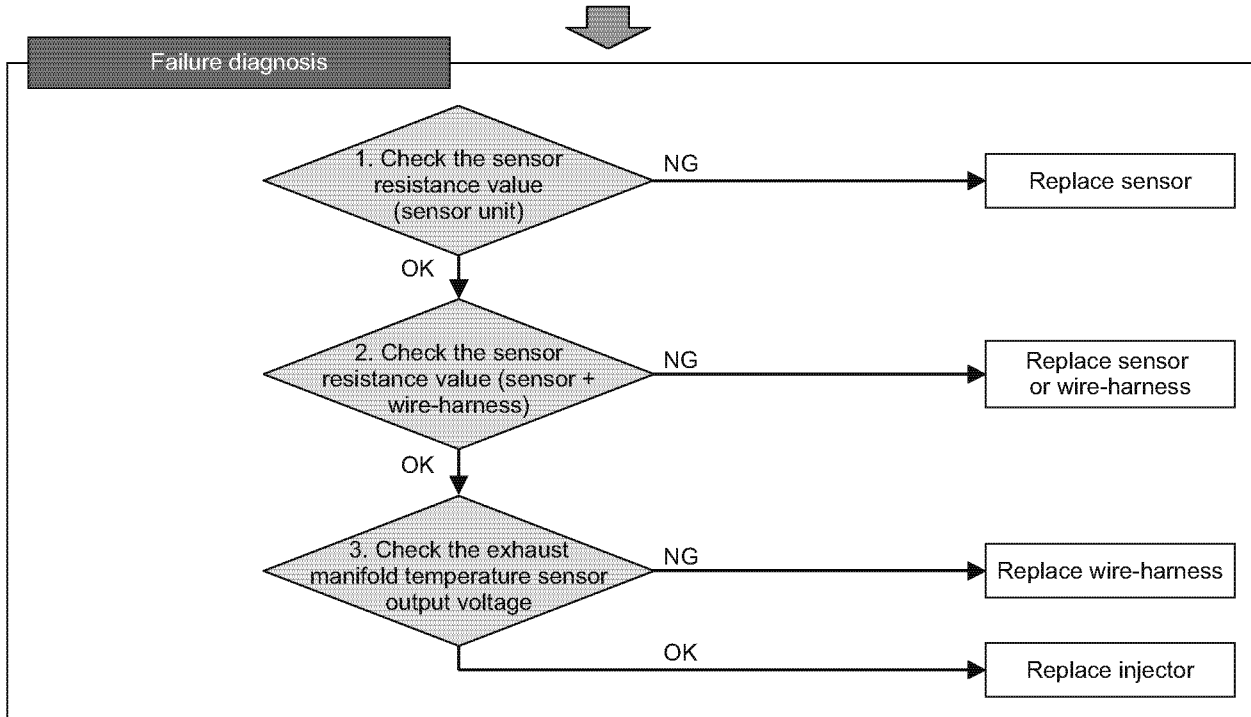
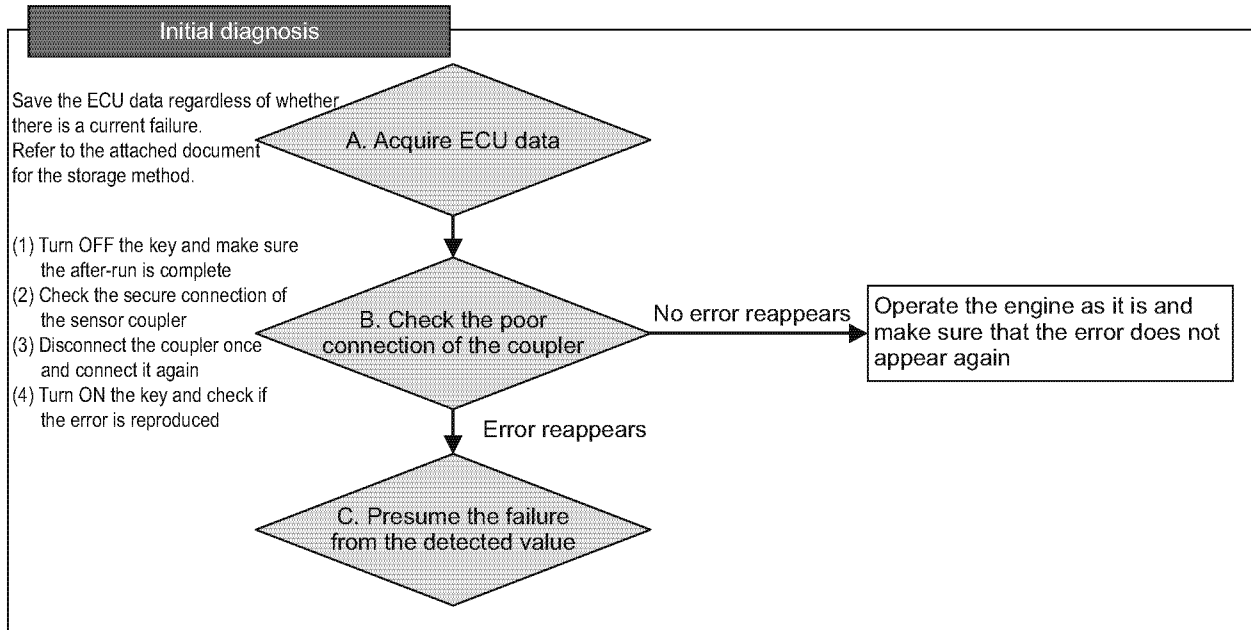
3.2.38. Exhaust manifold temperature sensor 2

Related DTC

P code	P2428	Exhaust manifold temperature sensor error (detected value error) (temperature high) (Applicable only to EU Stage IIIA equivalent certified model)
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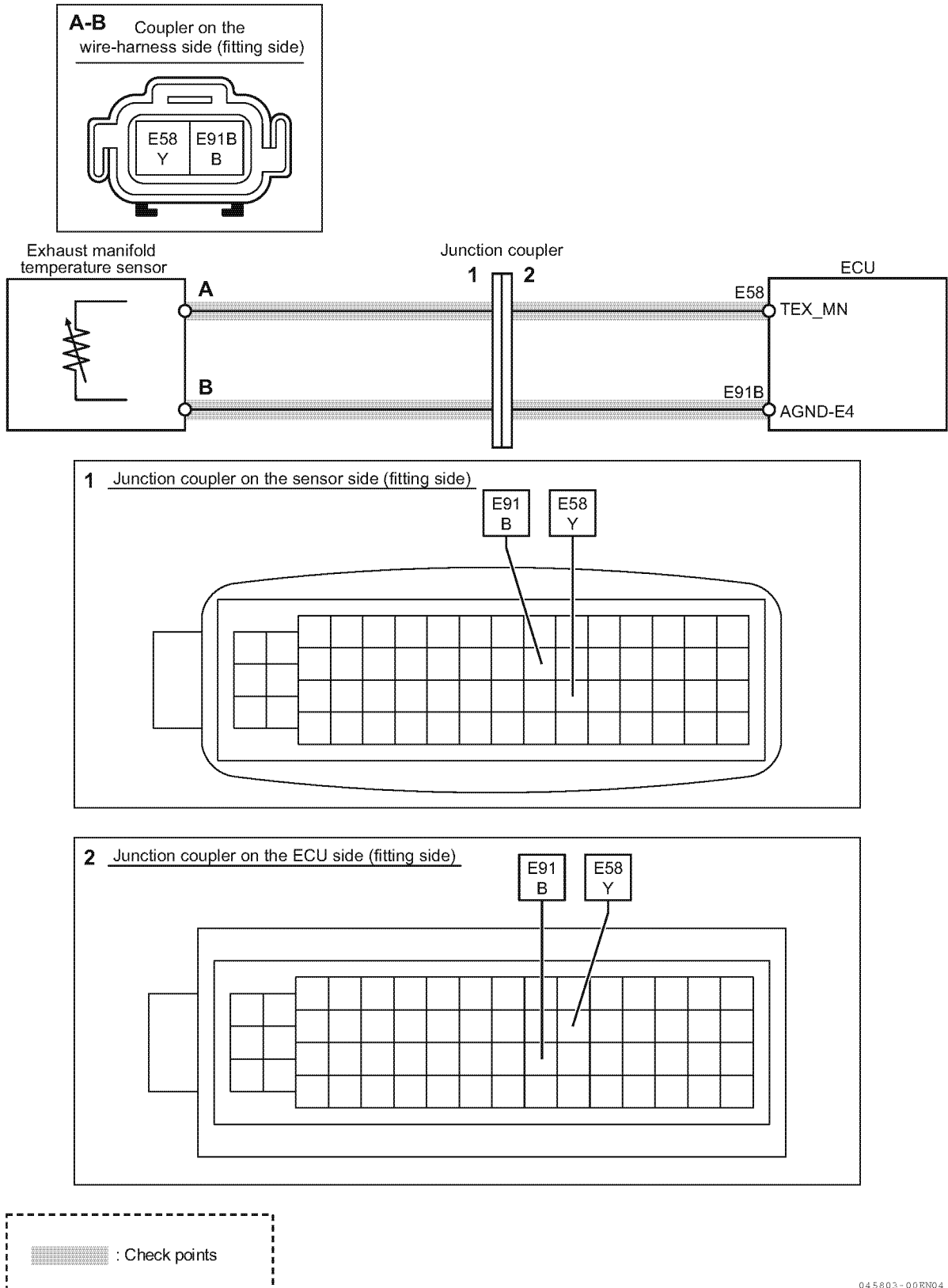
Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



154791-00EN

Wire diagram



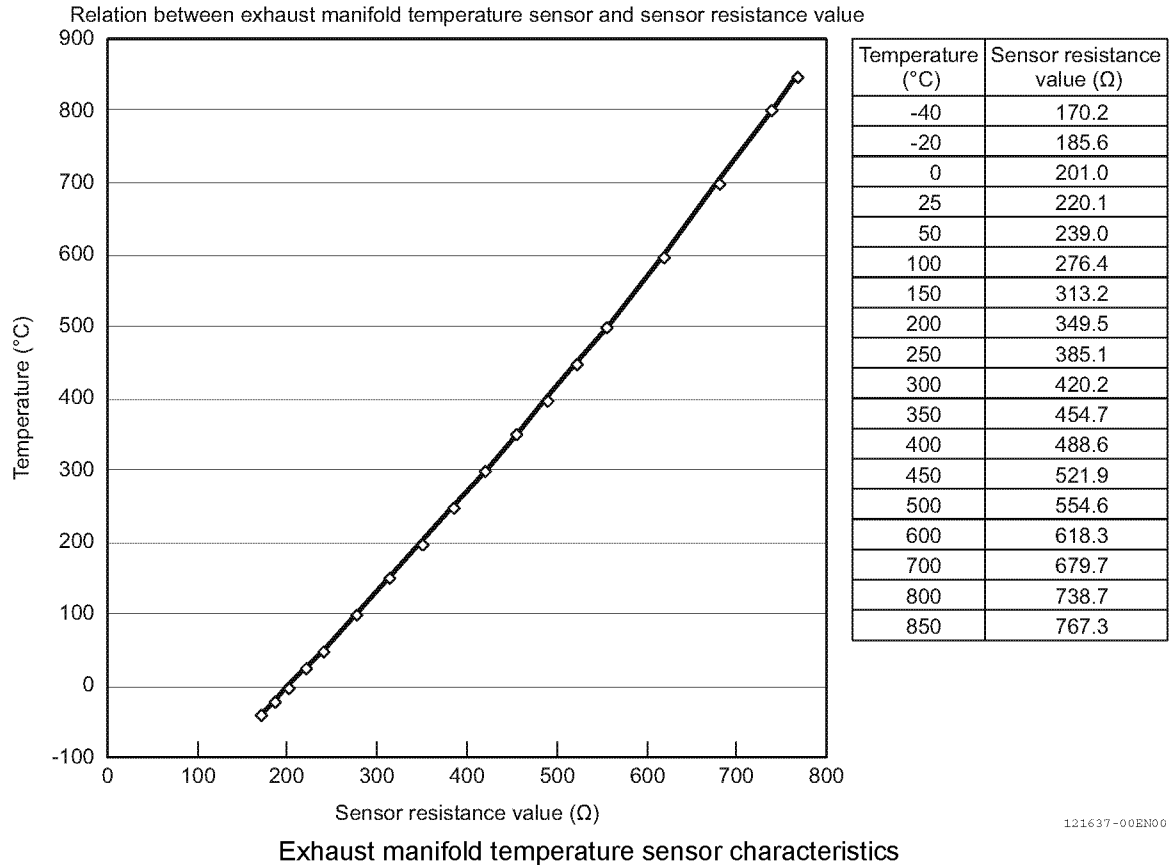
045803-00EN04

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the exhaust manifold temperature sensor.
- 2-Using a circuit tester, measure the resistance value between exhaust manifold temperature sensor terminals A and B.
- 3-Using "Exhaust manifold temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



NG	Replace the exhaust manifold temperature sensor.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the exhaust manifold temperature sensor and wire-harness, and then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E58 and E91B on the wire-harness side.
- 3-Using "Exhaust manifold temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to "Checking the exhaust manifold temperature sensor output voltage".

3. Checking the exhaust manifold temperature sensor output voltage

1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).

2-Using a circuit tester, measure the voltage between exhaust manifold temperature sensor signals E58 and E91B.

Voltage	State	Corrective action
$E58 < 0.2 \text{ V}$	NG	Replace the wire-harness.
$0.2 \text{ V} \leq E58 \leq 4.8 \text{ V}$	OK (normal range)	Replace the injector.
$4.8 \text{ V} < E58$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	Replace the injector.

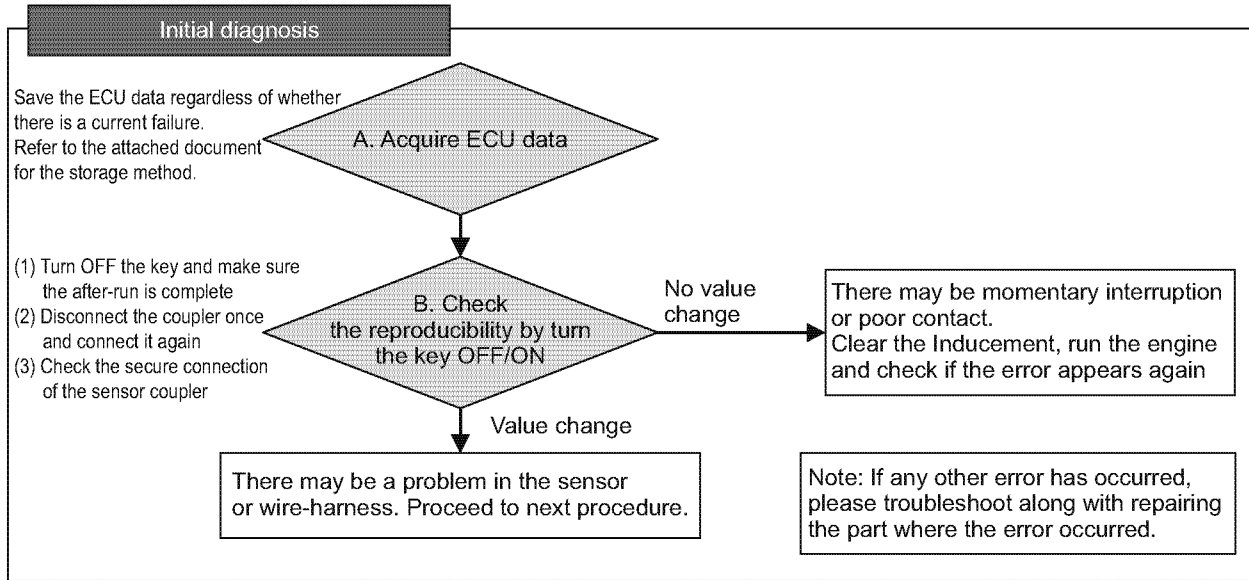
3.2.39. Exhaust manifold temperature sensor 3

Related DTC

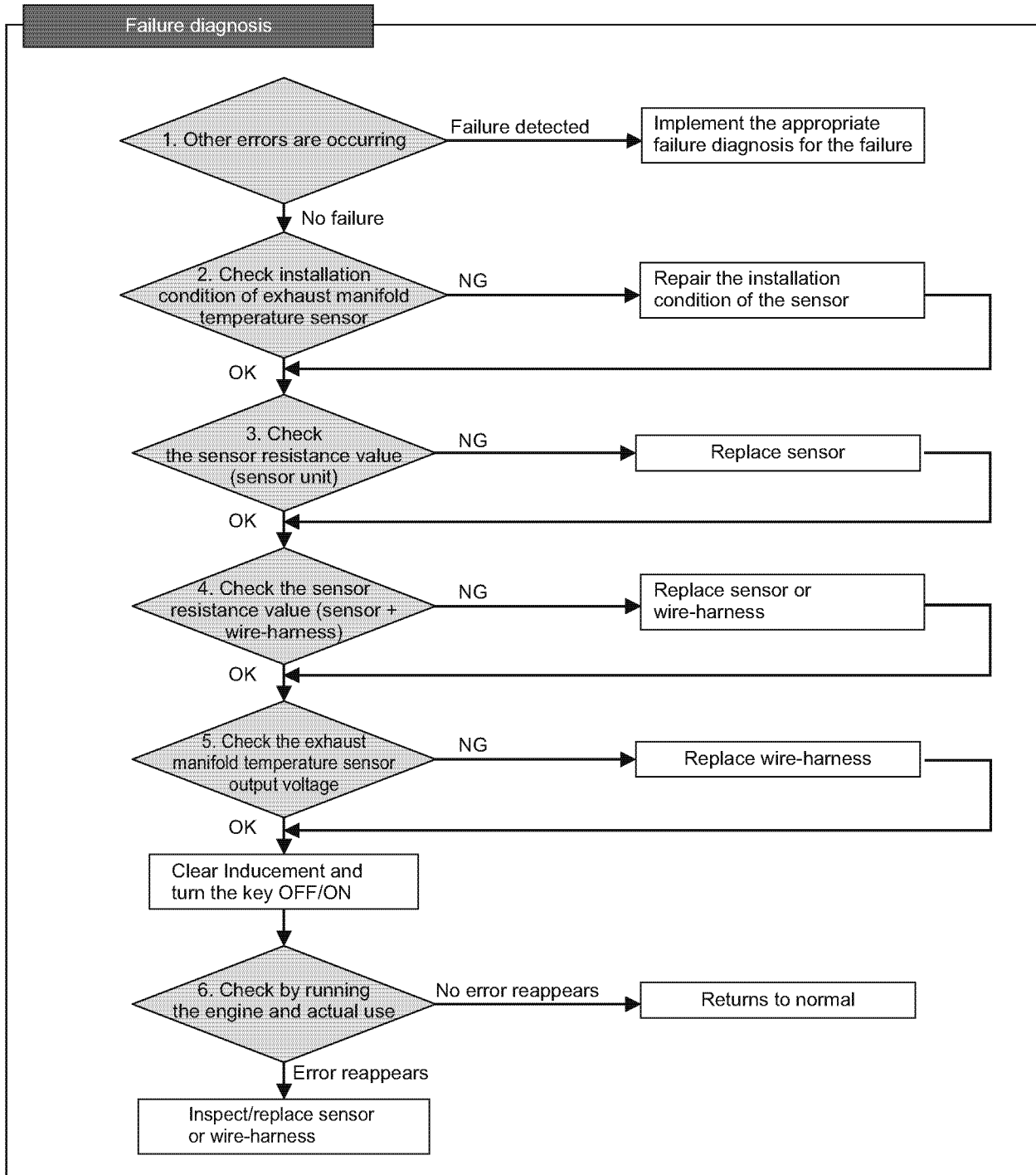
P code	P1677	Exhaust manifold temperature sensor error (detected value error)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

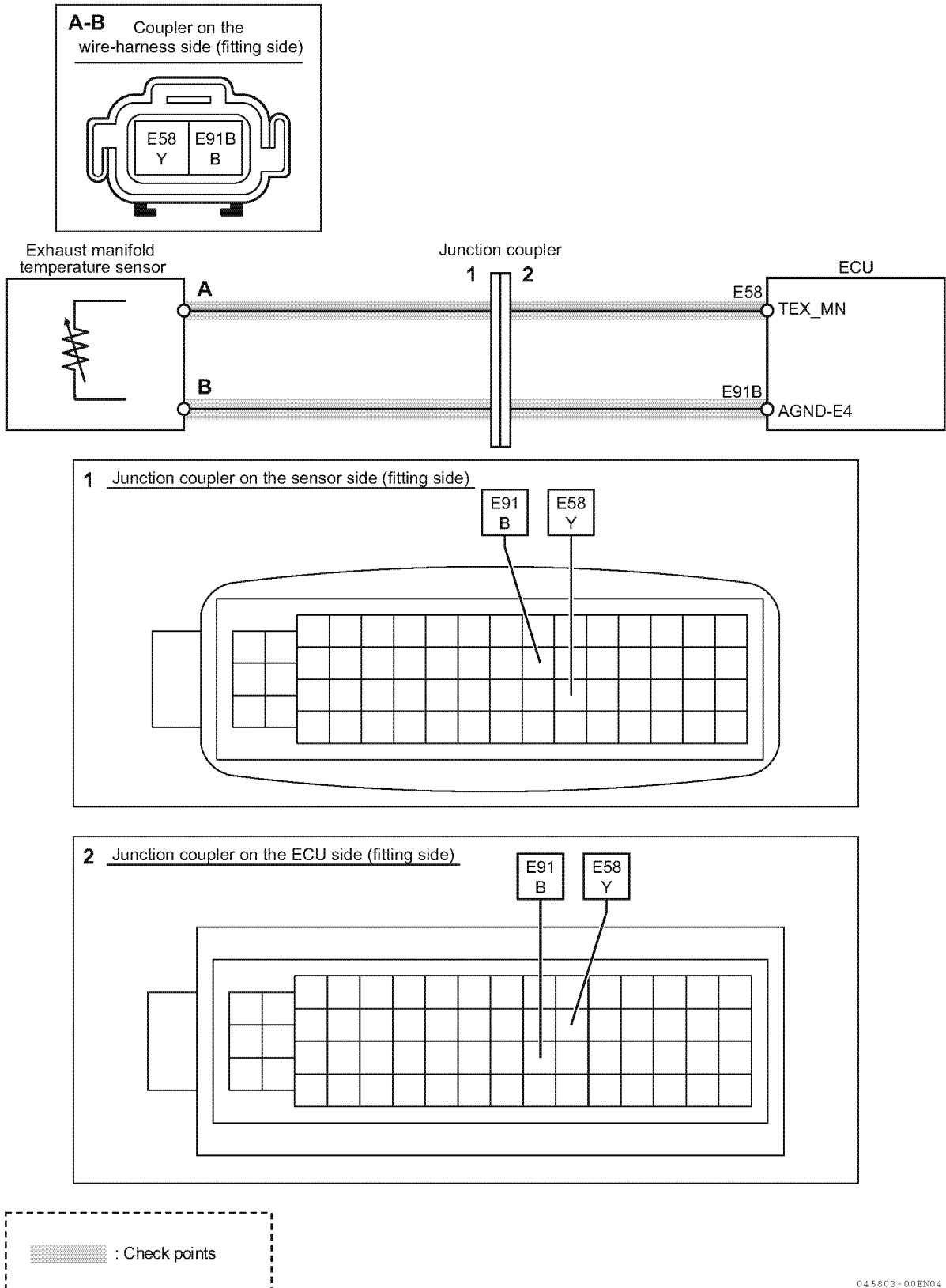


154395-00EN



154792-00EN

Wire diagram



045803-00EN04

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Particularly, check to see whether any errors are detected for exhaust manifold temperature sensor, cooling water temperature sensor, DPF inlet temperature sensor, or inside the ECU.

Error detected	Implement the appropriate failure diagnosis for the failure.
No error detected	Go to "Checking installation condition of exhaust manifold temperature sensor".

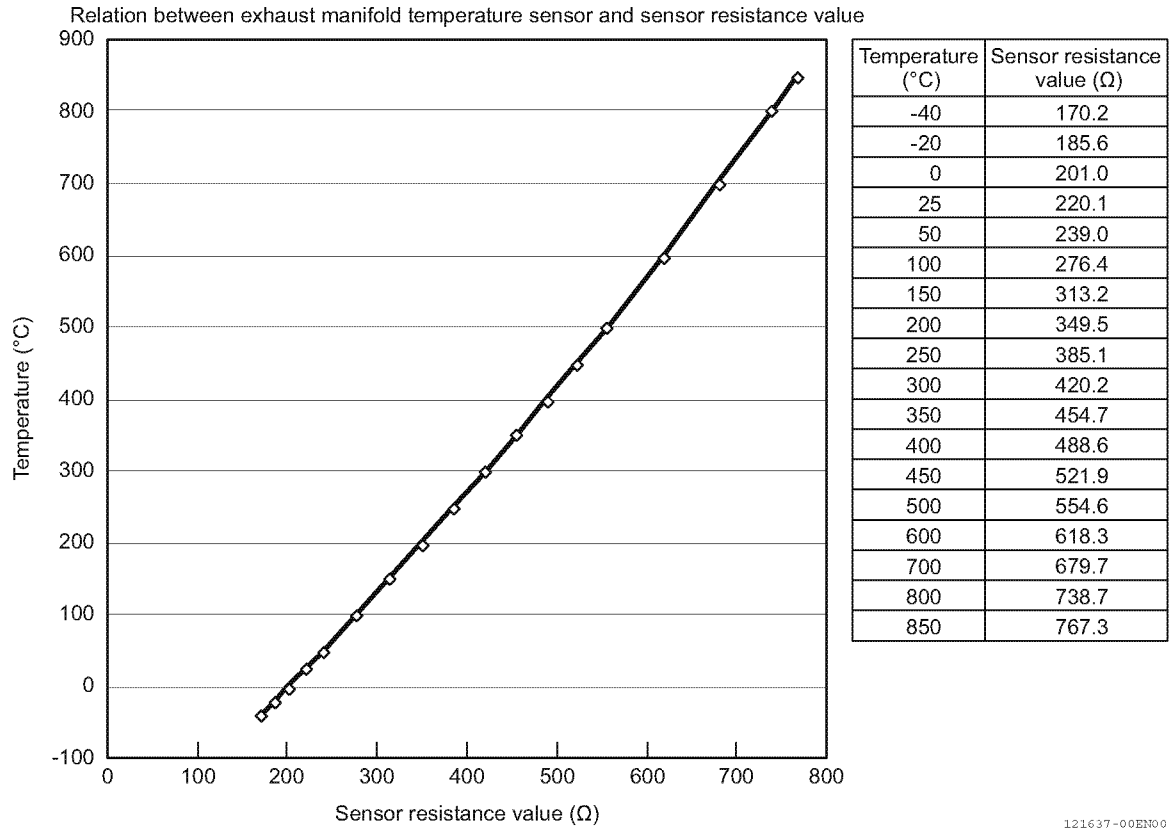
2. Checking installation condition of exhaust manifold temperature sensor

- 1-Turn OFF the key switch.
- 2-Check the installation condition of exhaust manifold temperature sensor.
- 3-Make sure that there is nothing wrong (disconnections and damages) with the exhaust piping, pressure hose, or pressure pipe.

NG	Correct the sensor mounting state and perform the following procedure.
OK	Go to "Checking the sensor resistance value (sensor unit)"

3. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the exhaust manifold temperature sensor.
- 2-Using a circuit tester, measure the resistance value between exhaust manifold temperature sensor terminals A and B.
- 3-Using "Exhaust manifold temperature sensor characteristics", make sure that the measured resistance value is within the normal range.



NG	Replace the exhaust manifold temperature sensor, and perform the following procedure.
OK	Go to "Checking the sensor resistance value (sensor and wire-harness)".

4. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the exhaust manifold temperature sensor and wire-harness, and then remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU coupler terminals E58 and E91B on the wire-harness side.
- 3-Using "Exhaust manifold temperature sensor characteristics", make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> The coupler between the sensor and the wire-harness may be defective. Replace the sensor. Replace the wire-harness. After replacement, switch the ECU power from OFF to ON, and then perform the following procedure.
OK	Go to "Checking the exhaust manifold temperature sensor output voltage".

5. Checking the exhaust manifold temperature sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also connect all couplers (sensor, ECU).
- 2-Using a circuit tester, measure the voltage between exhaust manifold temperature sensor signals E58 and E91B.

Voltage	State	Corrective action
$E58 < 0.07 \text{ V}$	NG	Replace the wire-harness.
$0.07 \text{ V} \leq E58 \leq 4.8 \text{ V}$	OK (normal range)	Perform failure diagnosis using SA-D.
$4.8 \text{ V} < E58$	NG	Replace the wire-harness.

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness. After replacement, switch the ECU power from OFF to ON, clear the Inducement, turn the key OFF and ON, and then run the engine to check again.
OK	Clear the Inducement, turn the key OFF and ON, and then run the engine to check again.

6. Operation using SA-D

- 1-Turn OFF the key switch and turn ON the key switch again to start the engine. Operate the engine that satisfies the reset criteria for EGR gas temperature sensor error (detected value error) (2.3.66. P1677: Exhaust manifold temperature sensor error (detected value error) (173/10) P.2-3-117).
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the EGR gas temperature sensor or wire-harness.

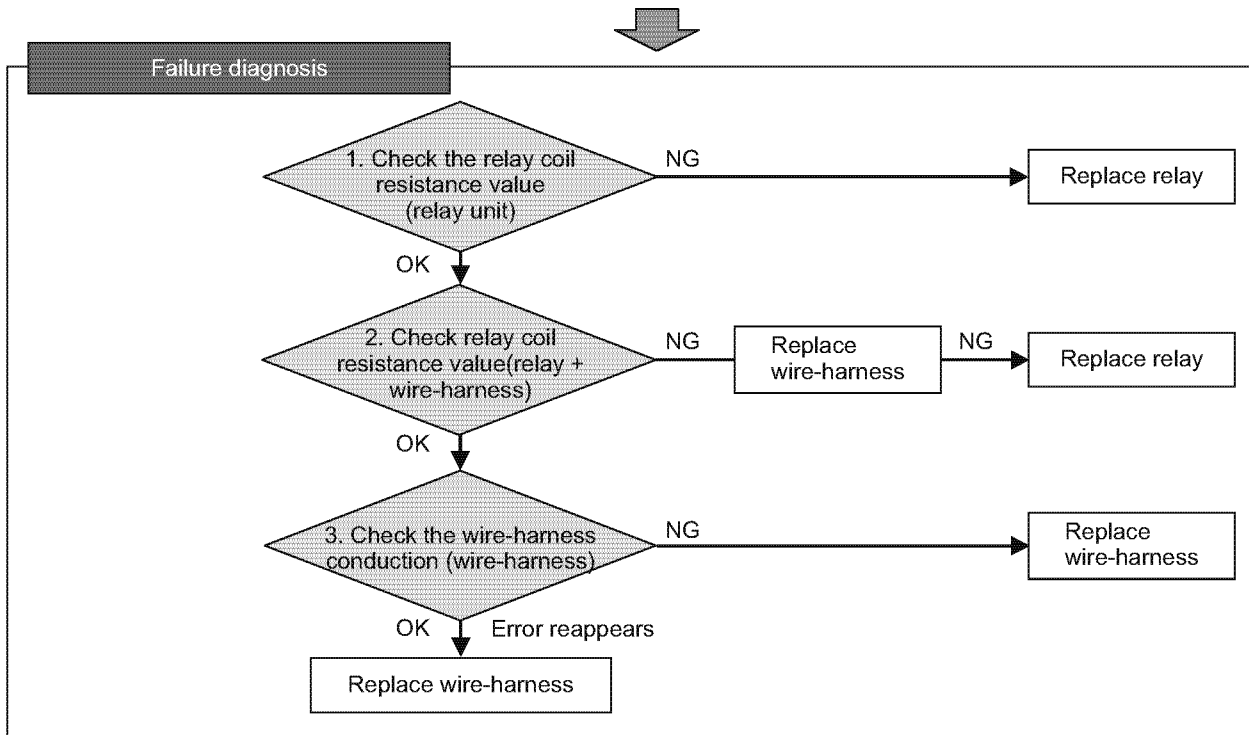
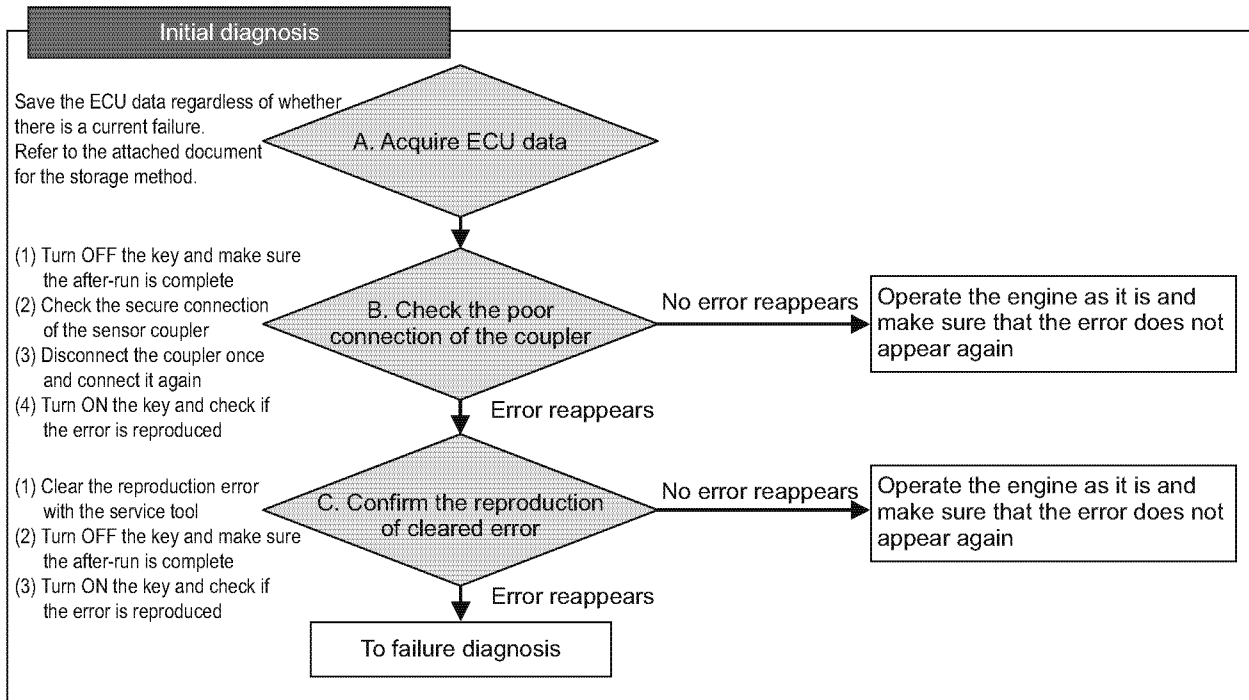
3.2.40. Starting aid relay

Related DTC

P code	P0541	Starting aid relay GND short circuit
	P0543	Starting aid relay disconnection/VB short circuit

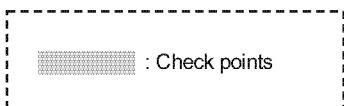
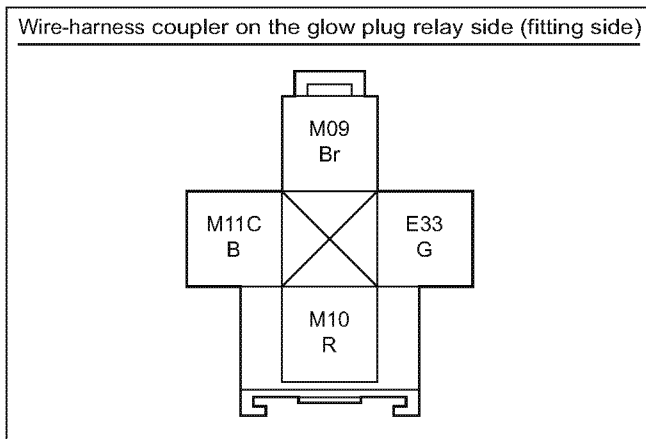
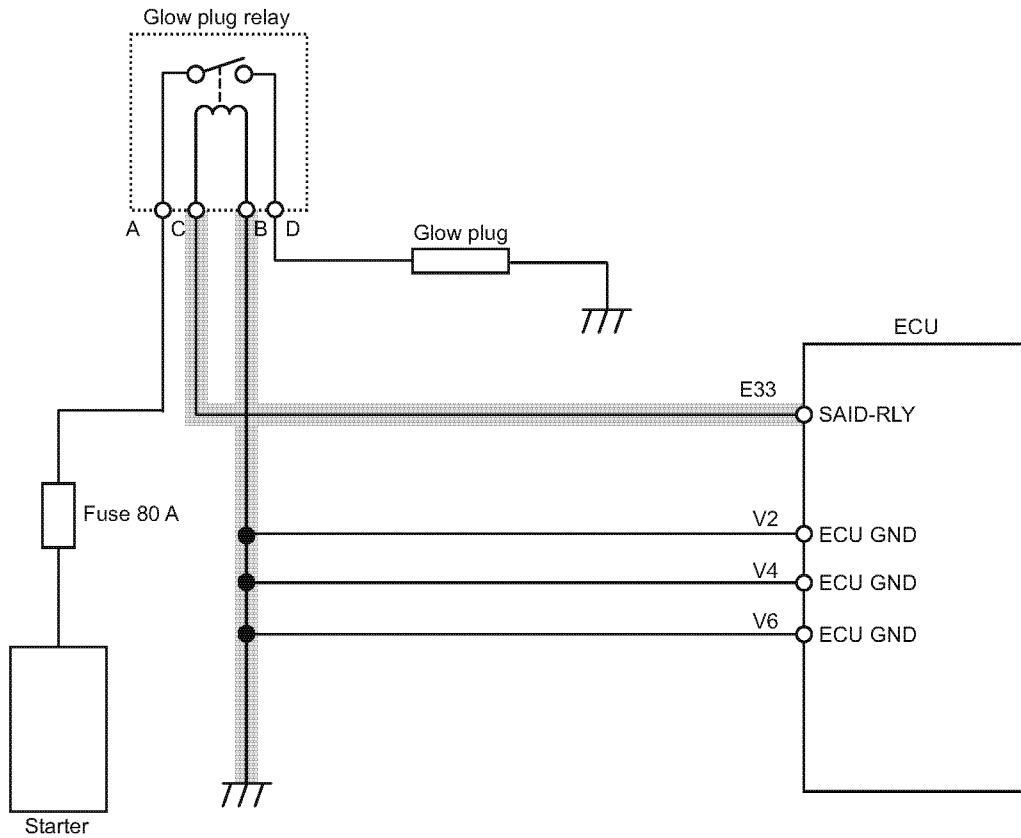
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154793-00EN

Wire diagram



155039-00EN

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the relay coil resistance value (relay unit)

1-Remove the glow plug relay from the wire-harness.

2-Using a circuit tester, measure the resistance value between terminals B and C on the relay side.

Reference: Resistance value of YANMAR standard glow plug relay

Terminal	Specifications
Terminals B to C on the relay coil side	320 Ω \pm 10% (at 20 °C)

NG	Replace the glow plug relay.
OK	Go to "Checking the relay coil resistance value (relay and wire-harness side)".

2. Checking the relay coil resistance value (relay and wire-harness side)

1-Attach the glow plug relay to the wire-harness.

2-Remove the ECU from the wire-harness.

3-Using a circuit tester, measure the resistance value between ECU coupler E33 and battery negative terminal.

See the above "Reference: Resistance value of YANMAR standard glow plug relay".

NG	<ul style="list-style-type: none"> • The coupler between the glow relay and the wire-harness may be defective. Replace the glow relay. • Replace the wire-harness.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the glow plug relay and ECU.

2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below. When "Starting aid relay GND short circuit" is detected, perform "Glow plug relay conduction check pattern 1". When "Starting aid relay disconnection/VB short circuit" is detected, perform "Glow plug relay conduction check pattern 2 and 3".

Reference: Glow plug relay conduction check pattern 1

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
E33	GND terminal	Yes	NG: Error
		No	OK: Normal
V2	GND terminals other than V2, V4, V6, V72	Yes	NG: Error
		No	OK: Normal

Reference: Glow plug relay conduction check pattern 2

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
E33	VB terminal	Yes	NG: Error
		No	OK: Normal
V2		Yes	NG: Error
		No	OK: Normal

Reference: Glow plug relay conduction check pattern 3

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
E33	Glow plug relay terminal C	Yes	OK: Normal
		No	NG: Error
V2	Glow plug relay terminal B	Yes	OK: Normal
		No	NG: Error

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	The coupler between the ECU and the wire-harness may be defective. Replace the wire-harness.

4. Check when an error (failure) is resolved by replacing parts

In order to identify the part that caused the error (failure), when the part is replaced and the error is resolved, put back the original part and confirm that the error (failure) is reproduced.

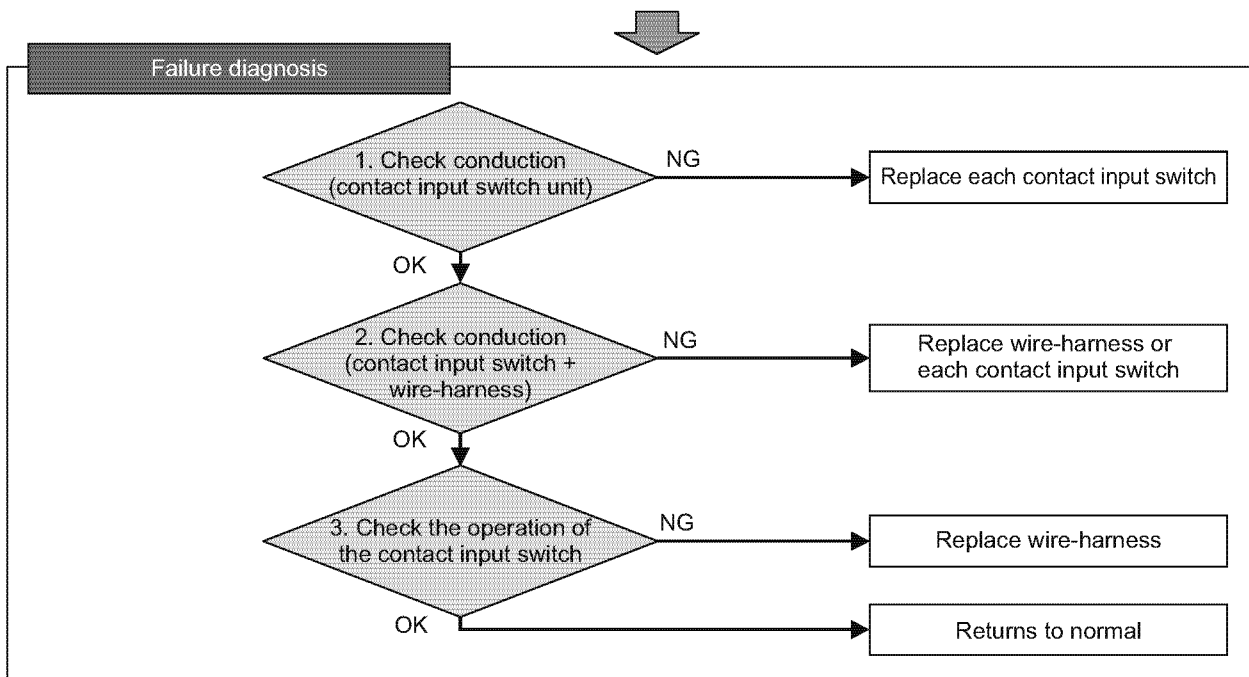
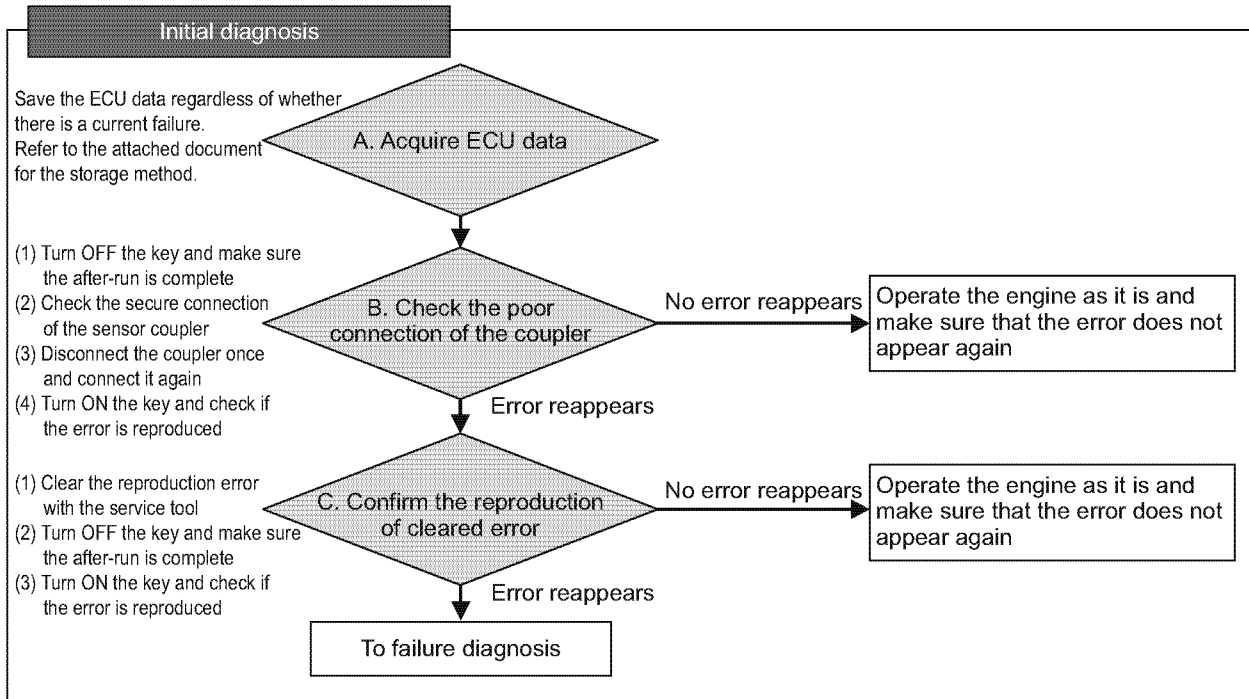
3.2.41. Contact input related 1

Related DTC

P code	P1192 (4TNV94FHT)	Oil pressure switch disconnection
	P1192 (except 4TNV94FHT)	Oil pressure sensor error (voltage low)
	P1193	Oil pressure sensor error (voltage high)
	P1562	Charge switch disconnection

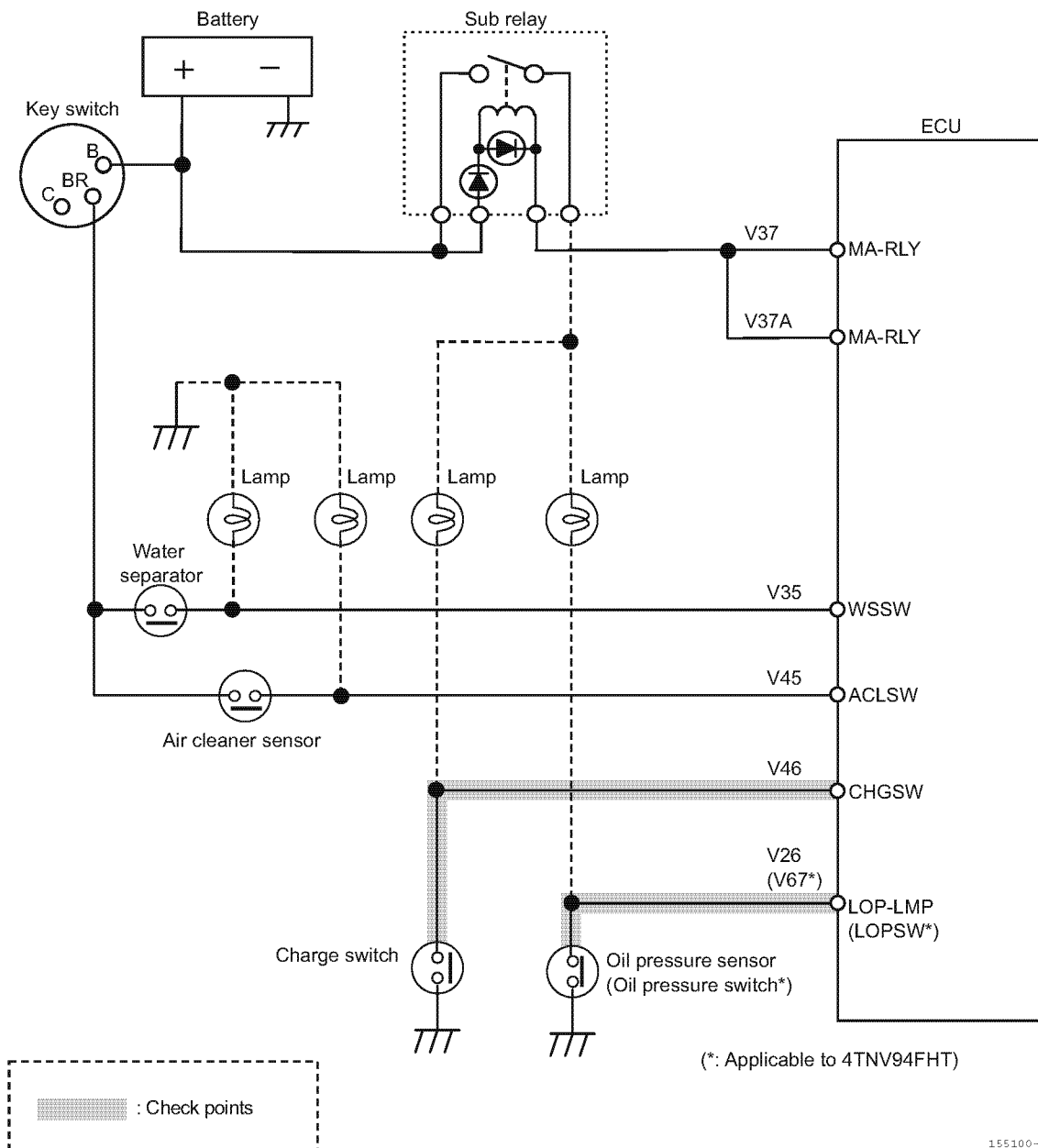
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154794-00EN

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the conduction (contact input switch unit)

1-Turn OFF the key switch.

2-Remove the wire-harness from each contact input switch.

3-Using a circuit tester, check the conduction between the contact input terminal and the body frame while referring to the following table.

Item	Terminal name (Terminal No.)	Conduction (between terminal and body frame)	State
Oil pressure switch *1 Oil pressure sensor	LOPSW (V67) *1 LOP-LMP (V26)	Yes	OK: Normal
		No	NG: Error
Charge switch	CHGSW (V46)	No	OK: Normal
		Yes	NG: Error

*1: Applicable to 4TNV94FHT

NG	Replace the contact input switch.
OK	Go to "Checking the conduction (contact input switch and wire-harness)".

2. Checking the conduction (contact input switch and wire-harness)

1-Connect the contact input switch to the wire-harness. Remove the ECU from the wire-harness.

2-Using the circuit tester, measure the conduction between the ECU coupler terminal and the body frame of the wire-harness. See 1. for the name of the terminals to check.

NG	<ul style="list-style-type: none"> A coupler failure between the contact input switch and the wire-harness may be caused. Replace the contact input switch. Replace the wire-harness.
OK	Go to "Checking the operation of the contact input switch".

3. Checking the operation of the contact input switch

1-Connect all couplers (contact input switch, ECU, junction coupler).

2-Connect SA-D, turn ON the key switch, and then log in to SA-D.

3-Using SA-D's "Diagnosis Test: Digital input", monitor each indicated item, and check the ON/OFF display of the contact input switch under specific conditions.

Item	Check condition	ON/OFF indication	State
Oil pressure sensor	Before engine startup	ON	OK: Normal
		OFF	NG: Error
	During engine operation	OFF	OK: Normal
		ON	NG: Error
Charge switch	Before engine startup	ON	OK: Normal
		OFF	NG: Error
	During engine operation	OFF	OK: Normal
		ON	NG: Error

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	Turn OFF the power after clearing the error, and turn ON the power after the after-run is completed.

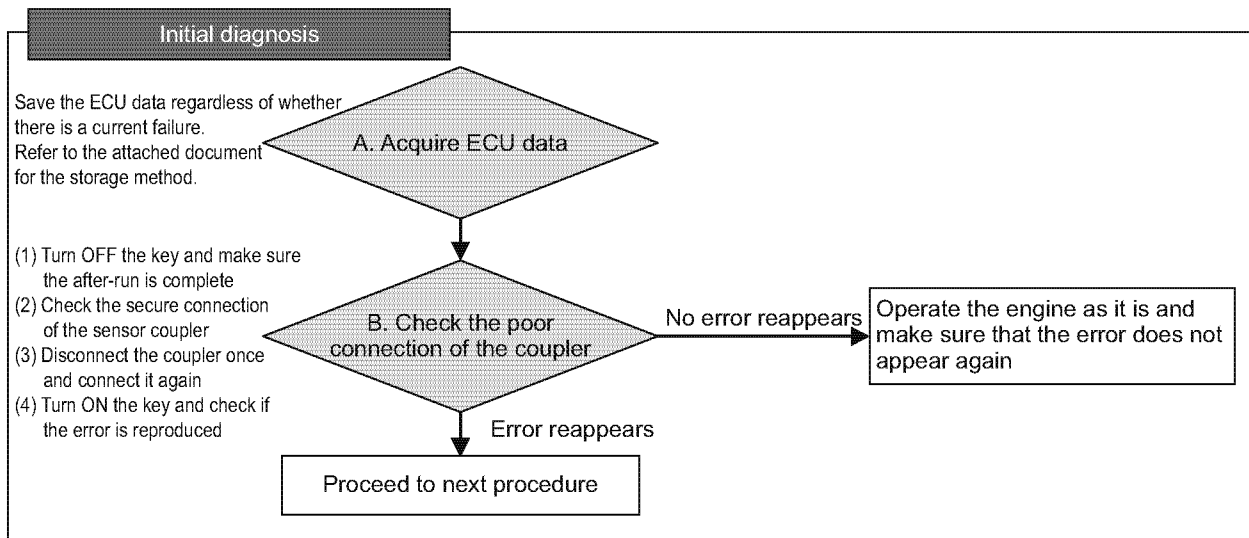
3.2.42. Contact input related 2

Related DTC

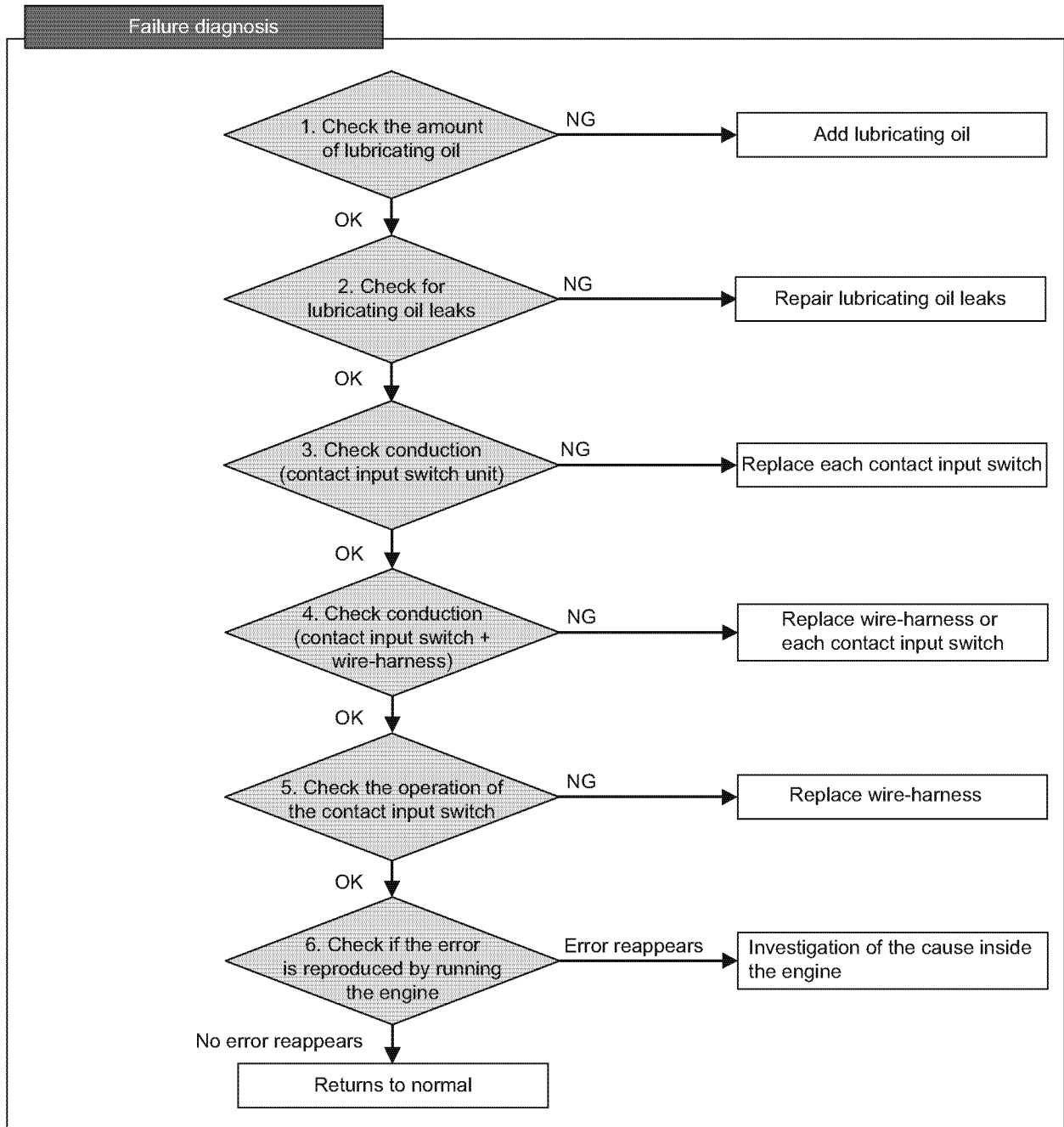
P code	P1198 (4TNV94FHT)	Low oil pressure alarm
	P1198 (except 4TNV94FHT)	Low oil pressure alarm

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

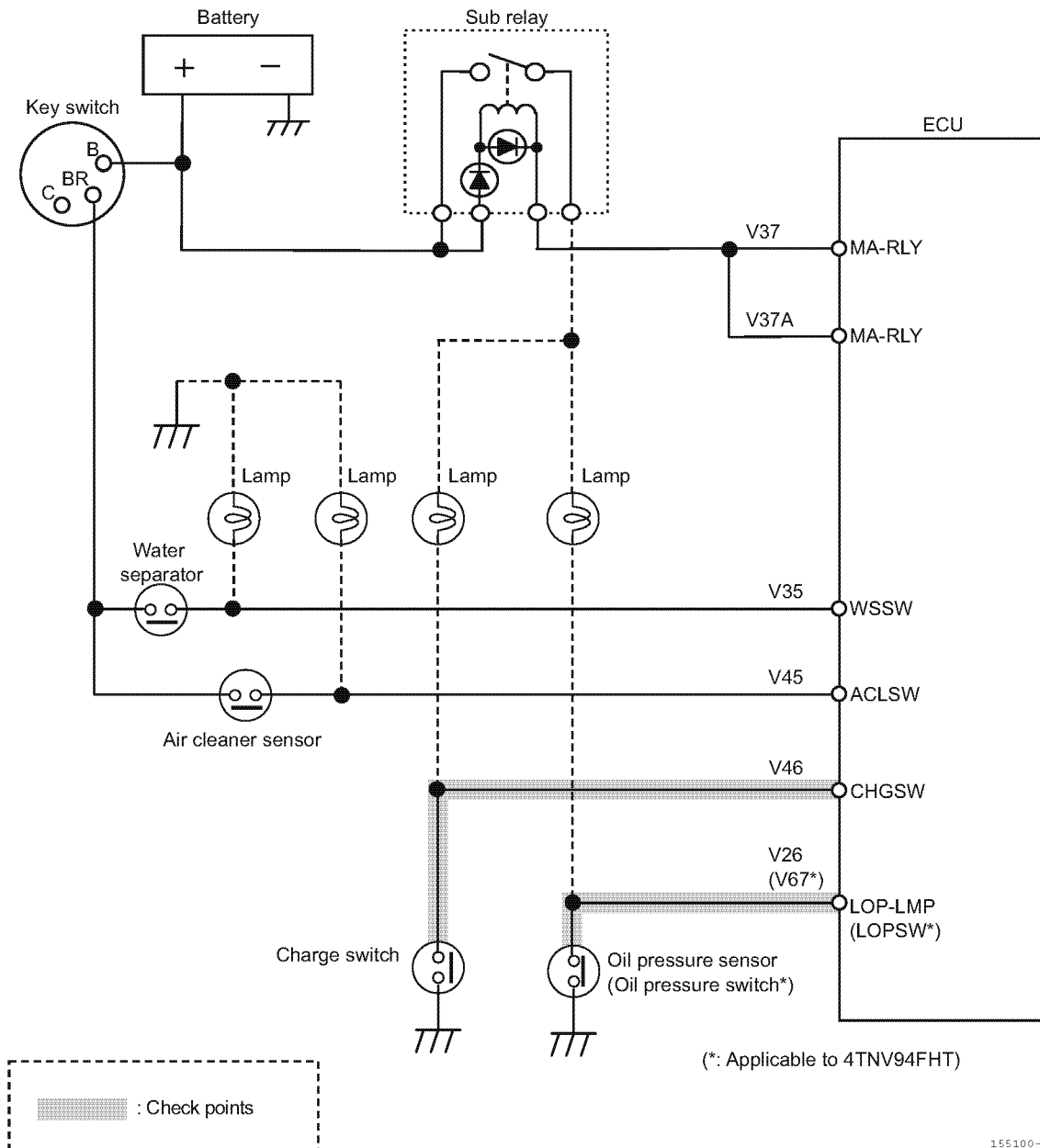


154808-00EN



154795-00EN

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the amount of lubricating oil
 - 1-Make sure that the oil level is appropriate with the dipstick.
 - 2-If the amount of oil is low, add lubricating oil.
2. Checking for lubricating oil leaks
 - 1-Make sure there are no lubricating oil leaks from the engine.
 - 2-If there is a leak, the engine may be damaged and the leak needs repair.
3. Checking the conduction (contact input switch unit)
 - 1-Turn OFF the key switch.
 - 2-Remove the wire-harness from each contact input switch.
 - 3-Using a circuit tester, check the conduction between the contact input terminal and the body frame while referring to the following table.

Item	Terminal name (Terminal No.)	Conduction (between terminal and body frame)	State
Oil pressure switch *1 Oil pressure sensor	LOPSW (V67) *1 LOP-LMP (V26)	Yes	OK: Normal
		No	NG: Error
Charge switch	CHGSW (V46)	No	OK: Normal
		Yes	NG: Error

*1: Applicable to 4TNV94FHT

NG	Replace the contact input switch.
OK	Go to "Checking the conduction (contact input switch and wire-harness)".

4. Checking the conduction (contact input switch and wire-harness)
 - 1-Connect the contact input switch to the wire-harness. Remove the ECU from the wire-harness.
 - 2-Using the circuit tester, measure the conduction between the ECU coupler terminal and the body frame of the wire-harness. See 1. for the name of the terminals to check.

NG	<ul style="list-style-type: none"> • A coupler failure between the contact input switch and the wire-harness may be caused. • Replace the contact input switch. • Replace the wire-harness.
OK	Go to "Checking the operation of the contact input switch".

5. Checking the operation of the contact input switch

1-Connect all couplers (contact input switch, ECU, junction coupler).

2-Connect SA-D, turn ON the key switch, and then log in to SA-D.

3-Using SA-D's "Diagnosis Test: Digital input", monitor each indicated item, and check the ON/OFF display of the contact input switch under specific conditions.

Item	Check condition	ON/OFF indication	State
Oil pressure sensor	Before engine startup	ON	OK: Normal
		OFF	NG: Error
	During engine operation	OFF	OK: Normal
		ON	NG: Error
Charge switch	Before engine startup	ON	OK: Normal
		OFF	NG: Error
	During engine operation	OFF	OK: Normal
		ON	NG: Error

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	Turn OFF the power after clearing the error, and turn ON the power after the after-run is completed.

6. Checking if the error is reproduced by running the engine

Run the engine and make sure that the low oil pressure error has not recurred.

Error reappears	There is a possibility of damage to internal engine components. Inspect inside the engine. Especially when the oil pan is removed, if the intake pipe is damaged or impurities are found in the oil, the engine must be replaced.
No error reappears	Normal state. There is a possibility that the hydraulic pressure drops because of the air trapped temporarily due to the inclination of the operation location. Check the operating environment.

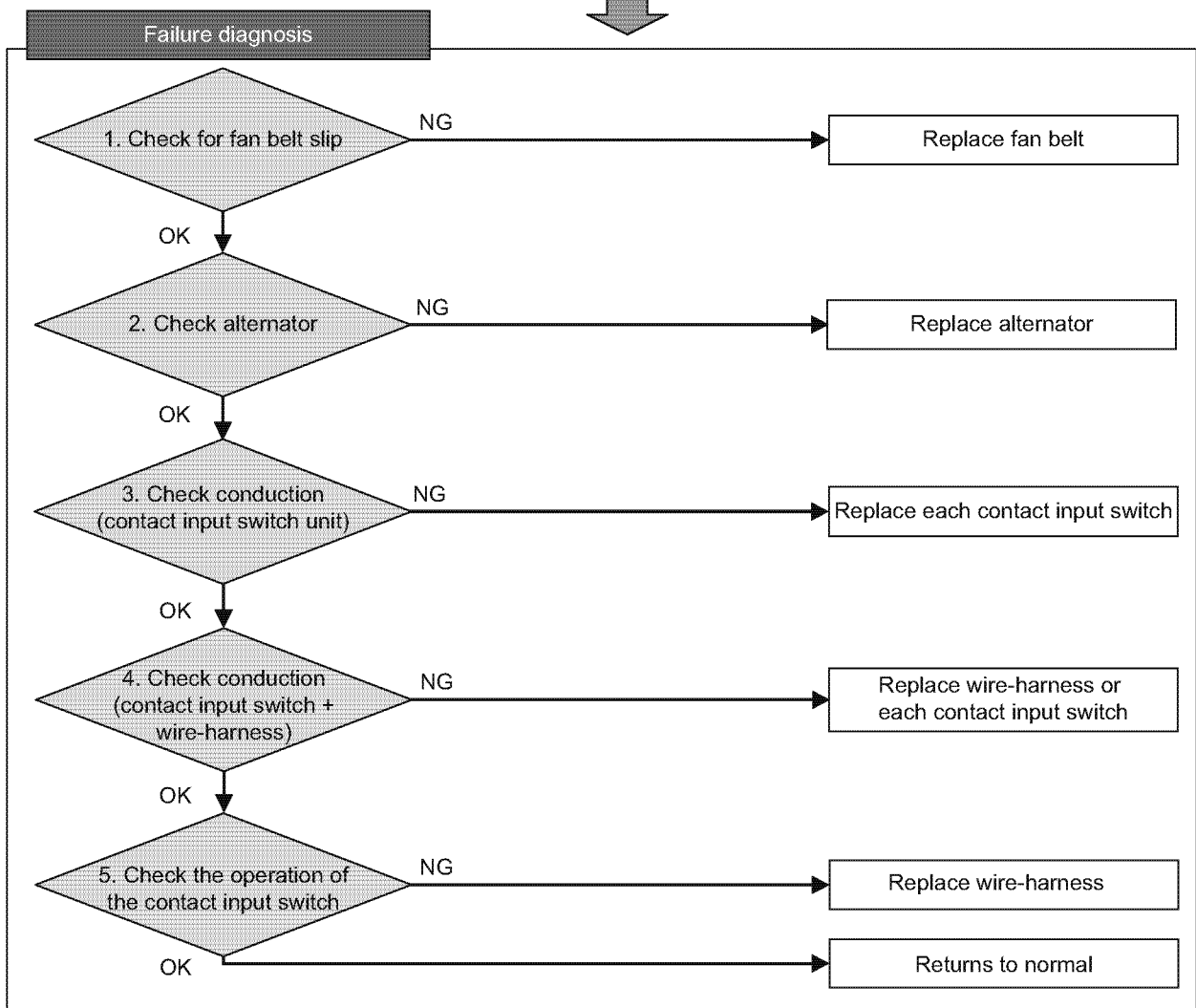
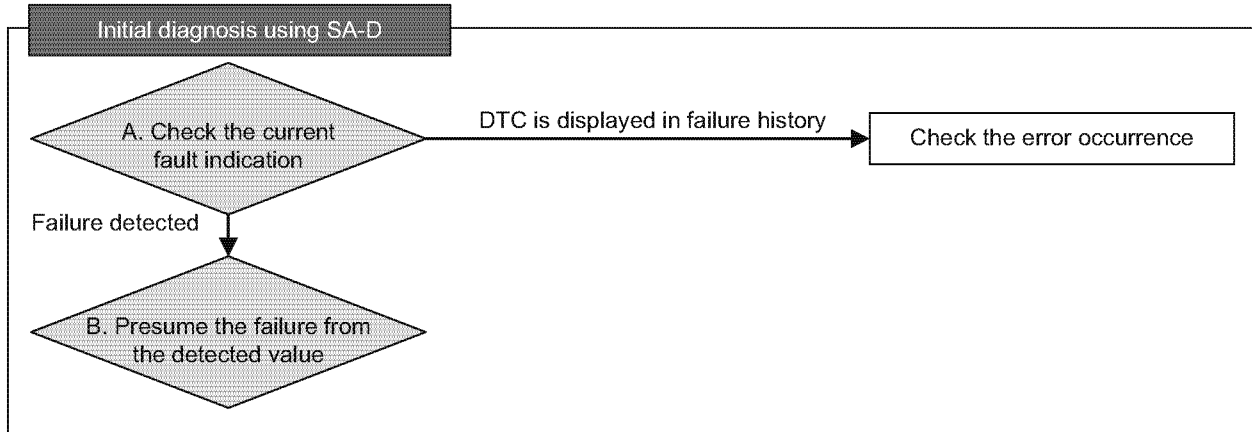
3.2.43. Contact input related 3

Related DTC

P code	P1568	Charge alarm
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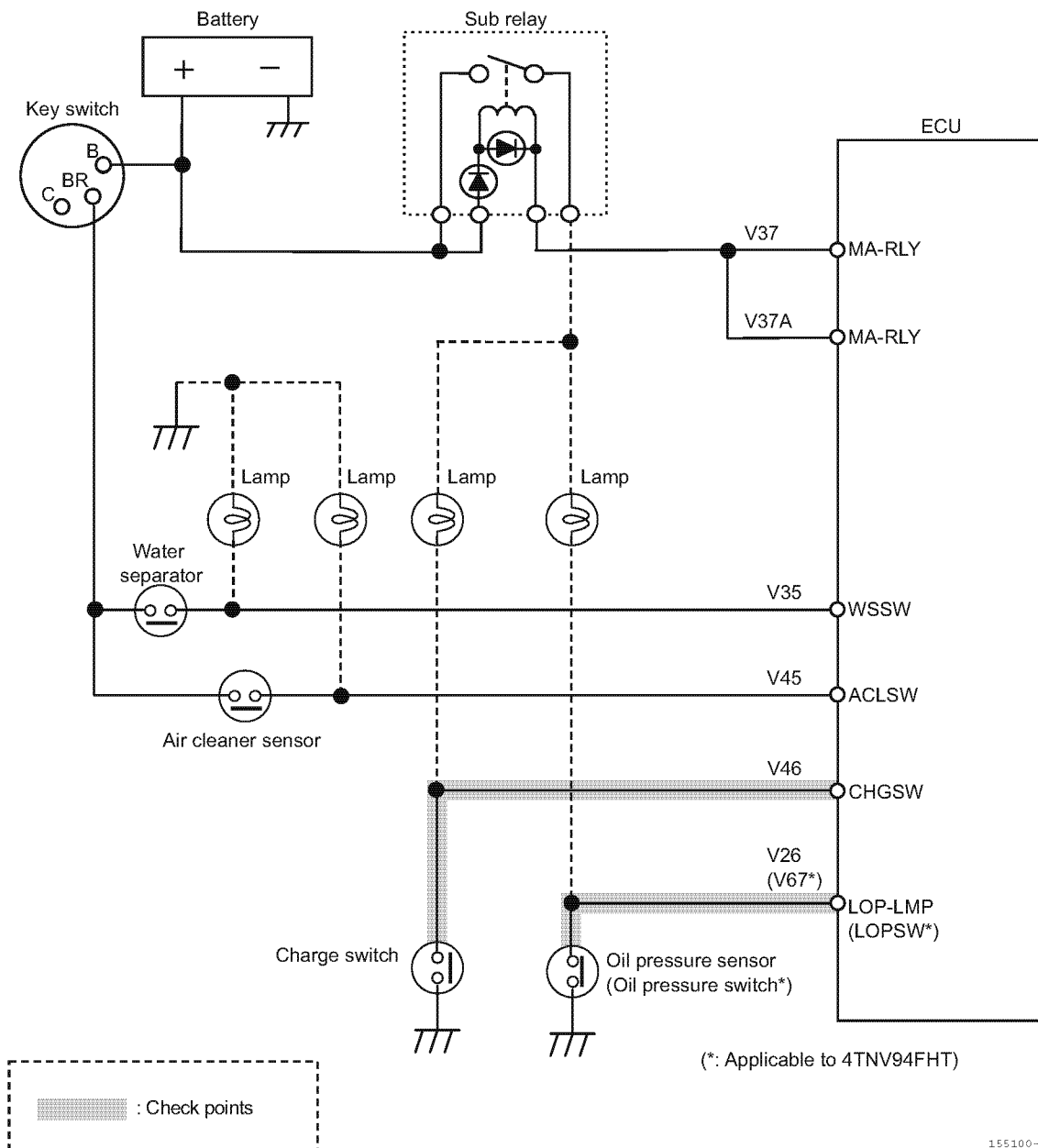
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154796-00EN

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking for fan belt slip

NG	Replace the fan belt.
OK	Go to "Checking the alternator".

2. Checking the alternator

NG	Replace the alternator.
OK	Go to "Checking the conduction (contact input switch unit)".

3. Checking the conduction (contact input switch unit)

1-Turn OFF the key switch.

2-Remove the wire-harness from each contact input switch.

3-Using a circuit tester, check the conduction between the contact input terminal and the body frame while referring to the following table.

Item	Terminal name (Terminal No.)	Conduction (between terminal and body frame)	State
Oil pressure switch Oil pressure sensor	LOPSW (V67) LOP-LMP (V26)	Yes	OK: Normal
		No	NG: Error
Charge switch	CHGSW (V46)	No	OK: Normal
		Yes	NG: Error

NG	Replace the contact input switch.
OK	Go to "Checking the conduction (contact input switch and wire-harness)".

4. Checking the conduction (contact input switch and wire-harness)

1-Connect the contact input switch to the wire-harness. Remove the ECU from the wire-harness.

2-Using the circuit tester, measure the conduction between the ECU coupler terminal and the body frame of the wire-harness. See 1. for the name of the terminals to check.

NG	<ul style="list-style-type: none"> • A coupler failure between the contact input switch and the wire-harness may be caused. • Replace the contact input switch. • Replace the wire-harness.
OK	Go to "Check the operation of the contact input switch".

5. Checking the operation of the contact input switch

1-Connect all couplers (contact input switch, ECU, junction coupler).

2-Connect SA-D, turn ON the key switch, and then log in to SA-D.

3-Using SA-D's "Diagnosis Test: Digital input", monitor each indicated item, and check the ON/OFF display of the contact input switch under specific conditions.

Item	Check condition	ON/OFF indication	State
Oil pressure sensor	Before engine startup	ON	OK: Normal
		OFF	NG: Error
	During engine operation	OFF	OK: Normal
		ON	NG: Error
Charge switch	Before engine startup	ON	OK: Normal
		OFF	NG: Error
	During engine operation	OFF	OK: Normal
		ON	NG: Error

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	Turn OFF the power after clearing the error, and turn ON the power after the after-run is completed.

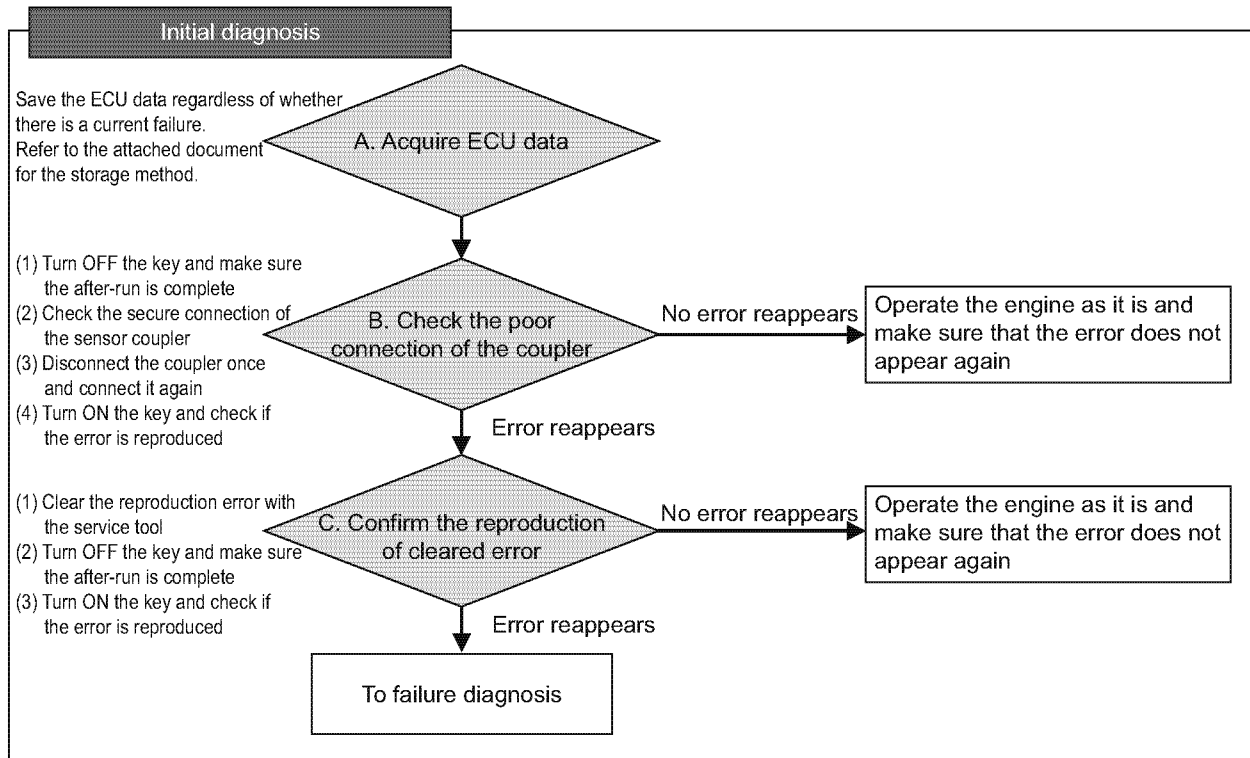
3.2.44. Contact input related 4

Related DTC

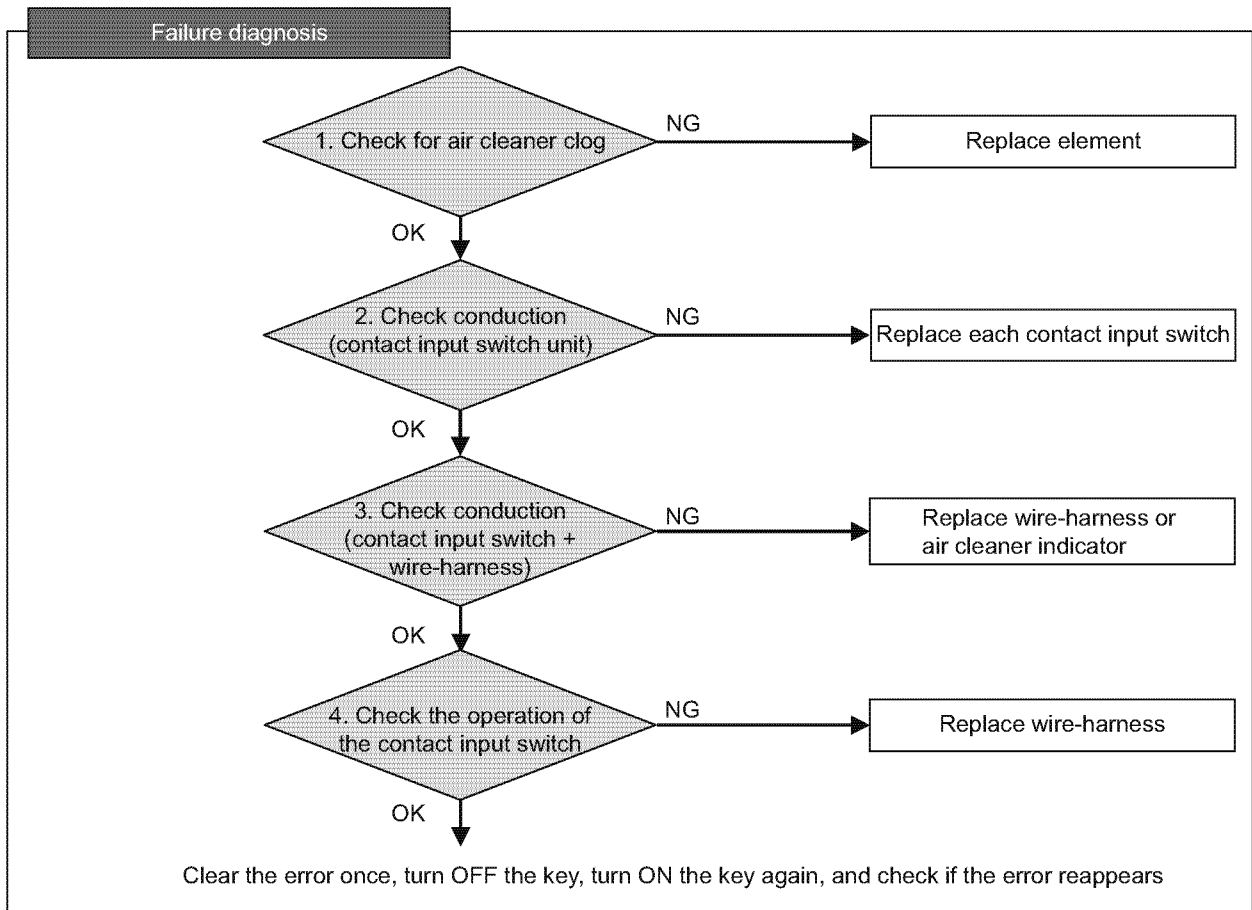
P code	P1101	Air cleaner clogged alarm
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

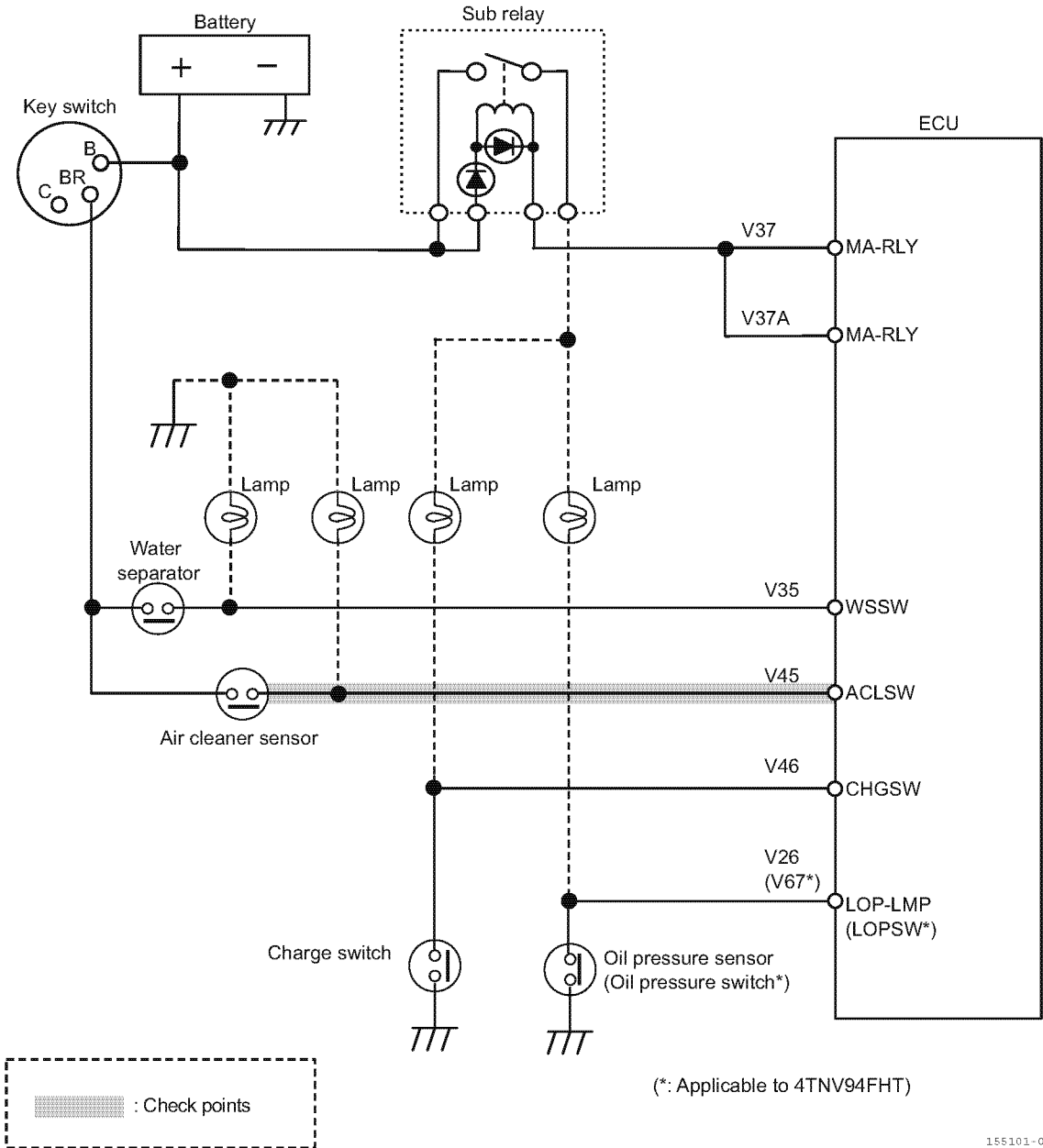


154810-00EN



154797-00EN

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking for air cleaner clog

NG	Replace the element.
OK	Go to "Checking the conduction (air cleaner indicator unit)".

2. Checking the conduction (air cleaner indicator unit)

1-Turn OFF the key switch.

2-Remove the wire-harness from air cleaner indicator.

3-Using a circuit tester, check the conduction between the contact input terminals of air cleaner indicator while referring to the following table.

Item	Terminal name (Terminal No.)	Conduction (between each switch terminal)	State
Air cleaner indicator	ACLSW (V45)	No	OK: Normal
		Yes	NG: Error

NG	Replace the air cleaner indicator.
OK	Go to "Checking the conduction (air cleaner indicator and wire-harness)".

3. Checking the conduction (air cleaner indicator and wire-harness)

1-Connect the air cleaner indicator to the wire-harness. Remove the ECU and the sub relay from the wire-harness.

2-Use the circuit tester to check the conduction between the ECU coupler terminal and the sub relay terminal of the wire-harness. See above 1. for the name of the terminals to check.

NG	<ul style="list-style-type: none"> A coupler failure between the air cleaner indicator and the wire-harness may be caused. Replace the air cleaner indicator. Replace the wire-harness.
OK	Go to "Checking the operation of the air cleaner indicator".

4. Checking the operation of the air cleaner indicator

1-Connect all couplers (air cleaner indicator, ECU, and sub relay).

2-Connect SA-D, turn ON the key switch, and then log in to SA-D.

3-Using SA-D's "Diagnosis Test: Digital input", monitor each indicated item, and check the ON/OFF display of the contact input switch under specific conditions.

Item	ON/OFF indication	State
Air cleaner indicator	OFF	OK: Normal
	ON	NG: Error

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	Turn OFF the power after clearing the error once, and turn ON the power after the after-run is completed.

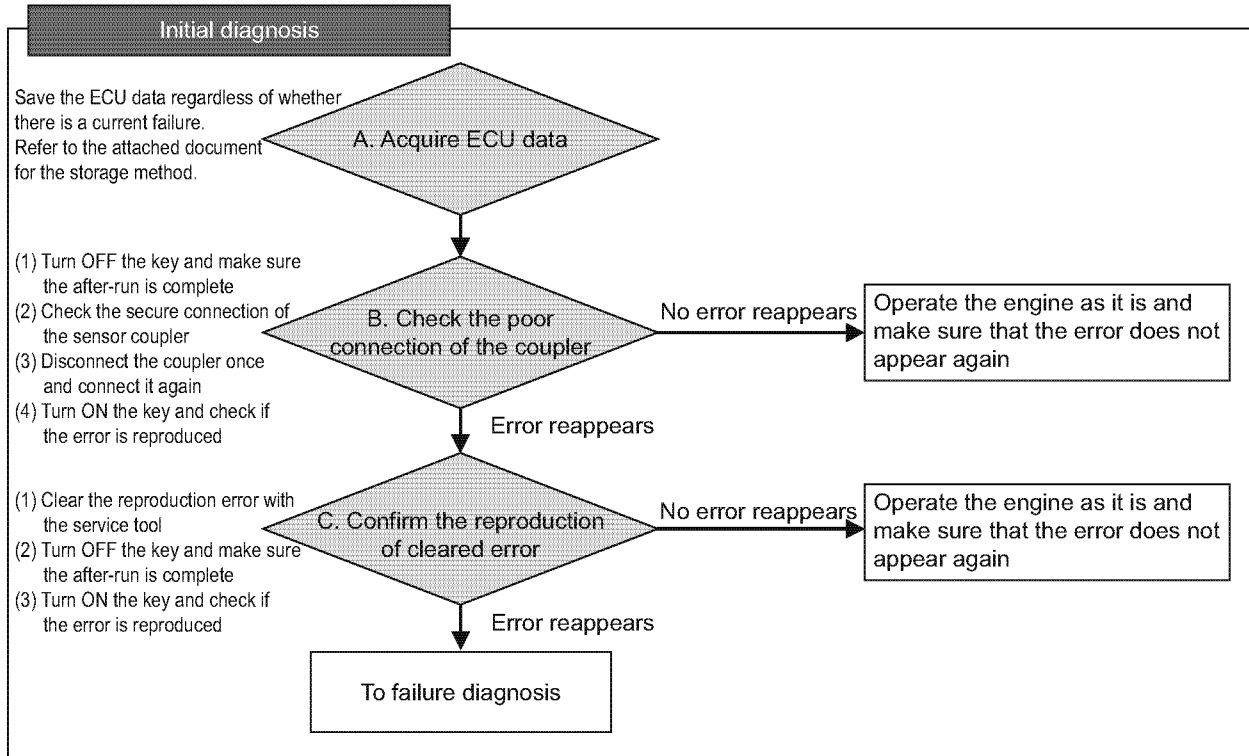
3.2.45. Contact input related 5

Related DTC

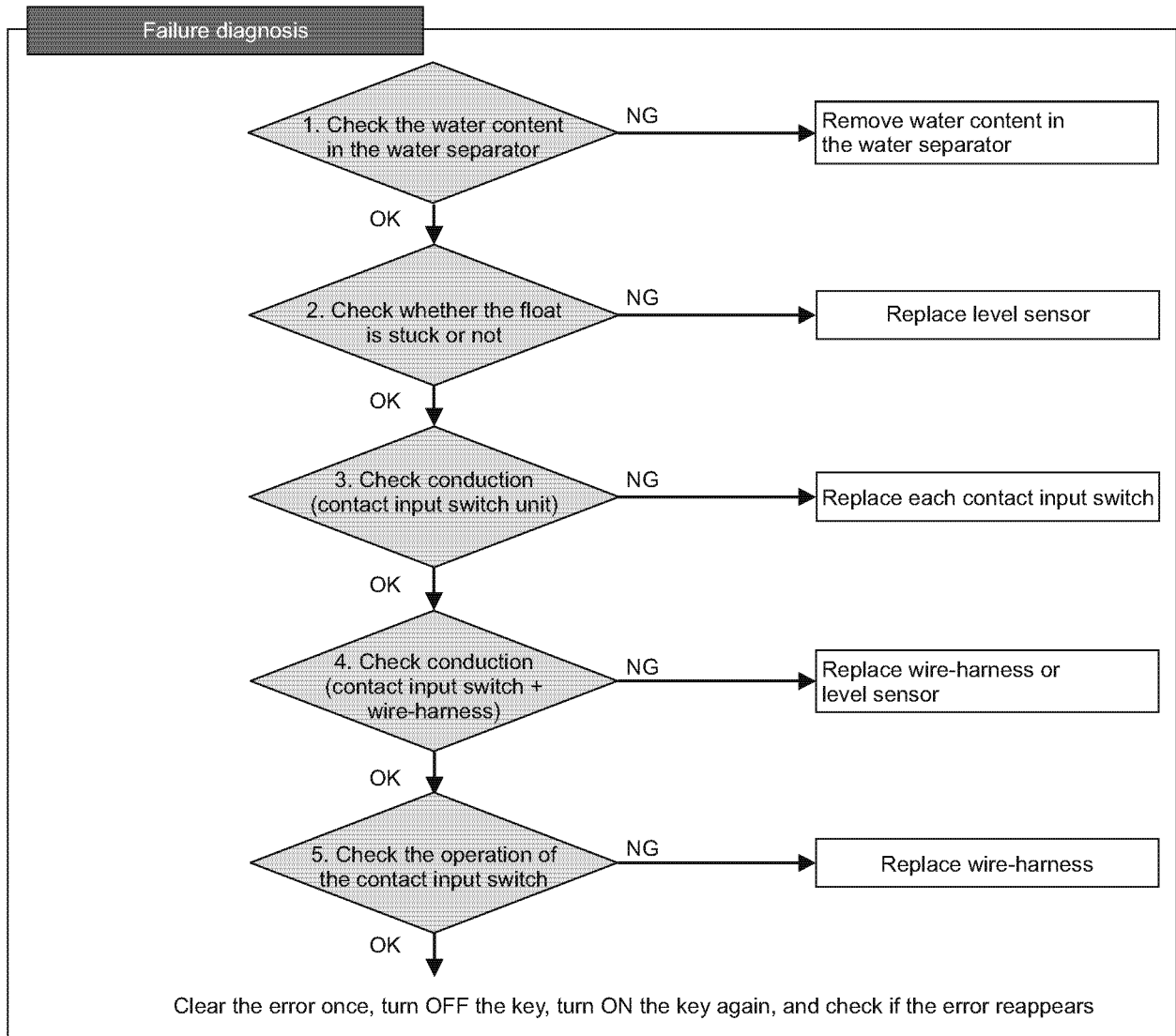
P code	P1151	Water separator alarm
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

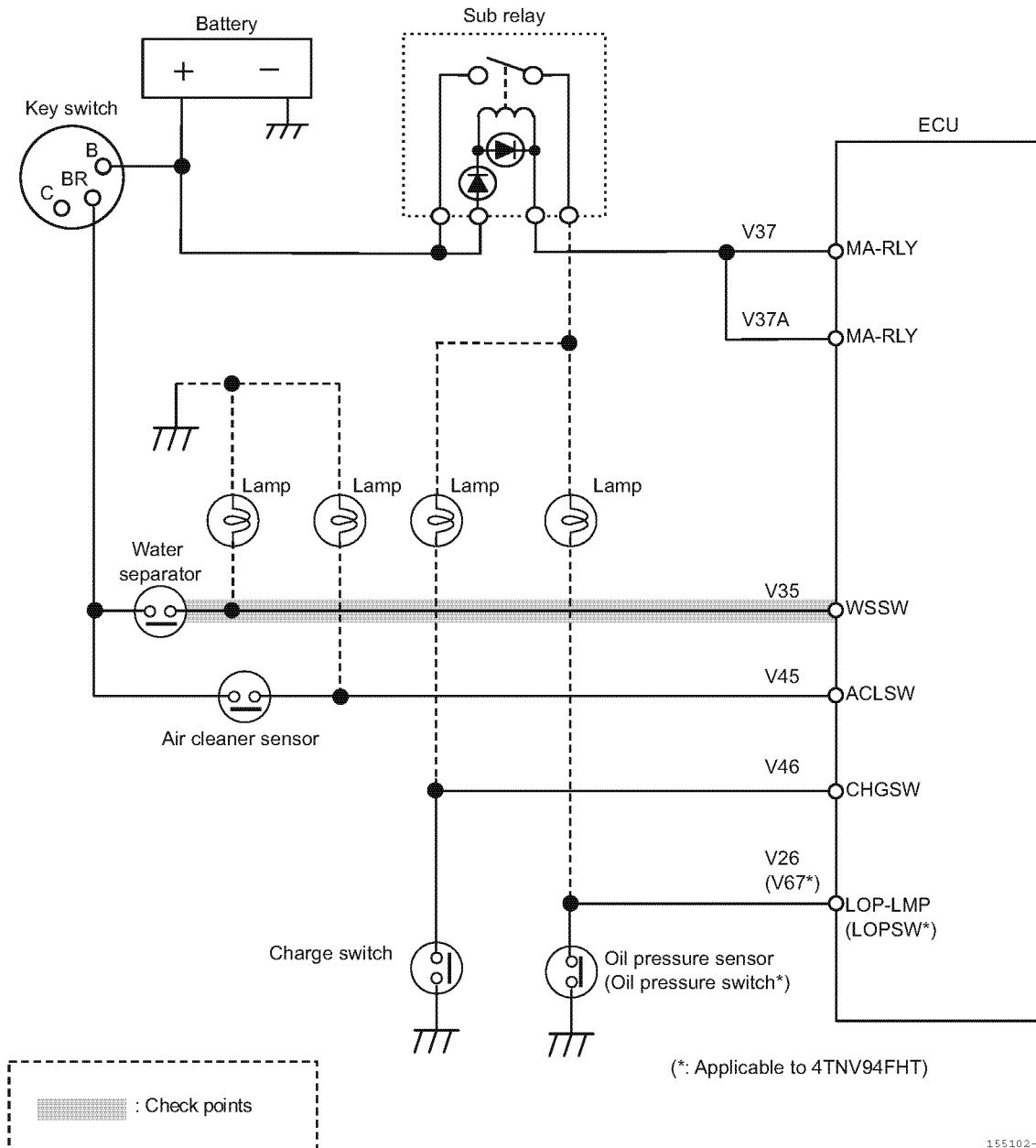


154810-00EN



154798-00EN

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the water content in the water separator

NG	Remove the water in the water separator.
OK	Go to "Checking the conduction (level sensor unit)".

2. Checking whether the float is stuck or not

1-Remove the level sensor.

2-Move the float by hand to check if the float does not stick or slide.

NG	Replace the level sensor.
OK	Go to "Checking the conduction (level sensor unit)".

3. Checking the conduction (level sensor unit)

1-Turn OFF the key switch.

2-Remove the wire-harness from level sensor.

3-Using a circuit tester, check the conduction between the contact input terminals of level sensor while referring to the following table.

Item	Terminal name (Terminal No.)	Conduction (between each switch terminal)	State
Water separator switch	WSSW (V35)	No	OK: Normal
		Yes	NG: Error

NG	Replace the level sensor.
OK	Go to "Checking the conduction (level sensor and wire-harness)".

4. Checking the conduction (level sensor and wire-harness)

1-Connect the level sensor to the wire-harness. Remove the ECU and the sub relay from the wire-harness.

2-Use the circuit tester to check the conduction between the ECU coupler terminal and the sub relay terminal of the wire-harness. See above 1. for the name of the terminals to check.

NG	<ul style="list-style-type: none"> A coupler failure between the level sensor and the wire-harness may be caused. Replace the level sensor Replace the wire-harness.
OK	Go to "Checking the operation of the level sensor".

5. Checking the operation of the level sensor

1-Connect all couplers (level sensor, ECU, and sub relay).

2-Connect SA-D, turn ON the key switch, and then log in to SA-D.

3-Using SA-D's "Diagnosis Test: Digital input", monitor each indicated item, and check the ON/OFF display of the level sensor under specific conditions.

Item	ON/OFF indication	State
Level sensor	OFF	OK: Normal
	ON	NG: Error

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	Turn OFF the power after clearing the error once, and turn ON the power after the after-run is completed.

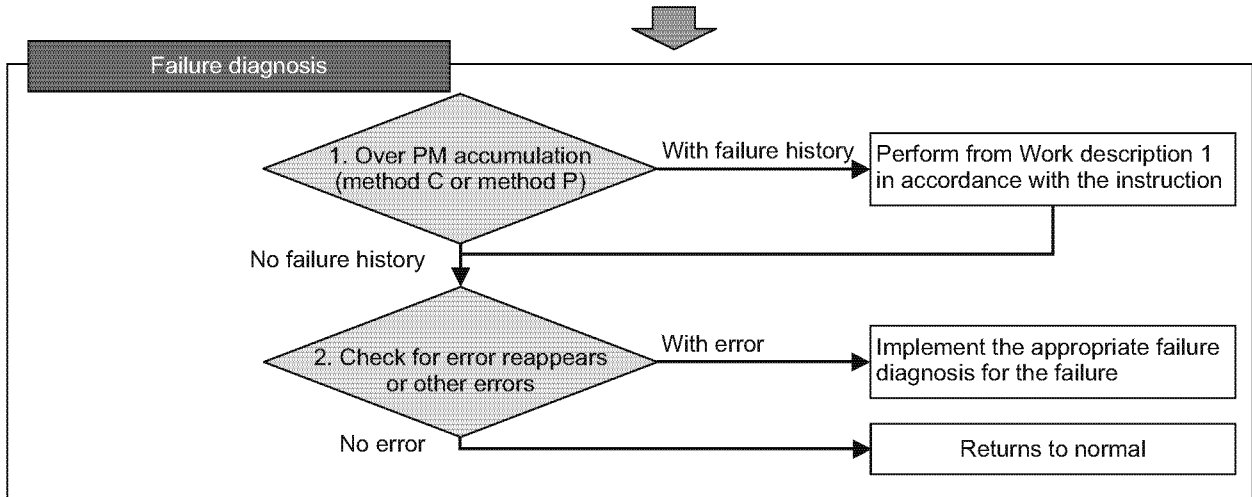
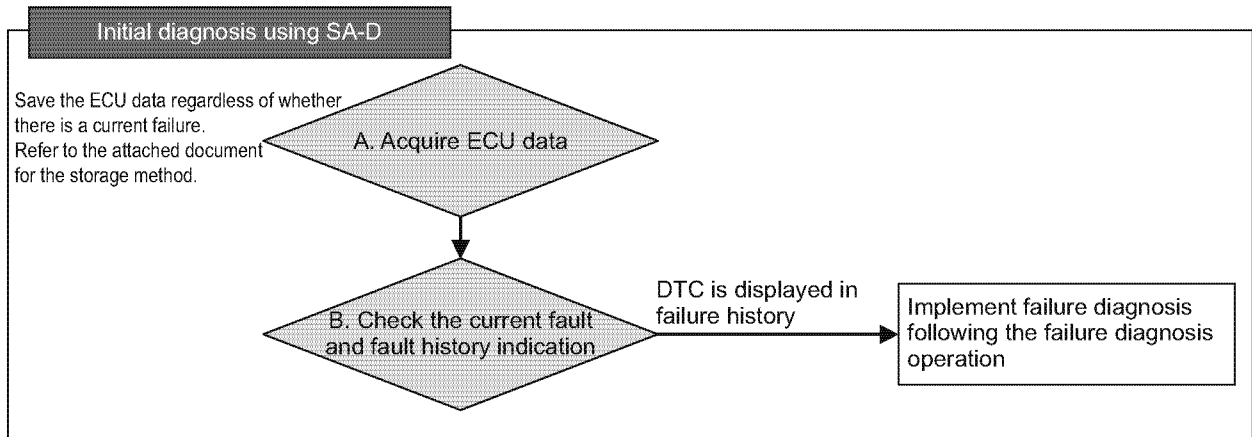
3.2.46. Excessive PM accumulation

Related DTC

P code	P2463	Excessive PM accumulation (method C)
	P1463	Excessive PM accumulation (method P)

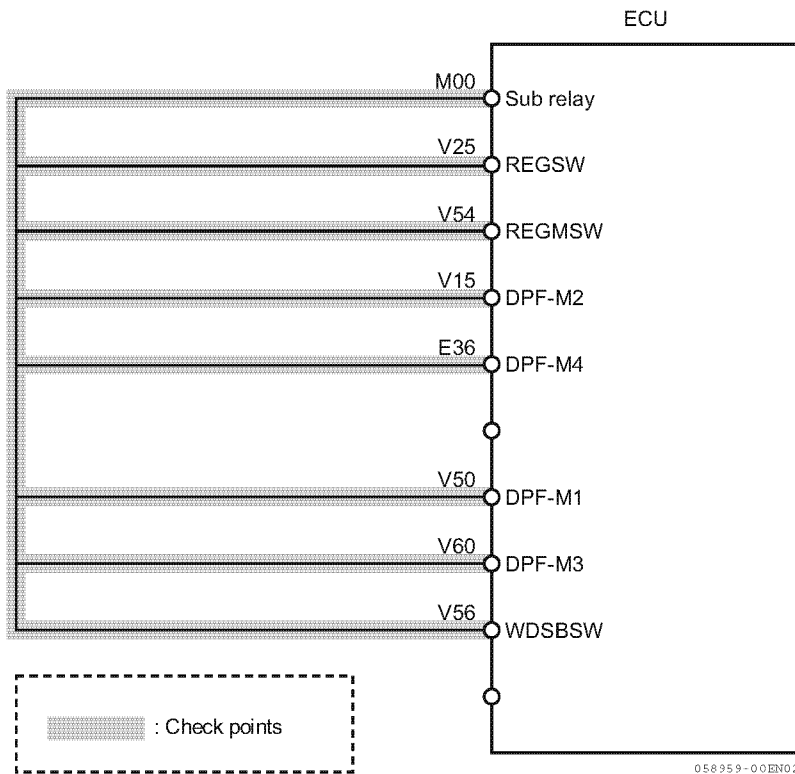
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154799-00EN

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Exhaust piping, pressure hose, and pressure pipe error

1-Make sure that there is nothing wrong (disconnections and damages) with the exhaust piping, pressure hose, or pressure pipe.

If there is something wrong with the exhaust pipe system.	Fix the problem and proceed to procedure 2 of Work description.
If the exhaust pipe system is fine.	Proceed to procedure 2 of Work description.

2. DPF differential pressure sensor system error

1- If “P2452: DPF differential pressure sensor abnormal rise in differential pressure” is occurring at the same time, refer to the procedure for “P2452: DPF differential pressure sensor abnormal rise in differential pressure”.

When DPF differential pressure sensor error is occurring.	Fix the DPF differential pressure sensor system error, and then proceed to procedure 4 of Work description.
When DPF differential pressure sensor error is not occurring.	Proceed to procedure 4 of Work description.

3. DPF intermediate temperature sensor system error

1-Make sure that “P0420: DPF intermediate temperature abnormal (abnormally low)” is not occurring at the same time.

When DPF intermediate temperature sensor system error is occurring.	Fix the DPF intermediate temperature sensor, and then proceed to procedure 4 of Work description.
When DPF intermediate temperature sensor system error is not occurring.	Proceed to procedure 4 of Work description.

4. Ask the operator if he/she has been doing the stationary regeneration

If the stationary regeneration has been done.	Proceed to procedure 5 of Work description.
If the stationary regeneration has not been done.	Explain the operator how to use the stationary regeneration, and then proceed to procedure 5 of Work description.

5. Checking the DPF regeneration request lamp, DPF regeneration inhibit lamp, regeneration inhibit switch, and interlock switch

1- Make sure if the connection of the lamp related to the DPF regeneration is the same as the above wiring diagram

1-Turn OFF the ECU power.

2-Remove the wire-harness from each contact input.

3-Using a circuit tester, check the conduction between the contact input terminals of each lamp while referring to the following table.

Item	Terminal No.		Conduction	State
DPF Regeneration request lamp	M00	V50	Yes	OK: Normal
			No	NG: Error
DPF Regeneration Inhibit lamp	M00	V15	Yes	OK: Normal
			No	NG: Error

2- Checking the regeneration request switch, the regeneration inhibit switch, and the interlock switch

1-Connect the SA-D, operate the regeneration request switch, the regeneration inhibit switch, and the interlock switch to make sure that the contact ON/OFF switches properly.

See “SA-D Operation Manual” for details on SA-D operation.

The ON/OFF can either be switched with contact points or CAN communication depending on the specifications.

2-DPF regeneration inhibit switch: Inhibited, When the inhibited state is continued, Turn OFF the DPF regeneration inhibit switch.

If there is something wrong with the lamp or switch.	Replace the wire-harness, and then proceed to procedure 6 of Work description.
If the lamp and switch are fine.	Proceed to procedure 6 of Work description.

6. Perform the recovery regeneration.

See “SA-D Operation Manual” for details on recovery regeneration.

After the recovery regeneration, check that the failure has been solved.

7. Checking for current failure

If there is currently a failure, please take action for the part where the error occurred.

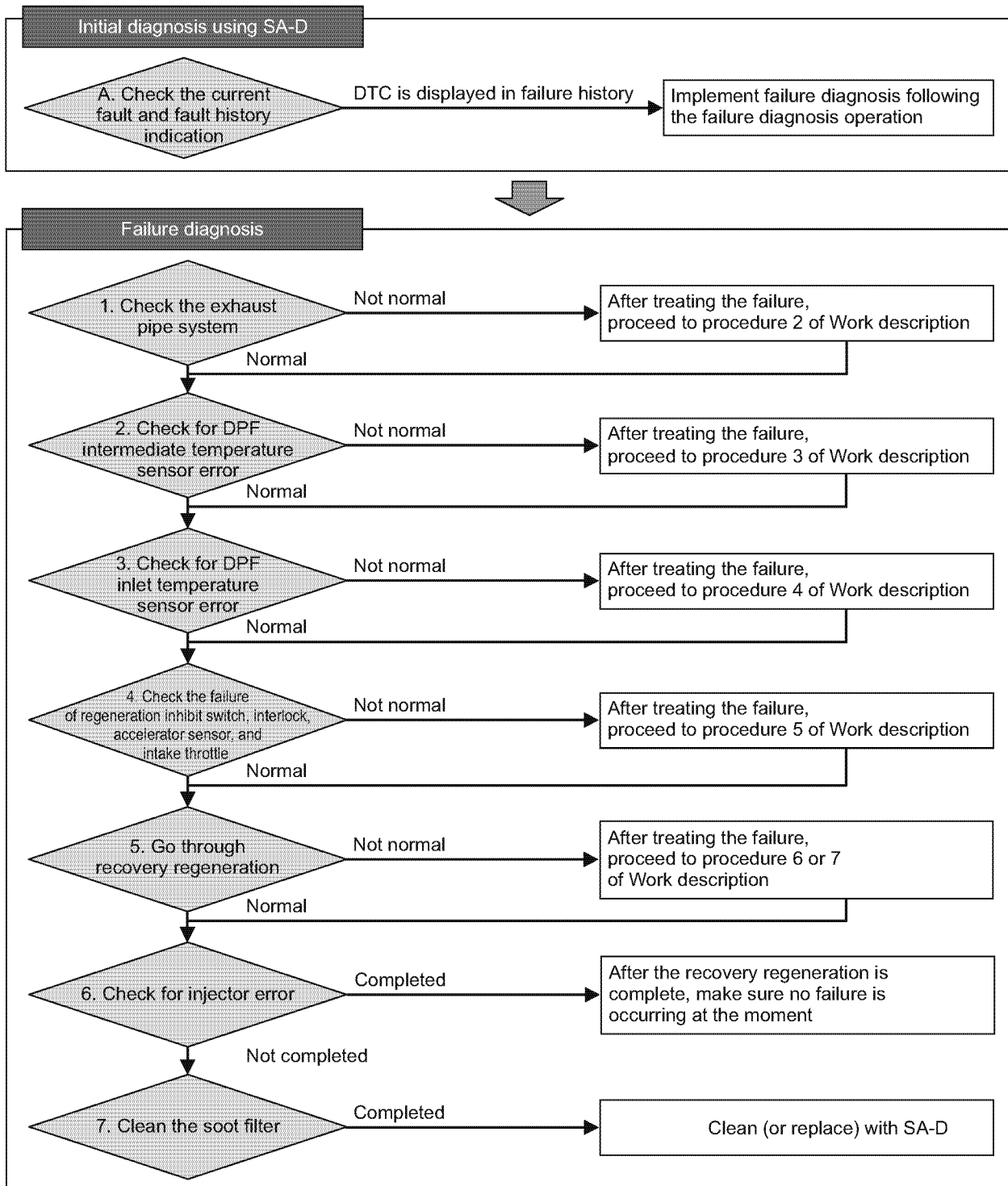
3.2.47. Regeneration failure 1

Related DTC

P code	P2458	Regeneration failure (stationary regeneration failure)
	P1445	Regeneration failure (recovery regeneration failure)

Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



154800-00EN

Work description

1. Exhaust piping, pressure hose, and pressure pipe error

1-Make sure that there is nothing wrong (disconnections and damages) with the exhaust piping, pressure hose, or pressure pipe.

If there is something wrong with the exhaust pipe system.	Fix the problem and proceed to procedure 2 of Work description.
If the exhaust pipe system is fine.	Proceed to procedure 2 of Work description.

2. DPF intermediate temperature sensor system error

1-Make sure that "P0420: DPF intermediate temperature abnormal (abnormally low)" is not occurring at the same time.

When DPF intermediate temperature sensor system error is occurring.	Fix the DPF intermediate temperature sensor, and then proceed to procedure 3 of Work description.
When DPF intermediate temperature sensor system error is not occurring.	Proceed to procedure 3 of Work description.

3. DPF inlet temperature sensor error.

1-Check the resistance value of the DPF inlet temperature sensor with reference to the failure diagnosis items in "P1427: DPF inlet temperature sensor error (voltage low)", etc.

If the resistance value of the DPF inlet temperature sensor is out of the range.	Fix the DPF inlet temperature sensor failure, and then proceed to procedure 4 of Work description.
If the resistance value of the DPF inlet temperature sensor is within the range	Proceed to procedure 4 of Work description.

4. Checking the failure of regeneration inhibit switch, interlock, accelerator sensor, and intake throttle.

For each of them, refer to the troubleshooting items of the relevant parts.

5. Perform the recovery regeneration. There are two ways to perform the recovery regeneration.

- SA-D Changing Operation Manual
- See the long press of switch

The long press time varies according to models. Consult your authorized YANMAR industrial engine dealer or distributor for details.

If the recovery regeneration is completed.	After the recovery regeneration, check that the failure has been solved.
If the recovery regeneration is not completed.	After recovery regeneration is completed, and if the recovery regeneration is failed, proceed to procedure 6 of Work description.

6. Injector failure

1-Remove the injector, and replace the nozzle.

If there is something wrong such deposits.	Fix the injector failure in accordance with the Service Manual. If the recovery regeneration(optional) function is equipped, proceed to procedure 5 of Work description. If the recovery regeneration (optional) function is not equipped, proceed to procedure 6 of Work description.
If the injector works properly.	Install the injector again. If the recovery regeneration (optional) function is equipped, proceed to procedure 5 of Work description. If the recovery regeneration (optional) function is not equipped, proceed to procedure 6 of Work description.

7. Clean the soot filter (SF)

Using SA-D, clean (replace) the soot filter (SF). See "SA-D Operation Manual" for details.

Remarks: Replace the DPF (DOC + SF), when "P1445: Regeneration failure (recovery regeneration failure)" occurs again.

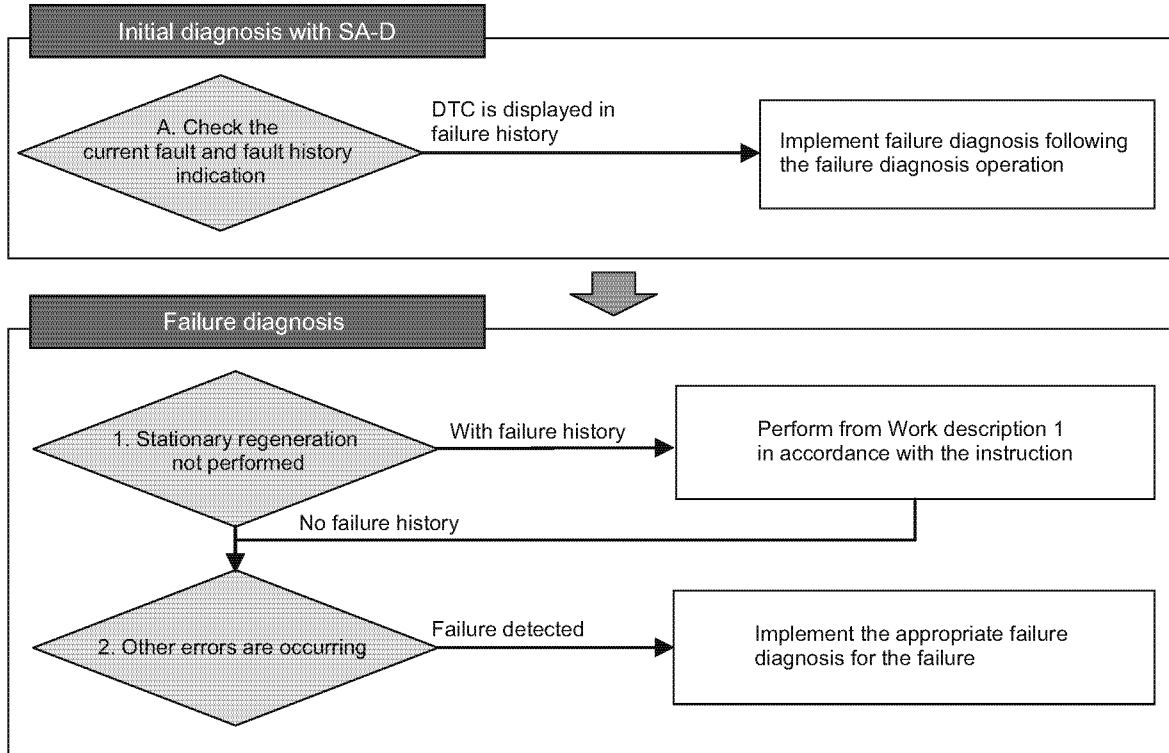
3.2.48. Regeneration failure 2

Related DTC

P code	P2459	Regeneration failure (stationary regeneration not performed)
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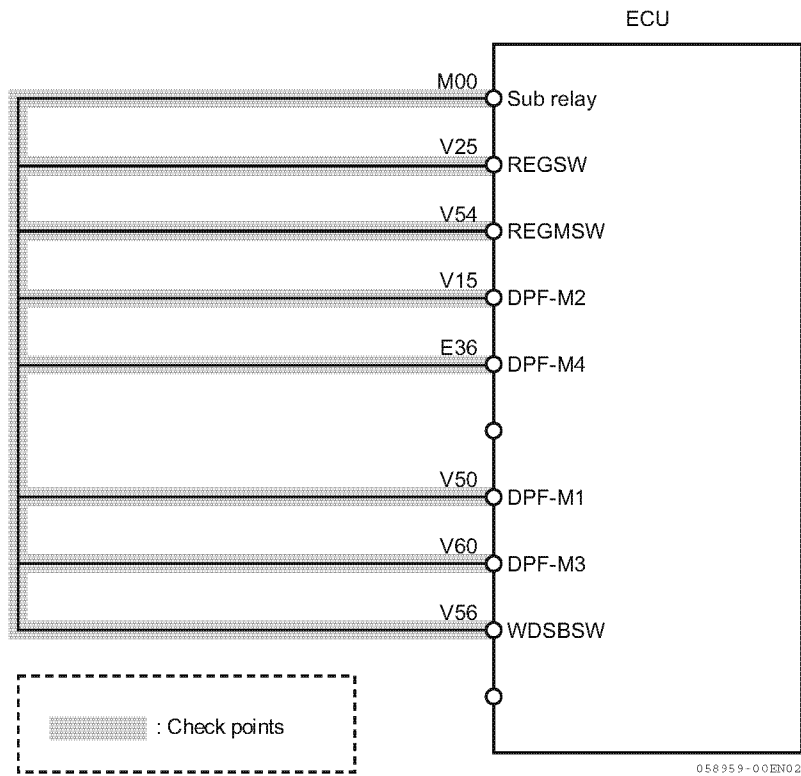
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



058961-00EN00

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Regeneration for the stationary regeneration request is not performed

- 1- Make sure if the connection of the switch and lamp related to the DPF regeneration is the same as the above wiring diagram.

The ON/OFF can either be switched with contact points or CAN communication depending on the specifications.

2- Checking the conduction (contact input switch unit)

1-Turn OFF the ECU power.

2-Remove the wire-harness from each contact input.

3-Using a circuit tester, check the conduction between the contact input terminals of each lamp while referring to the following table.

Item	Terminal No.		Conduction	State
DPF regeneration request lamp.	M00	V50	Yes	OK: Normal
			No	NG: Error
DPF regeneration inhibit lamp.	M00	V15	Yes	OK: Normal
			No	NG: Error

3- Checking the regeneration request switch, the regeneration inhibit switch, and the interlock switch

1-Connect the SA-D, operate the regeneration request switch, the regeneration inhibit switch, and the interlock switch to make sure that the contact ON/OFF switches properly.

See "SA-D Operation Manual" for details on SA-D operation.

2-DPF regeneration inhibit switch: Inhibited, When the inhibited state is continued, Turn OFF the DPF regeneration inhibit switch.

If the conduction in switch or lamp is failed.	Replace the wire-harness, and then proceed to procedure 2 of Work description.
When DPF differential pressure sensor error is not occurring.	Proceed to procedure 2 of Work description.

2. Perform the recovery regeneration. There are two ways to perform the recovery regeneration.

- SA-D Changing Operation Manual.
- See the long press of switch.

The long press time varies according to models. Consult your authorized YANMAR industrial engine dealer or distributor for details.

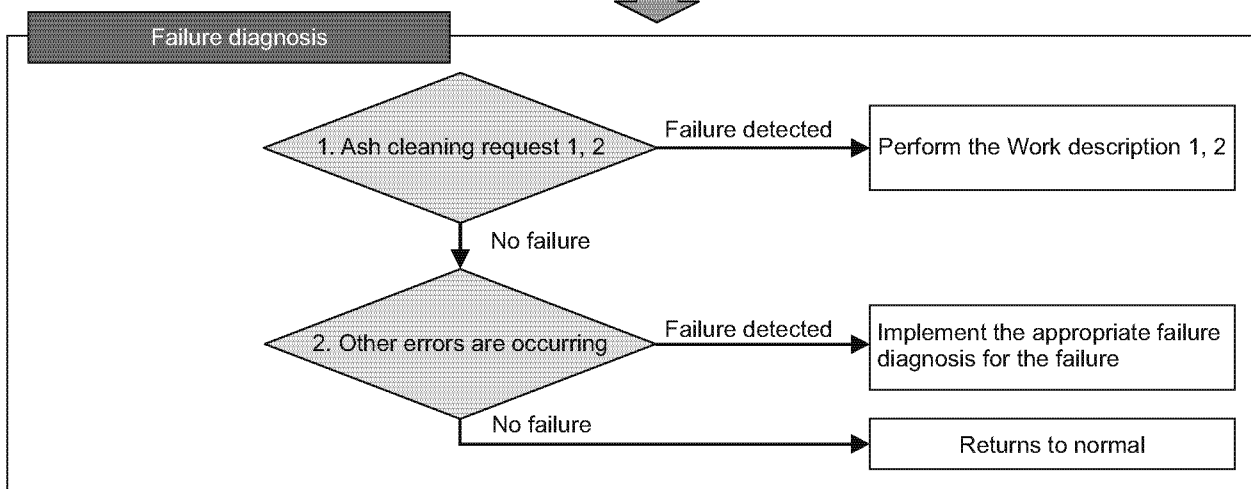
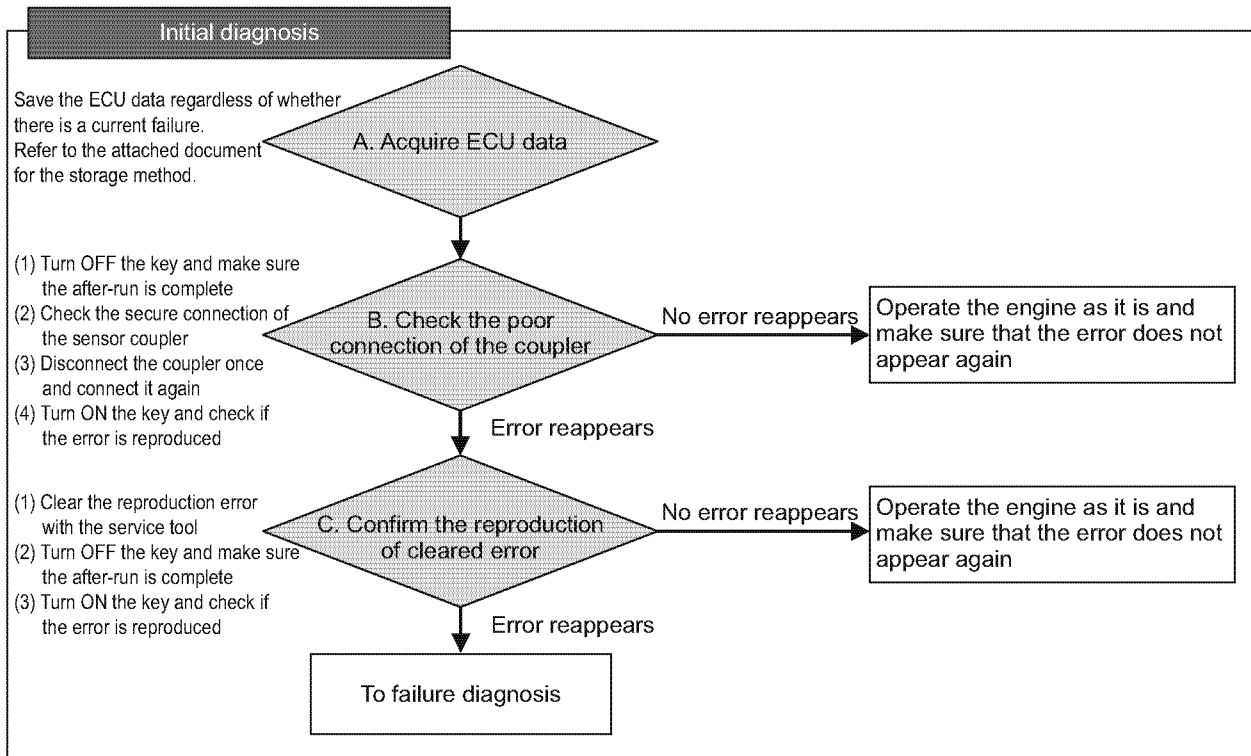
3.2.49. Ash cleaning request

Related DTC

P code	P242F	Ash cleaning request 1
	P1420	Ash cleaning request 2

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154801-002N

Work description

1. Clean (replace) the soot filter (SF).

Connect to SA-D, and clean (replace) the soot filter (SF) according to the soot filter (SF) replacement procedure.

See "SA-D Operation Manual" for details on soot filter (SF) replacement.

Consult your authorized YANMAR dealer or distributor for soot filter (SF) cleaning.

2. Make sure that Ash cleaning request 1 and 2 are not shown now.

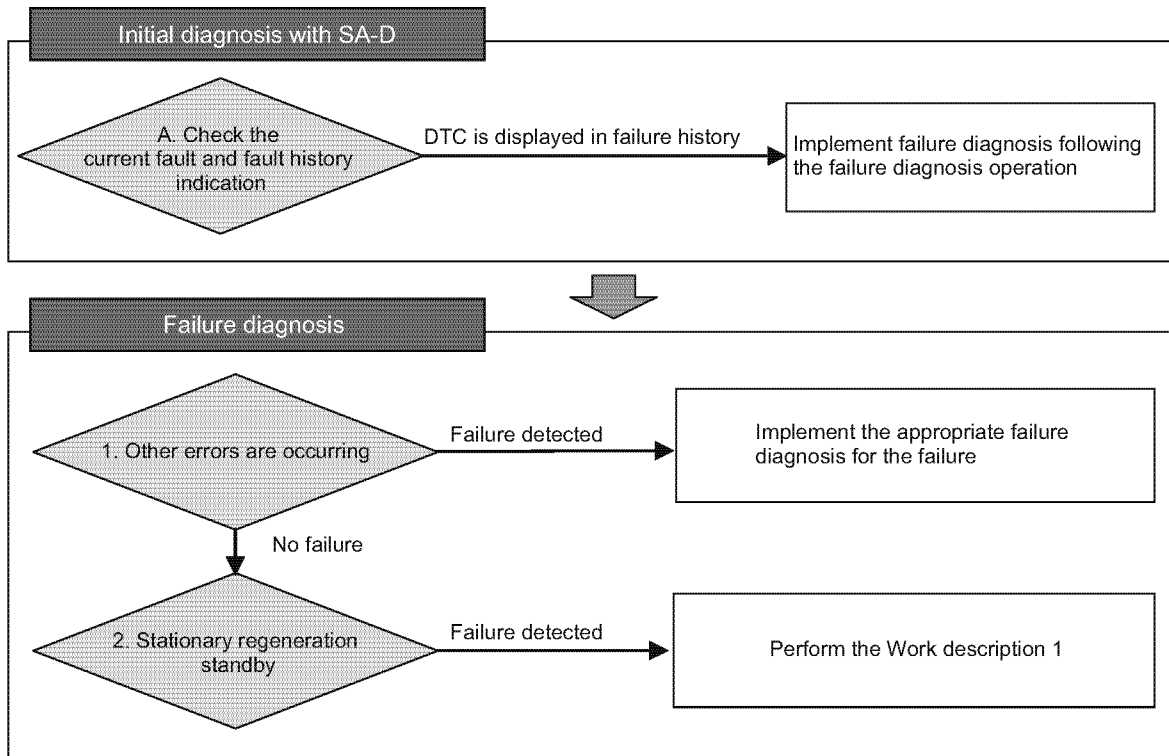
3.2.50. Stationary regeneration standby

Related DTC

P code	P1421	Stationary regeneration standby
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



058963-00EN00

Work description

1. PM may be accumulated, which required stationary regeneration.
Perform the stationary regeneration.

If the stationary regeneration request is repeated immediately after executing the stationary regeneration, there is a possibility of injector failure or intake system abnormality. In that case, check the malfunction such as blockage of the intake system, or check the injector.

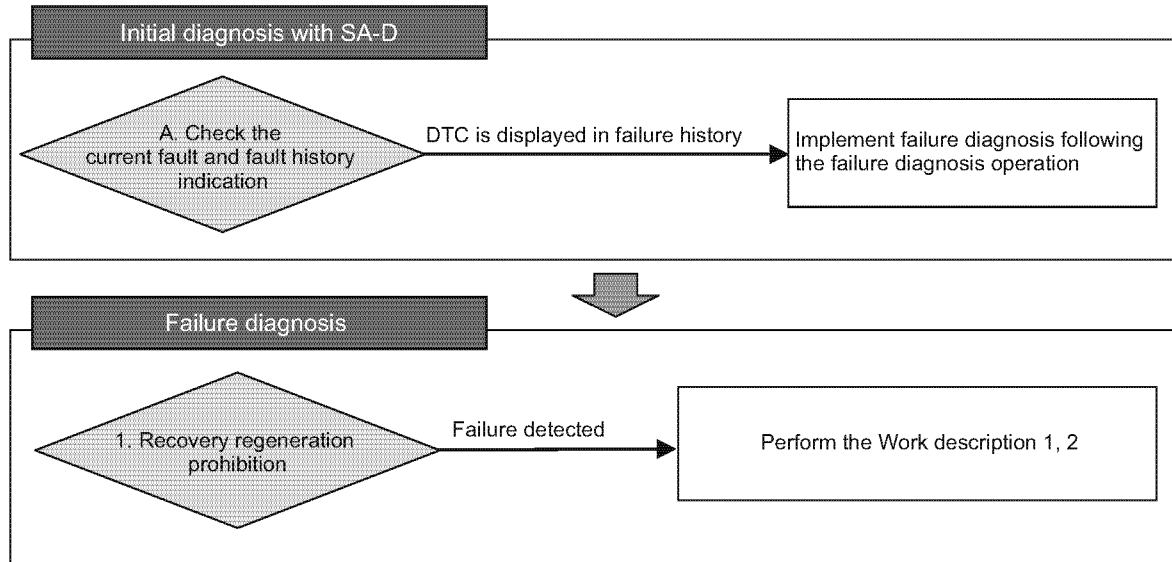
3.2.51. Recovery regeneration is inhibited

Related DTC

P code	P1446	Recovery regeneration is inhibited
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



058964-00EN00

Work description

1. Too much PM is accumulated in soot filter (SF). Replace the soot filter (SF).
Connect to SA-D, and clean (replace) the soot filter (SF) according to the soot filter (SF) replacement procedure.
See “SA-D Operation Manual” for details on soot filter (SF) replacement.
2. Make sure that “recovery regeneration is inhibited” is not shown now.
If the failure is currently reproduced, troubleshoot the differential pressure sensor.

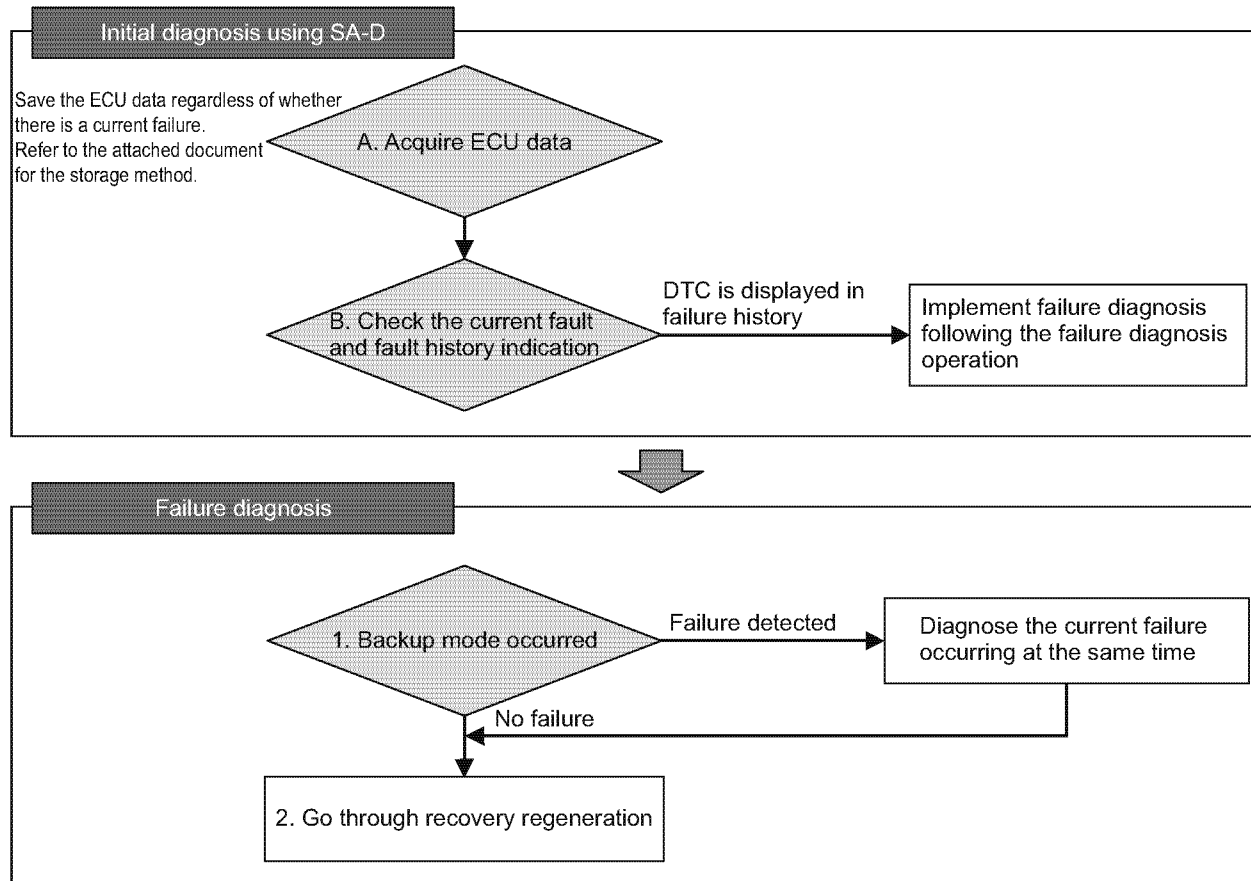
3.2.52. Backup mode

Related DTC

P code	P1424	Backup mode
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



Work description

1. When this error is detected, one of the followings is detected at the same time: “P2463: Excessive PM accumulation (method C)”, “P1463: Excessive PM accumulation (method P)”, “P2458: Regeneration failure (stationary regeneration failure)”, and “P2459: Regeneration failure (stationary regeneration not performed)”.

When recovery regeneration failed, “P1445: Regeneration failure (recovery regeneration failure)” may be detected.

Be sure to perform the failure diagnosis for the respective part first.

2. Perform the recovery regeneration.

See “SA-D Operation Manual” for details on recovery regeneration.

After the recovery regeneration, check that the failure has been solved.

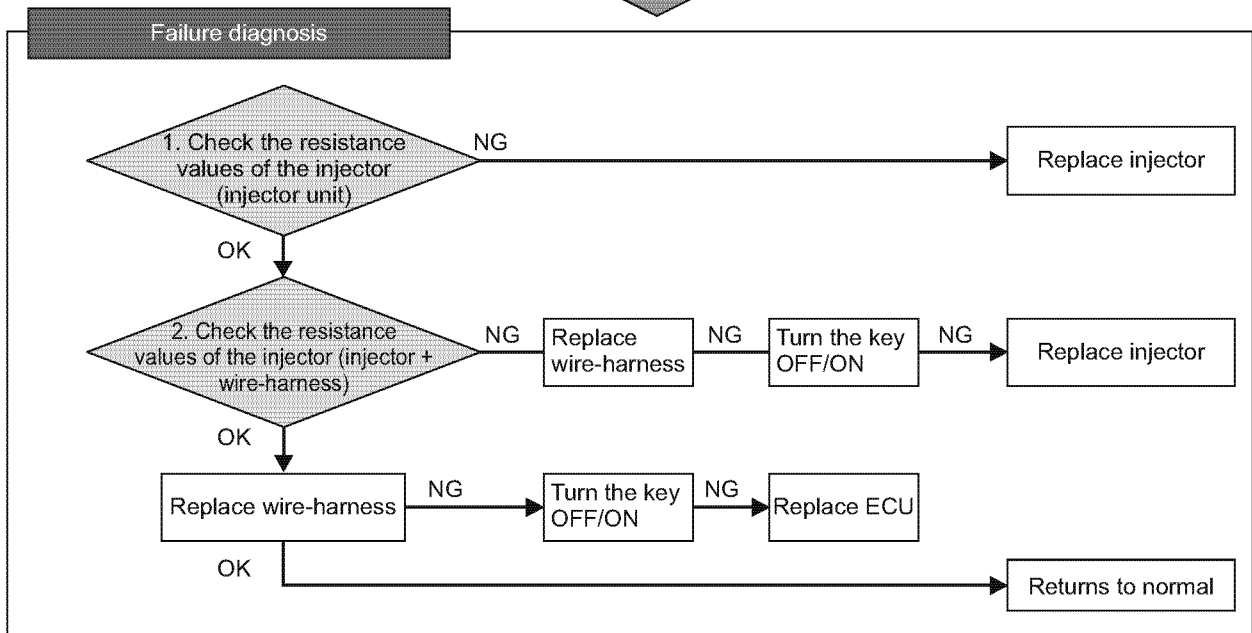
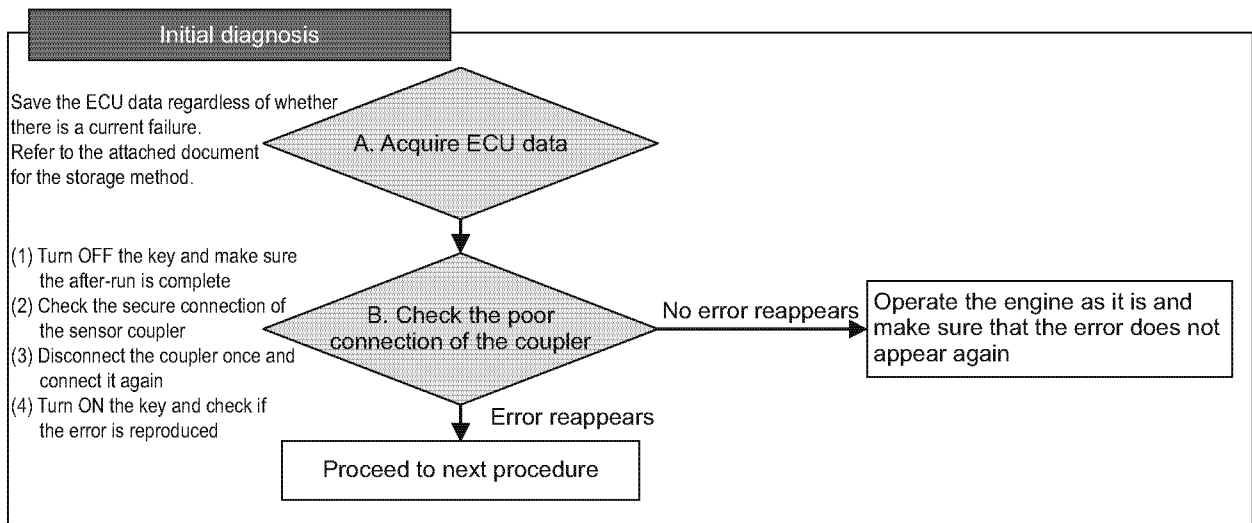
3.2.53. Disconnection of the injector

Related DTC

P code	P0201	Injector (No. 1 cylinder) disconnection (injector-specific)
	P0202	Injector (No. 2 cylinder) disconnection (injector-specific)
	P0203	Injector (No. 3 cylinder) disconnection (injector-specific)
	P0204	Injector (No. 4 cylinder) disconnection (injector-specific)
	P2146	Injector bank 1 disconnection
	P2149	Injector bank 2 disconnection

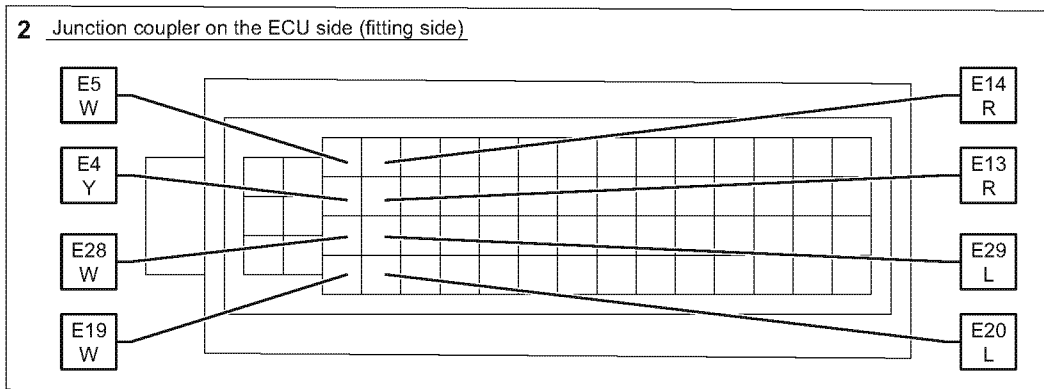
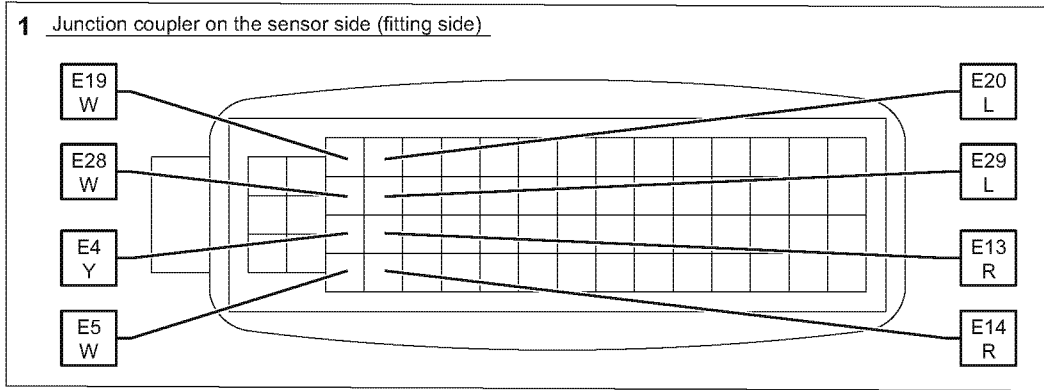
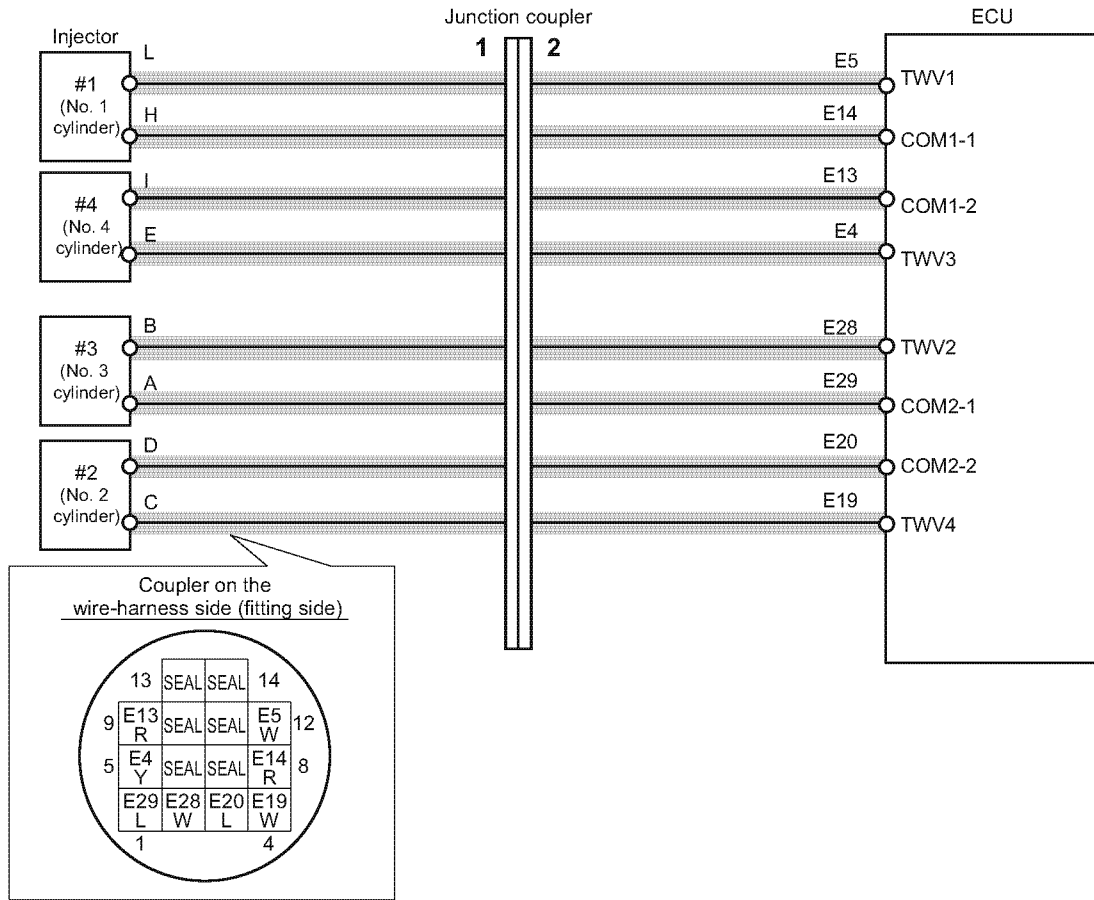
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154803-00EN

Wire diagram



043373-02EN02

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the injector resistance value (injector unit)

1-Remove the injector from the wire-harness.

2-Using a circuit tester, measure the resistance value (overall resistance value) between injector terminals L and H, I and E, B and A, and D and C.

Reference: Injector's overall resistance value

Terminal	Specifications
Between injector terminals	0.59 Ω (at 20 °C)

NG	Replace the injector.
OK	Go to "Checking the resistance values of the injector (injector and wire-harness)".

2. Checking the resistance values of the injector (injector and wire-harness)

1- Junction coupler not connected

1-Connect the injector and the wire-harness, and remove the ECU from the wire-harness. However, see the above wiring diagram to remove the wire-harness of junction coupler (2) from the wire-harness of junction coupler (1).

2-Using a circuit tester, measure the resistance value (overall resistance value) between the junction coupler (1) side wire-harness couplers E5 and E14, E4 and E13, E28 and E29, and E19 and E20. See "Reference: Injector's overall resistance value".

NG	<ul style="list-style-type: none"> The coupler between the injector and the wire-harness may be defective. Replace the wire-harness. Replace the wire-harness, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the injector.
OK	Go to "While junction coupler is connected".

2- While junction coupler is connected

1-Connect the injector and the wire-harness, and remove the ECU from the wire-harness. However, see the above wiring diagram to connect the wire-harness of junction coupler (2) to the wire-harness of junction coupler (1).

2-Using a circuit tester, measure the resistance value (overall resistance value) between the ECU side wire-harness couplers E5 and E14, E4 and E13, E28 and E29, and E19 and E20. See "Reference: Injector's overall resistance value".

NG	The junction coupler may be defective. Replace the wire-harness.
OK	<ul style="list-style-type: none"> The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness. Replace the wire-harness, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the injector.

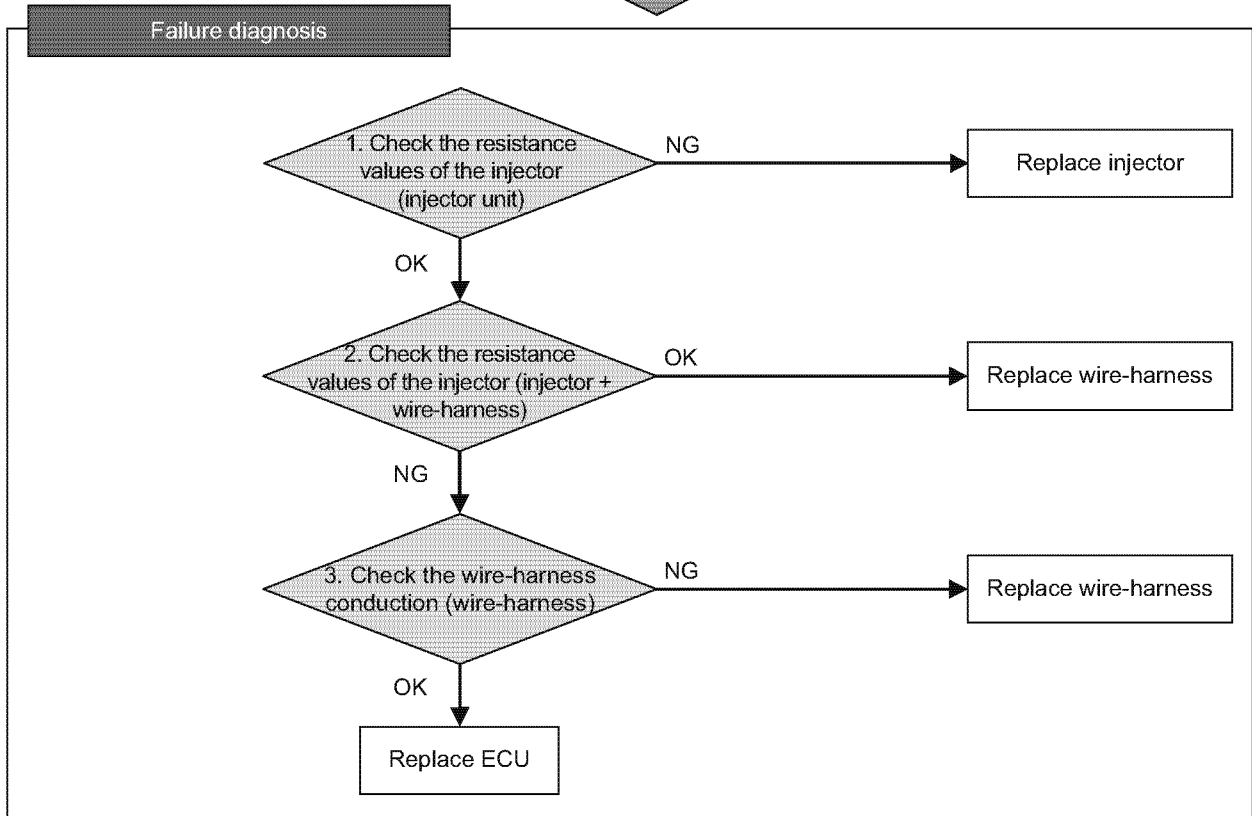
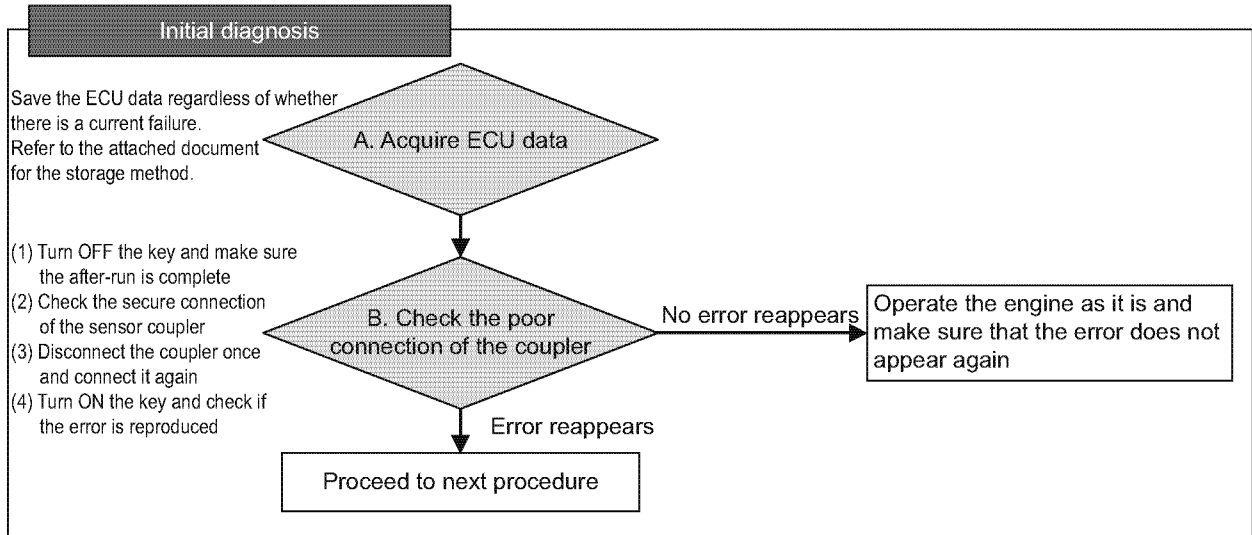
3.2.54. Short circuit of the injector

Related DTC

P code	P2148	Injector bank 1 + B short circuit
	P2147	Injector bank 1 GND short circuit
	P2151	Injector bank 2 + B short circuit
	P2150	Injector bank 2 GND short circuit

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154804-00EN

Work description

1. Checking the injector resistance value (injector unit)

1-Remove the wire-harness from the injector.

2-Using a circuit tester, measure the resistance value (overall resistance value) between injector terminals L and H, I and E, B and A, and D and C.

Reference: Injector's overall resistance value

Terminal	Specifications
Between injector terminals	0.59 Ω (at 20 °C)

NG	Replace the injector.
OK	Go to "Checking the resistance values of the injector (injector and wire-harness)".

2. Checking the resistance values of the injector (injector and wire-harness)

1- Junction coupler not connected

1-Connect the injector and the wire-harness, and remove the ECU from the wire-harness. However, see the above wiring diagram to remove the wire-harness of junction coupler (2) from the wire-harness of junction coupler (1).

2-Using a circuit tester, measure the resistance value (overall resistance value) between the junction coupler (1) side wire-harness couplers E5 and E14, E4 and E13, E28 and E29, and E19 and E20. See "Reference: Injector's overall resistance value".

NG	Replace the wire-harness.
OK	Go to "While junction coupler is connected".

2- While junction coupler is connected

1-Connect the injector and the wire-harness, and remove the ECU from the wire-harness. However, see the above wiring diagram to connect the wire-harness of junction coupler (2) to the wire-harness of junction coupler (1).

2-Using a circuit tester, measure the resistance value (overall resistance value) between the ECU side wire-harness couplers E5 and E14, E4 and E13, E28 and E29, and E19 and E20. See "Reference: Injector's overall resistance value".

NG	Replace the wire-harness.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the injector and the ECU. However, connect the junction coupler.

2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Injector conduction check pattern

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
E5	VB/GND terminal	Yes	NG: Error
		No	OK: Normal
E14		Yes	NG: Error
		No	OK: Normal
E4		Yes	NG: Error
		No	OK: Normal
E13		Yes	NG: Error
		No	OK: Normal
E28		Yes	NG: Error
		No	OK: Normal
E29		Yes	NG: Error
		No	OK: Normal
E19		Yes	NG: Error
		No	OK: Normal
E20		Yes	NG: Error
		No	OK: Normal

NG	Short circuited between the wire-harnesses. Replace the wire-harness.
OK	Replace the ECU.

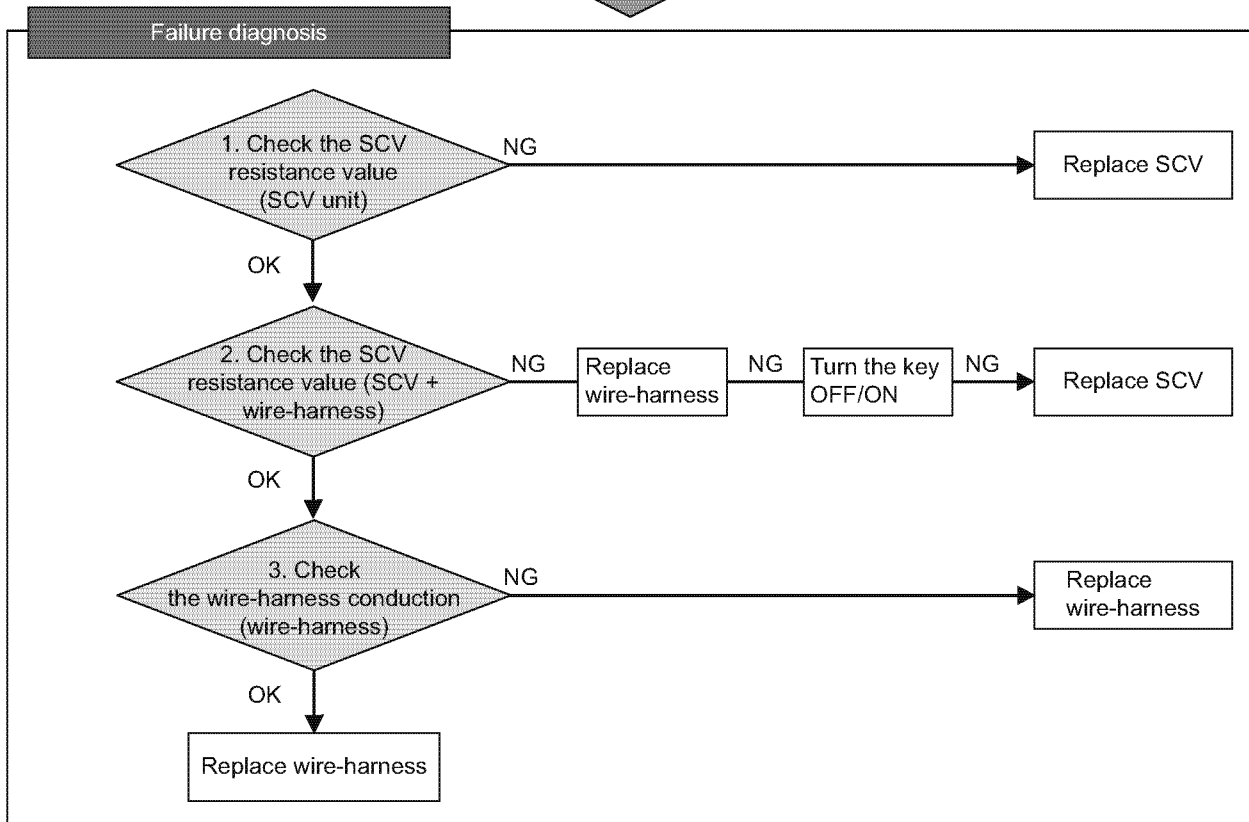
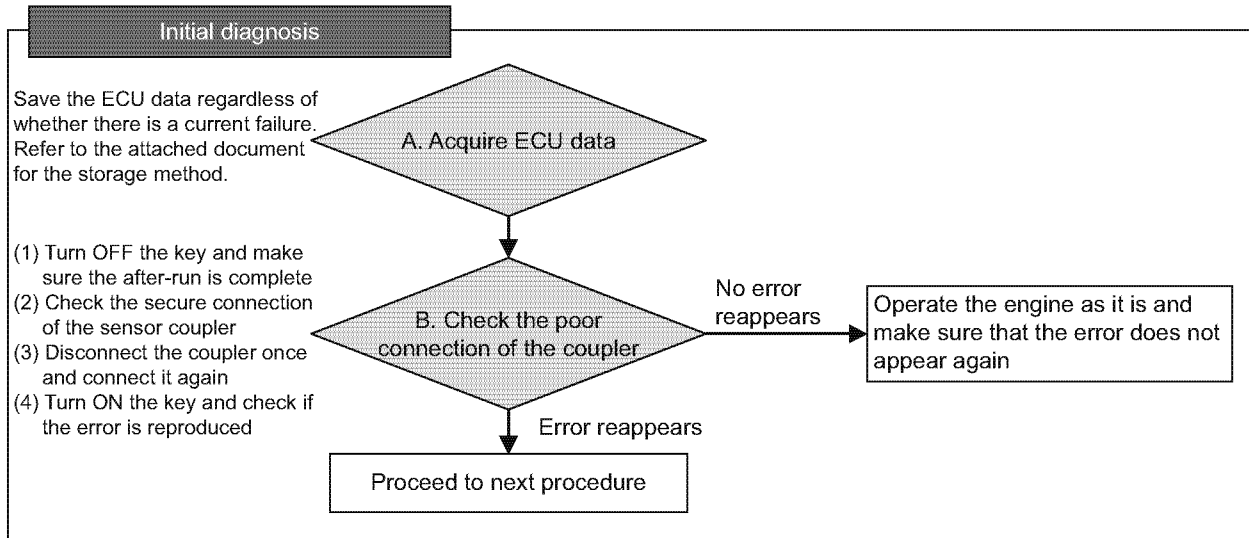
3.2.55. SCV drive circuit

Related DTC

P code	P0629	SCV (Suction control valve) H/L side VB short circuit
	P0627	SCV (Suction control valve) H side GND short circuit/disconnection

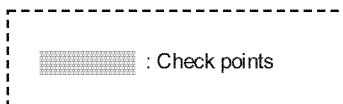
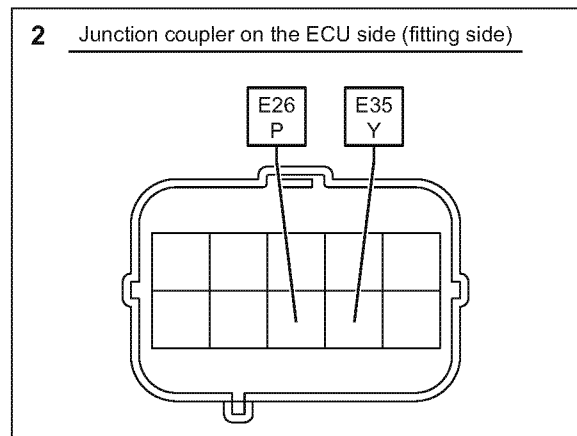
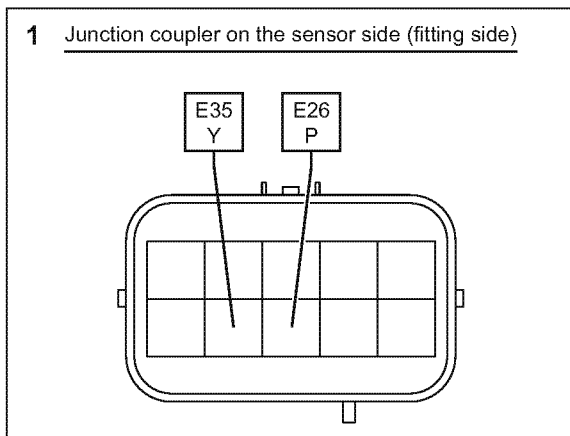
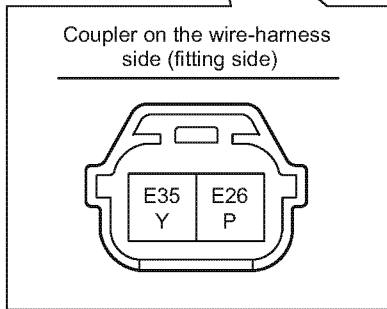
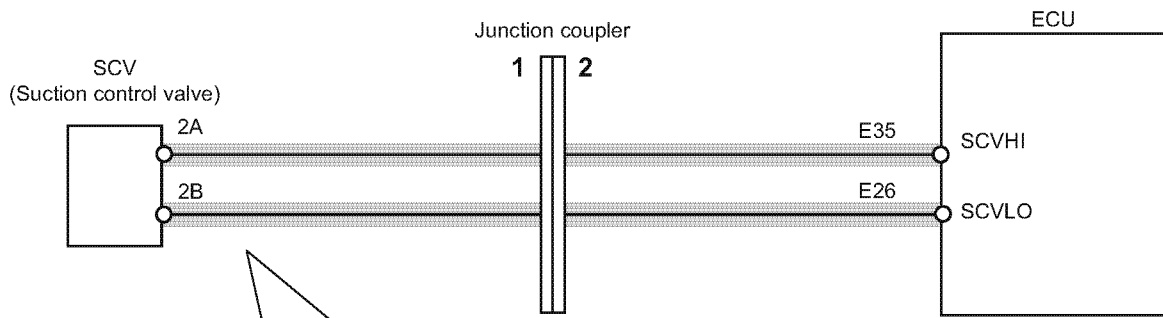
Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



154805-00EN

Wire diagram



043374-01EN02

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the SCV resistance value (SCV unit)

1-Remove the SCV from the wire-harness.

2-Using a circuit tester, measure the resistance value (overall resistance value) between SCV terminals 2A and 2B.

Reference: SCV's overall resistance value

Terminal	Specifications
Between SCV terminals	2.1 Ω (at 20 °C)

NG	Replace the SCV.
OK	Go to "Checking the SCV resistance value (SCV + wire-harness)"

2. Checking the SCV resistance value (SCV + wire-harness)

1-Connect the SCV and the wire-harness. Remove the ECU from the wire-harness.

2-Using a circuit tester, measure the resistance value between ECU wire-harness couplers E35 and E26.

See the above "Reference: SCV's overall resistance value".

NG	<ul style="list-style-type: none"> A coupler between the SCV and the wire-harness may be defective. Replace the wire-harness. Replace the wire-harness, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the SCV.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the SCV and ECU. However, connect the junction coupler.

2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: SCV conduction check pattern 1

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
E35	VB/GND terminal	Yes	NG: Error
		No	OK: Normal
E26		Yes	NG: Error
		No	OK: Normal

Perform the followings when every items is normal, and "SCV (Suction control valve) H side GND short circuit/disconnection" is detected in the above SCV conduction check pattern 1.

Reference: SCV conduction check pattern 2

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (SCV side wire-harness coupler)	Conduction	State
E35	SCV terminal B	Yes	OK: Normal
		No	NG: Error
E26	SCV terminal A	Yes	OK: Normal
		No	NG: Error

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	The coupler between the ECU and the wire-harness may be defective. After clearing the error, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the wire-harness.

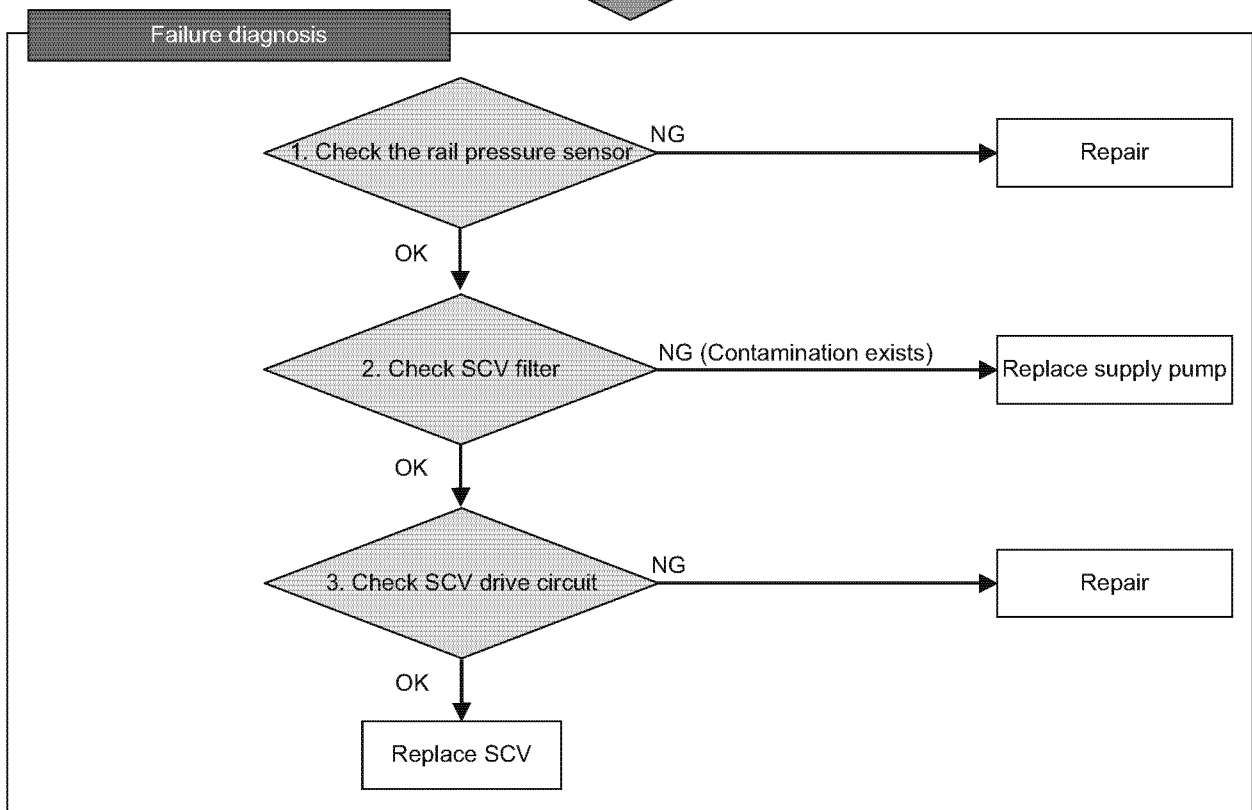
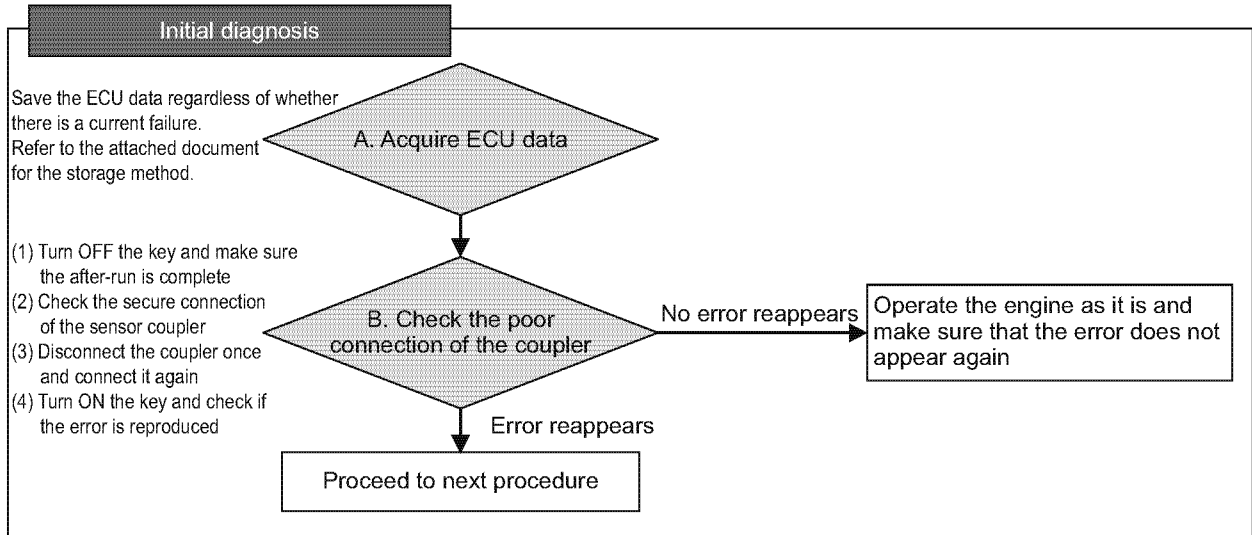
3.2.56. SCV 1

Related DTC

P code	P2635	SCV sticking
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154806-00EN

Work description

1. Checking the rail pressure sensor

1-Perform the failure diagnosis for "Rail pressure sensor".

Results of "Rail pressure sensor"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	Go to "Checking the SCV filter".

2. Checking the SCV filter

1-Check the clogging status of the SCV filter.

2-If contamination such as foreign matter is found, replace the supply pump.

3. Checking the SCV drive circuit

1-Perform the failure diagnosis for "SCV drive circuit".

Results of "SCV drive circuit"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	Replace the SCV.

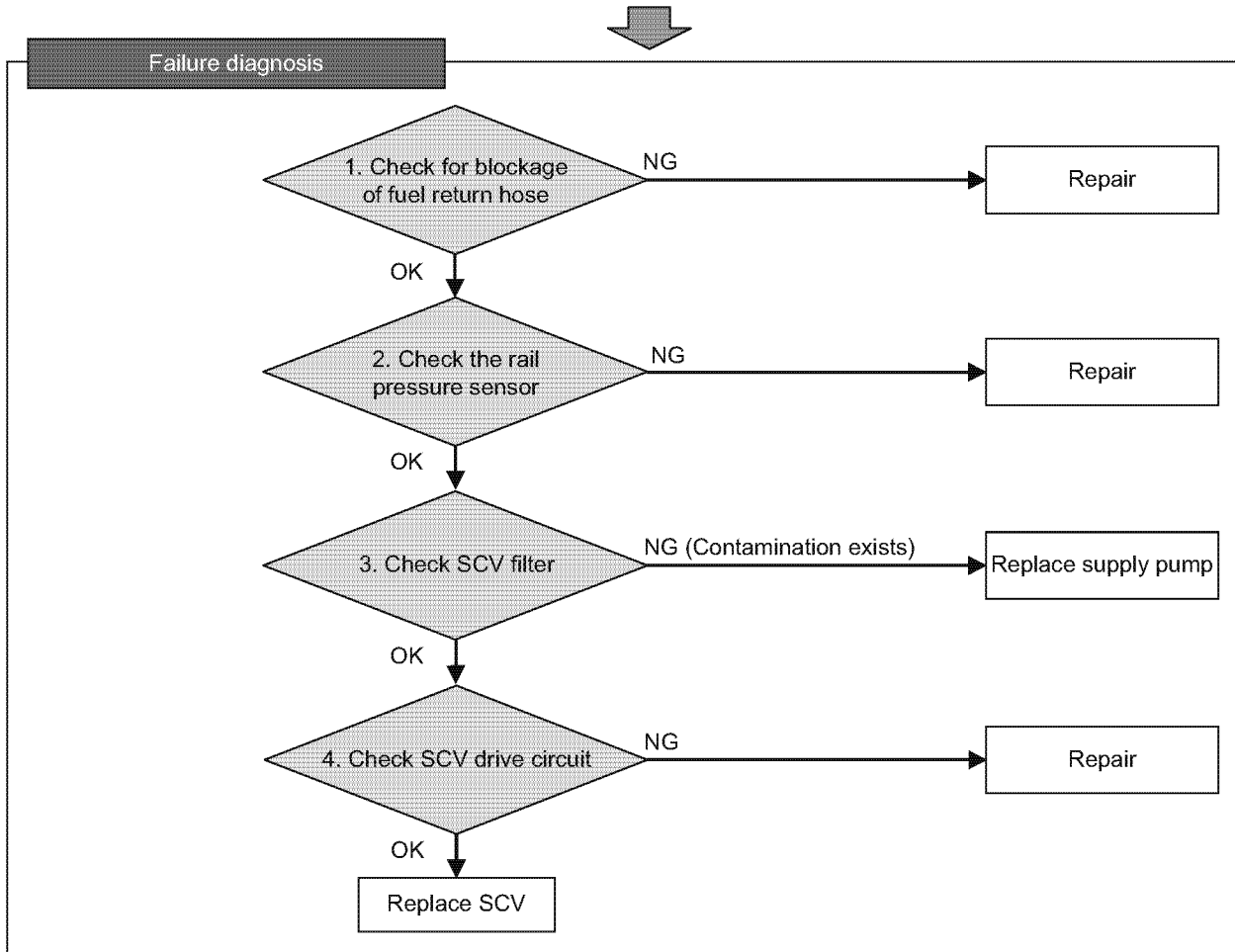
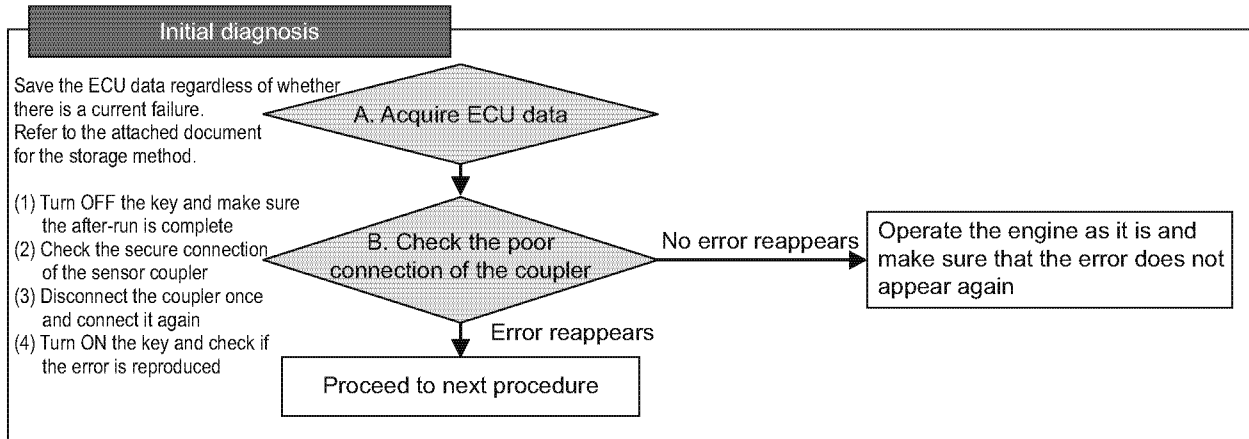
3.2.57. SCV 2

Related DTC

P code	P1235	Pump protection failure
	P1236	Pump replacement failure
	P0088	Common rail pressure abnormally high

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154807-00EN

Work description

1. Checking for blockage of fuel return hose
 - 1-Check the fuel return hose for blockage.
 - 2-Correct any blockages.

2. Checking the rail pressure sensor
 - 1-Perform the failure diagnosis for "Rail pressure sensor".

Results of "Rail pressure sensor"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	Go to "Checking the SCV filter".

3. Checking the SCV filter
 - 1-Check the clogging status of the SCV filter.
 - 2-If contamination such as foreign matter is found, replace the supply pump.

4. Checking the SCV drive circuit
 - 1-Perform the failure diagnosis for "SCV drive circuit".

Results of "SCV drive circuit"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	Replace the SCV.

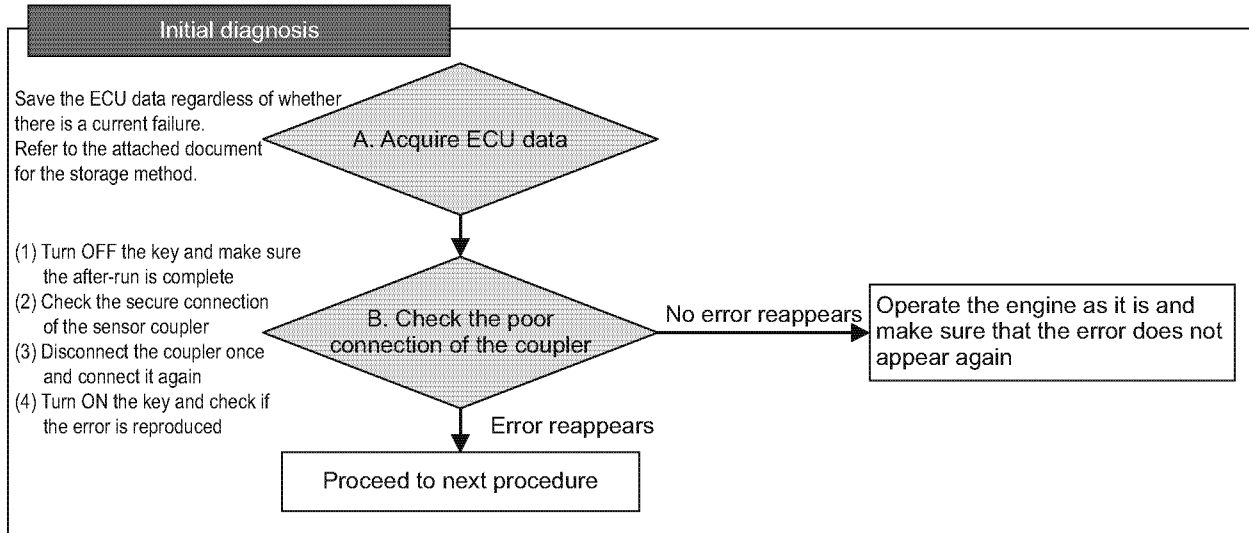
3.2.58. SCV 3

Related DTC

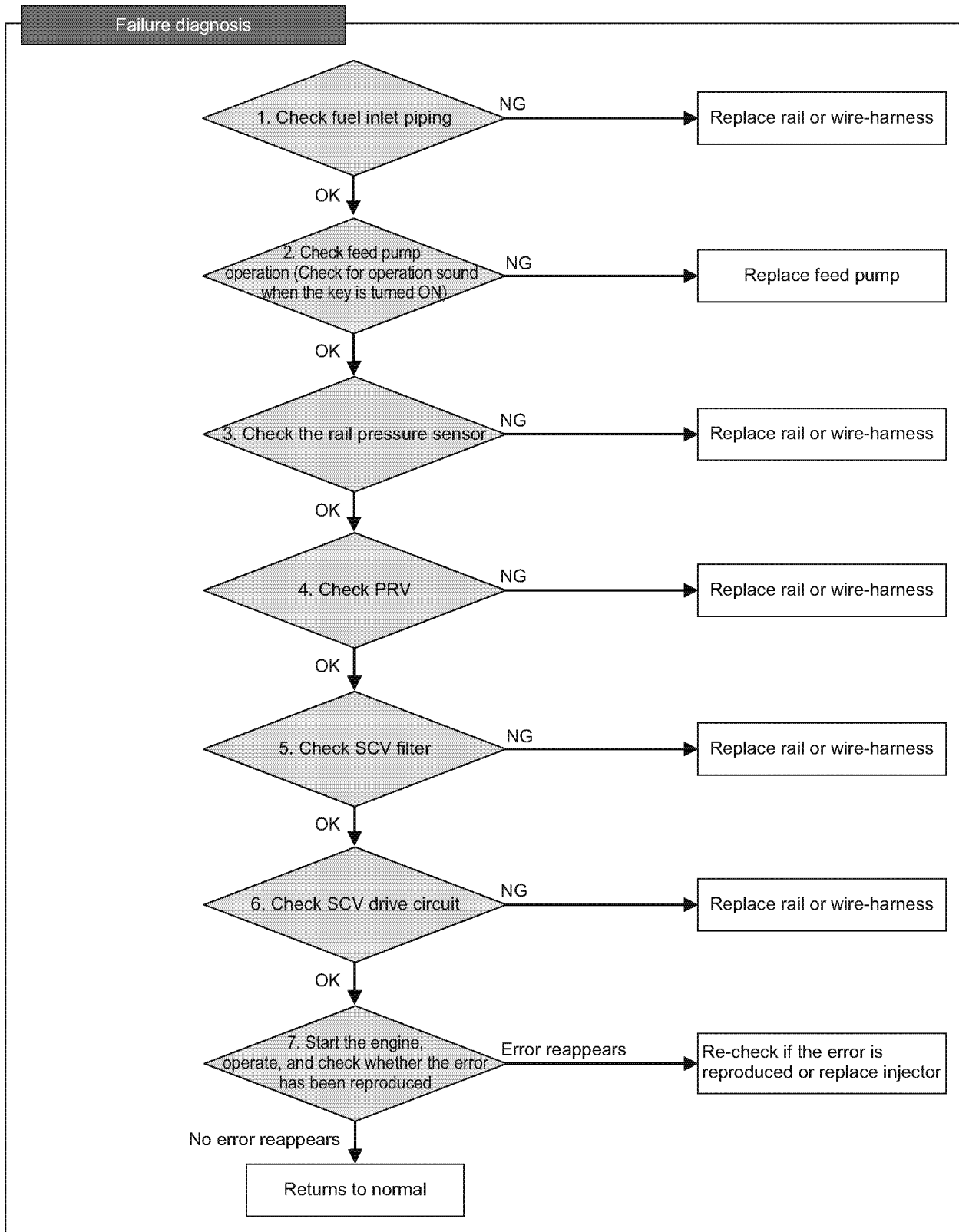
P code	P0094	Rail pressure deviation error (rail pressure too low)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154808-00EN



154809-09EN

Work description

1. Checking fuel inlet piping
 - 1-Check for defective fuel supply due to bent or leaking hoses.
 - 2-Correct any defects.
2. Checking feed pump operation
 - 1-Check for operation sound when the key is turned ON.
 - 2-Replace the feed pump if any abnormality is found.
3. Checking the rail pressure sensor
 - 1-Perform the failure diagnosis for "Rail pressure sensor".

Results of "Rail pressure sensor"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	Go to "Checking the PRV".

4. Checking the PRV
 - 1-Check the pin of the PRV couplers for deformation and cracks, the condition of the connection, and whether the retainer is loose or removed.
 - 2-Check whether the PRV wiring is disconnected or the wiring coating is peeled.
 - 3-Measure the resistance value of the PRV, and check the conduction of the wire-harness.

NG	Replace the rail or wire-harness.
OK	Go to "Checking the SCV filter".

5. Checking the SCV filter
 - 1-Check the clogging status of the SCV filter.
 - 2-If contamination such as foreign matter is found, replace the supply pump.
6. Checking the SCV drive circuit
 - 1-Perform the failure diagnosis for "SCV drive circuit".

Results of "SCV drive circuit"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	Replace the SCV.

7. Checking the error reproduction

Error reappears	After bleeding the air again, run the engine to check whether the error reappears or replace the injector.
No error reappears	Return to normal state.

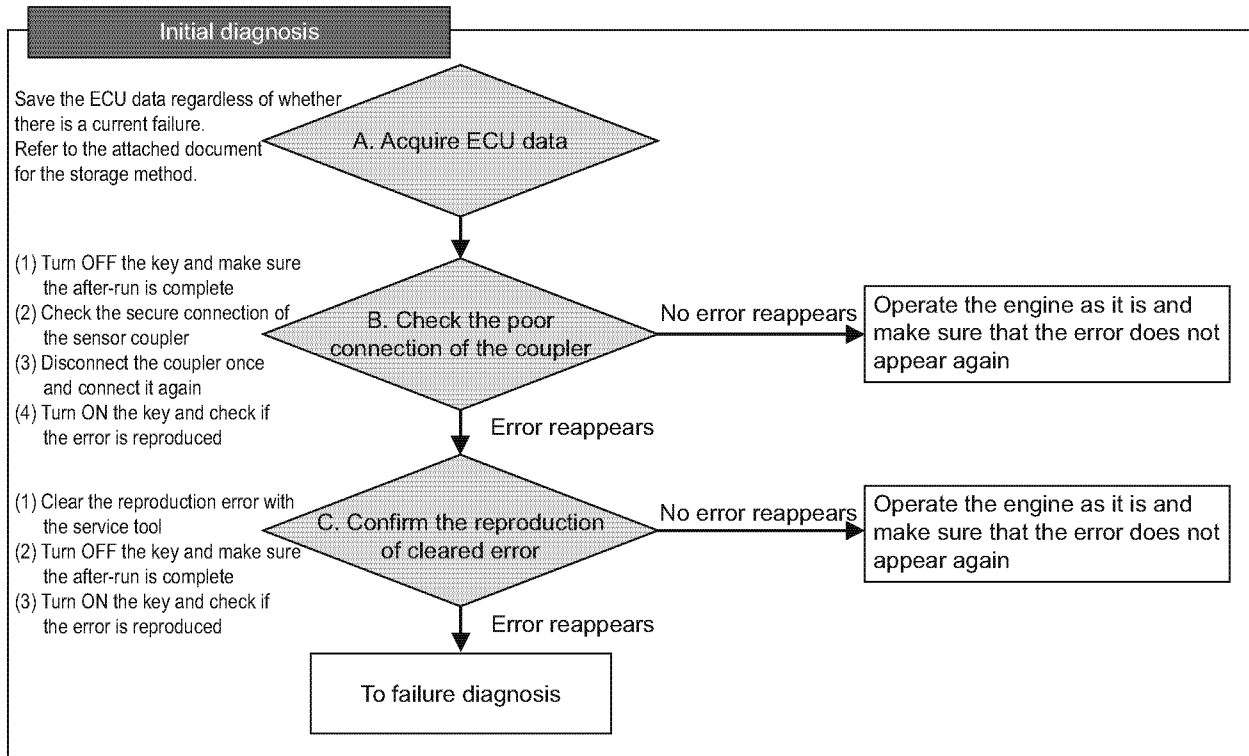
3.2.59. Intake throttle

Related DTC

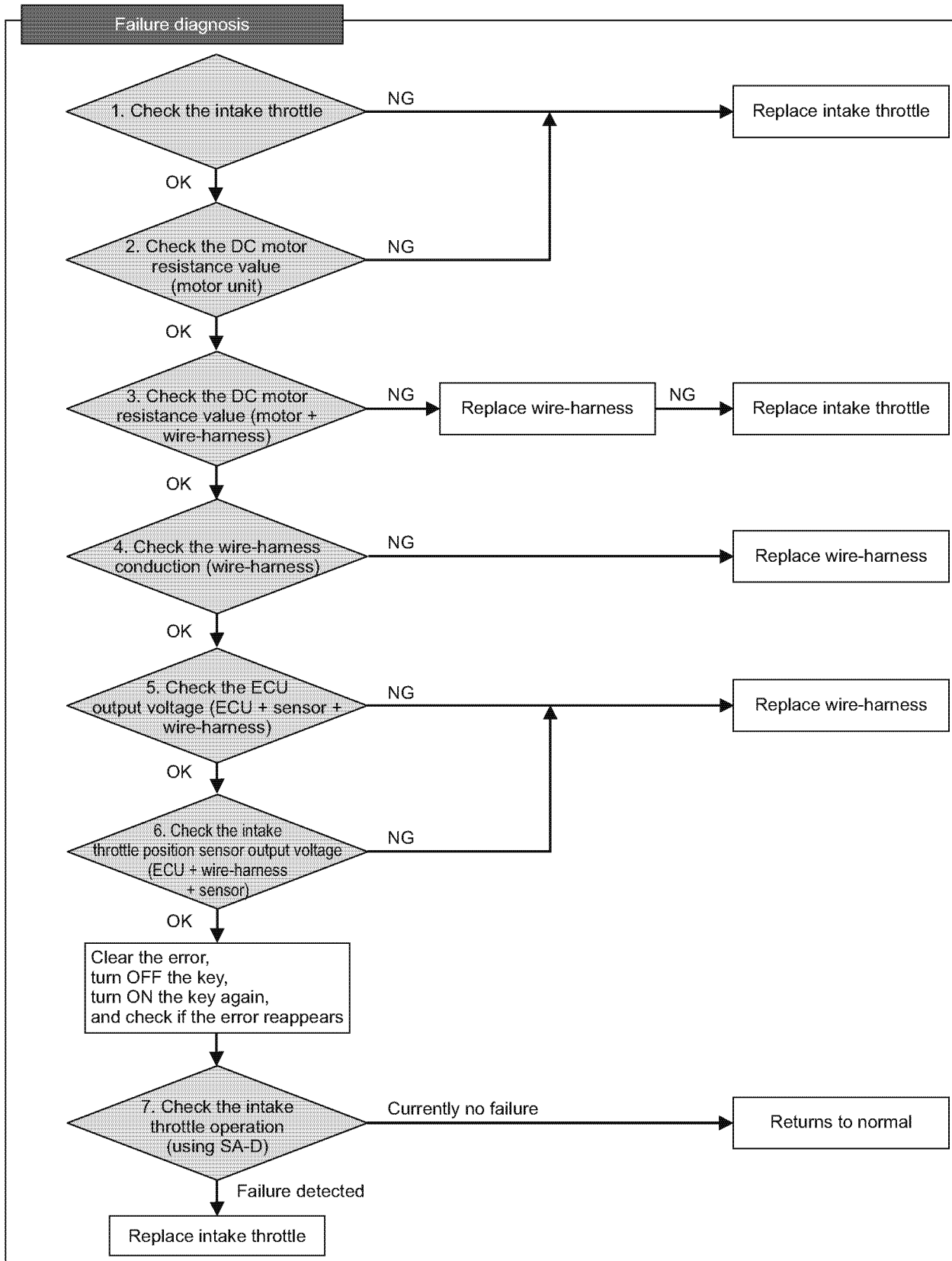
P code	P1655	Intake throttle drive circuit deviation error
	P1656	Intake throttle drive circuit drive duty error

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

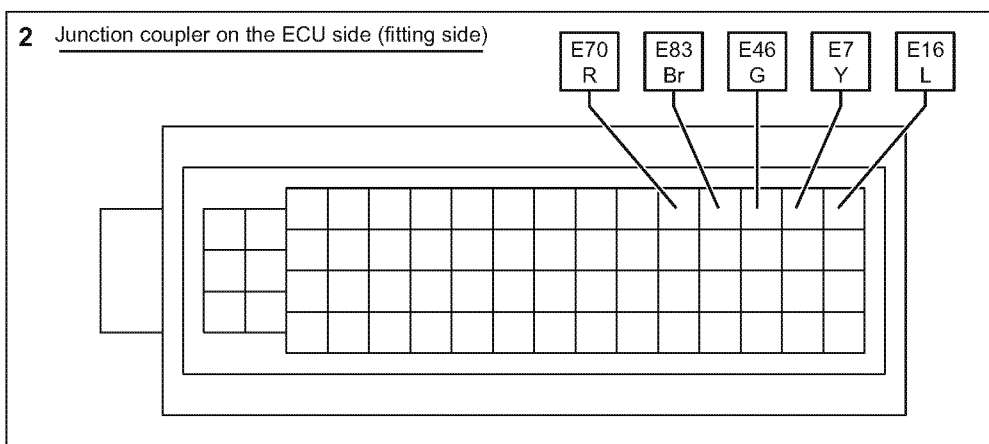
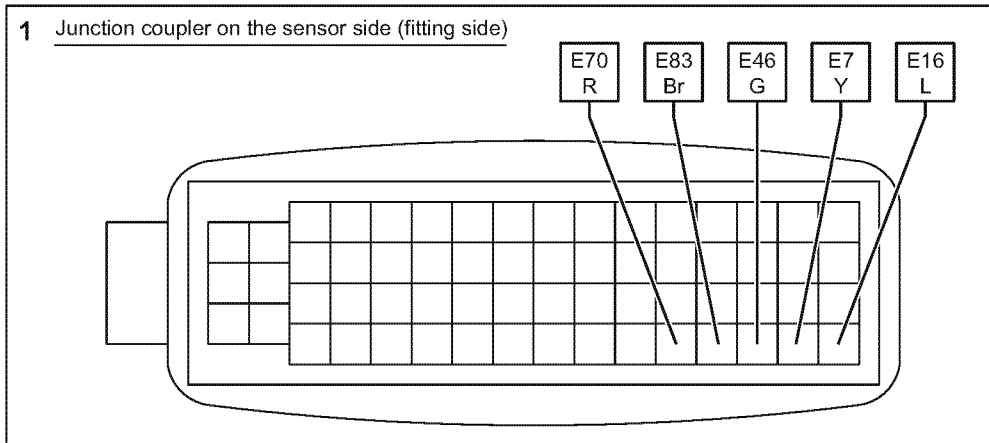
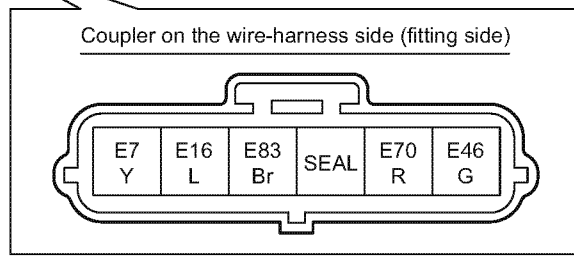
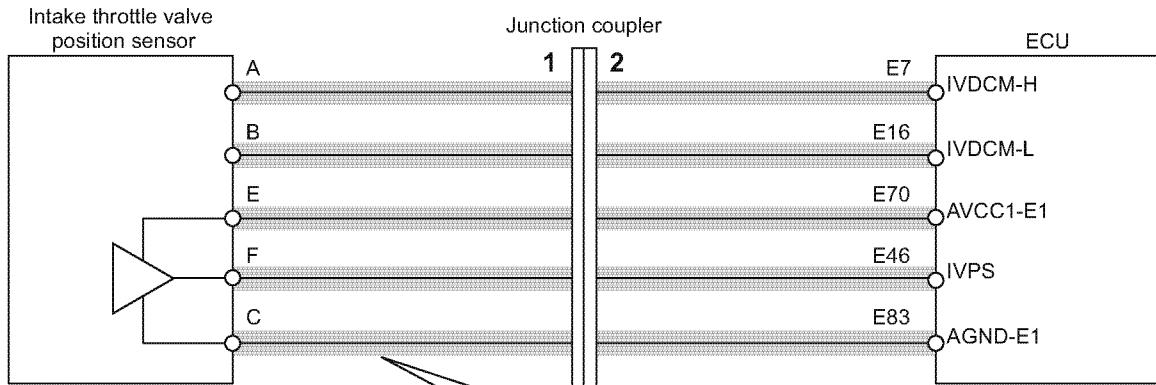


154810-00EN



154811-00EN

Wire diagram



: Check points

050240-00EN04

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the intake throttle

- 1-Remove the intake throttle from the engine.
- 2-Make sure that the throttle valve is not bent or stuck.

NG	Replace the intake throttle
OK	Go to "Checking the DC motor resistance value (motor unit)"

2. Checking the DC motor resistance value (motor unit)

- 1-Remove the intake throttle from the wire-harness.
- 2-Using a circuit tester, measure the resistance value (overall resistance value) between intake throttle DC motor terminals A and B.

Reference: Overall resistance value of DC motor
1.38 Ω (at 20 °C)

NG	Replace the intake throttle.
OK	Go to "Checking the resistance value (motor + wire-harness)".

3. Checking the resistance value (motor + wire-harness)

- 1-Connect the intake throttle and the wire-harness. Remove the ECU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between ECU wire-harness couplers E7 and E16. See the above "Reference: Overall resistance value of DC motor".

NG	A coupler between the motor and the wire-harness may be defective. Replace the wire-harness, clear the error, turn the power OFF and ON, and check if the error reappears. If error reappears again even after clearing the error, replace the intake throttle.
OK	Go to "Checking the wire-harness conduction".

4. Checking the wire-harness conduction

- 1-Remove the wire-harness from the intake throttle and ECU. However, connect the junction coupler.
- 2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Intake throttle drive circuit conduction check pattern 1

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
E7	VB/GND terminal	Yes	NG: Error
		No	OK: Normal
E16		Yes	NG: Error
		No	OK: Normal

Reference: Intake throttle drive circuit conduction check pattern 2

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on intake throttle side)	Conduction	State
E7	Motor terminal A	Yes	OK: Normal
		No	NG: Error
E16	Motor terminal B	Yes	OK: Normal
		No	NG: Error

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	Go to "Checking the ECU output voltage".

5. Checking the ECU output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).
- 2-Using a circuit tester, measure the voltage between the intake throttle valve position sensors 5 V E70 and E7.

Voltage	State	Corrective action
$E70 < 4.375 \text{ V}$	NG	Replace the wire-harness.
$4.375 \text{ V} \leq E70 \leq 5.625 \text{ V}$	OK (normal range)	Check the intake throttle valve position sensor output voltage.
$5.625 \text{ V} < E70$	NG	Replace the wire-harness.

NG	Replace the wire-harness.
OK	Go to "Checking the intake throttle valve position sensor output voltage".

6. Checking the intake throttle valve position sensor output voltage

- 1-Connect the checker harness between the ECU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, ECU).
- 2-Using a circuit tester, measure the voltage between the sensor signals E46 and E83.

Voltage	State	Corrective action
$E46 < 0.2 \text{ V}$	NG	Replace the wire-harness.
$0.2 \text{ V} \leq E46 \leq 4.9 \text{ V}$	OK (normal range)	Check the intake throttle operation using SA-D.
$4.9 \text{ V} < E46$	NG	Replace the wire-harness.

NG	Replace the wire-harness.
OK	Go to "Checking the intake throttle operation (using SA-D)".

7. Checking the intake throttle operation (using SA-D)

- 1-After clearing the error, turn OFF the key switch and turn ON the key switch again.
- 2-Activate the intake throttle using "Active control of Diagnosis Test" of SMARTASSIST-Direct (SA-D), and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the intake throttle.

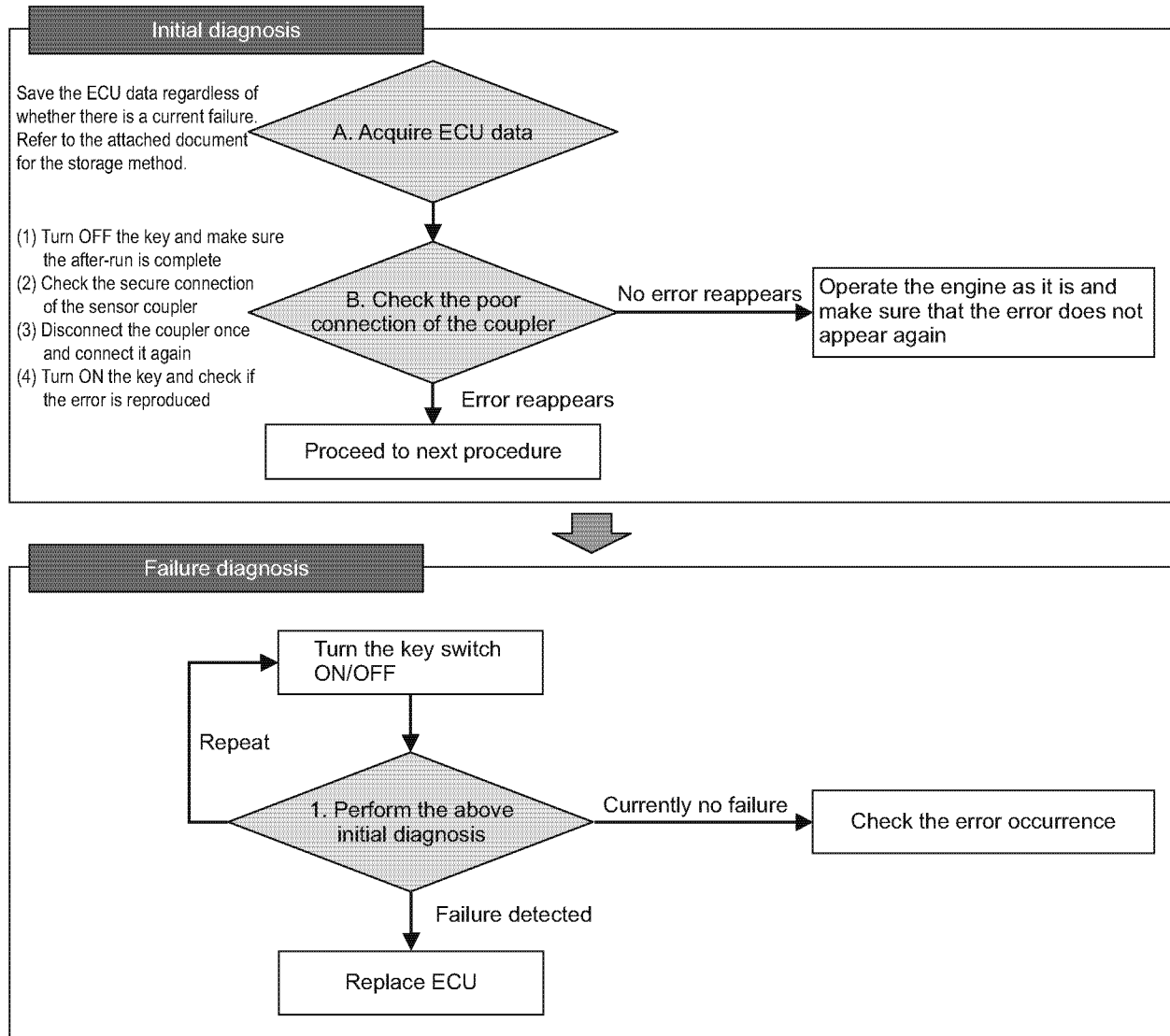
3.2.60. ECU internal related 1

Related DTC

P code	P2228	Atmospheric pressure sensor error (voltage low)
	P2229	Atmospheric pressure sensor error (voltage high)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154812-00EN

Work description

1. Operation using SA-D

1-Turn OFF the key switch and turn ON the key switch again.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none">• Switch the key switch from ON to OFF again and perform the work indicated above 1.• Replace the ECU.

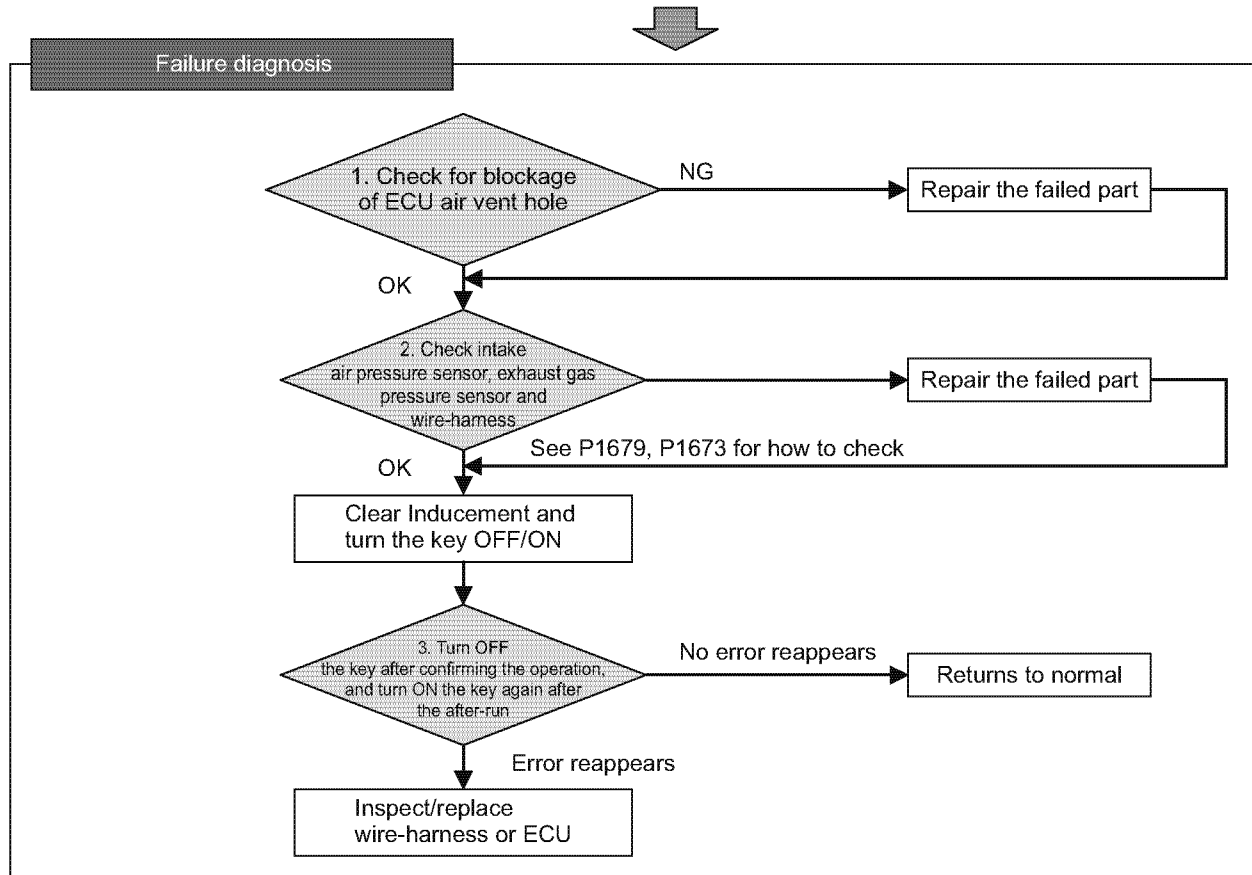
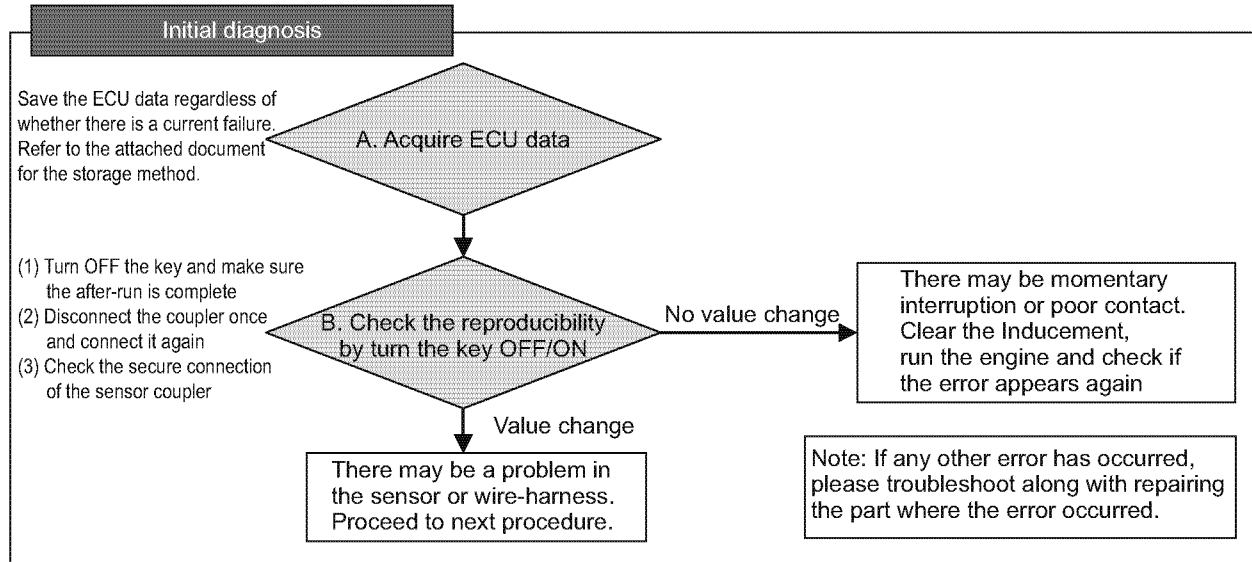
3.2.61. ECU internal related 2

Related DTC

P code	P1231	Atmospheric pressure sensor error (characteristic error)
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Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



154813-00EN

Work description

1. Operation using SA-D

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none">• Switch the key switch from ON to OFF again and perform the work indicated above 1.• Replace the ECU.

2. Check operation

- Run the engine and carry out normal operation, etc., then turn OFF the key to complete the after-run once.
- After that, turn the key ON again and make sure that the error does not occur again.

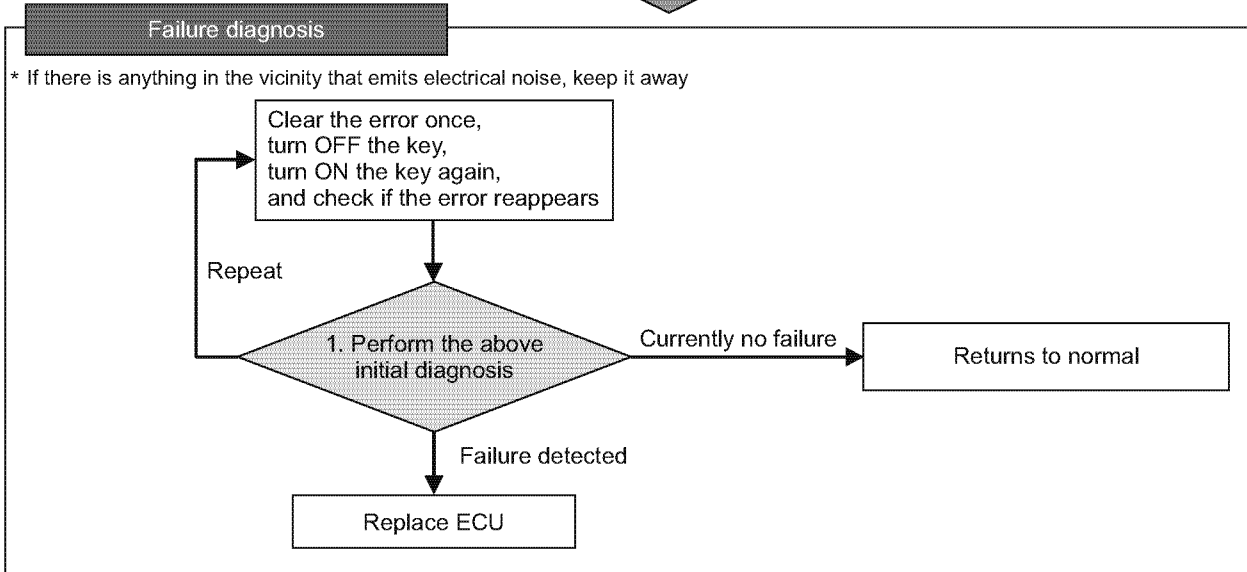
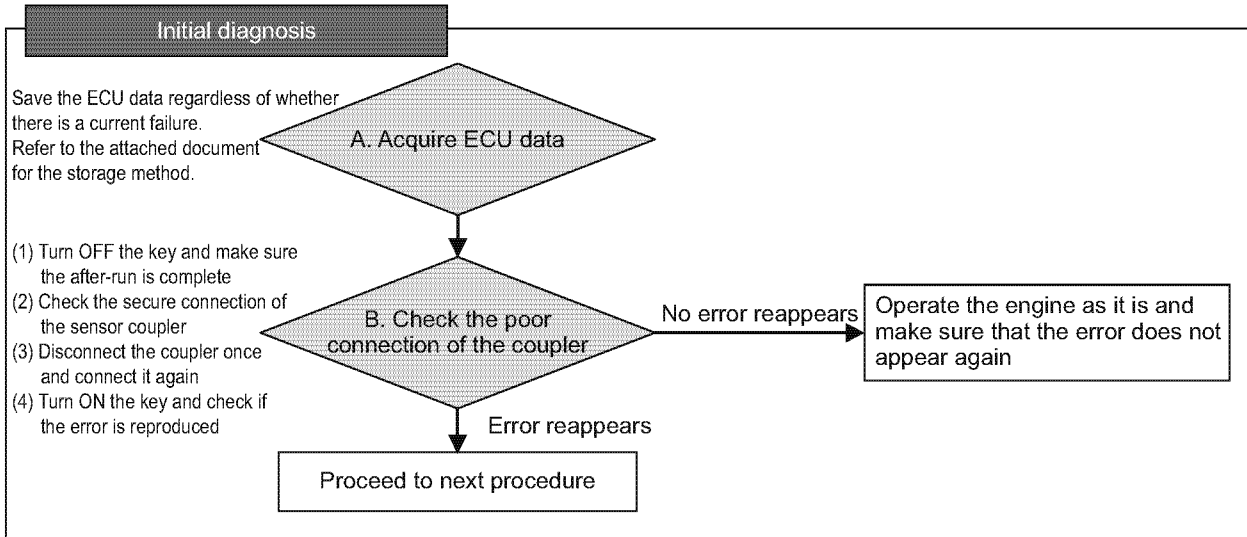
3.2.62. ECU internal related 3

Related DTC

P code	P0611	Low charge error
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154814-00EN

Work description

1. If there is anything in the vicinity that emits electrical noise, keep it away.
 - 1-Clear the error, turn the key switch OFF, and turn the key ON after the after-run is completed.
 - 2-Connect SA-D and check if an error is currently detected in the failure display.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Switch the key switch from ON to OFF again and perform the work indicated above 1. • Replace the ECU.

2. Operation using SA-D
 - 1-Turn OFF the key switch and turn ON the key switch again.
 - 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Switch the key switch from ON to OFF again and perform the work indicated above 1. • Replace the ECU.

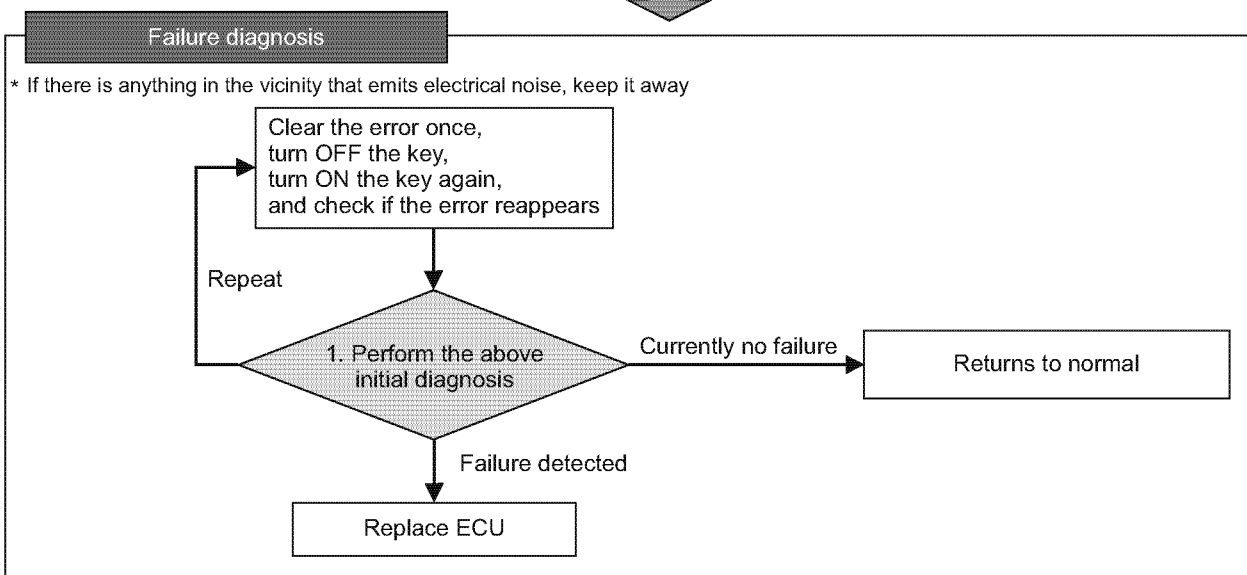
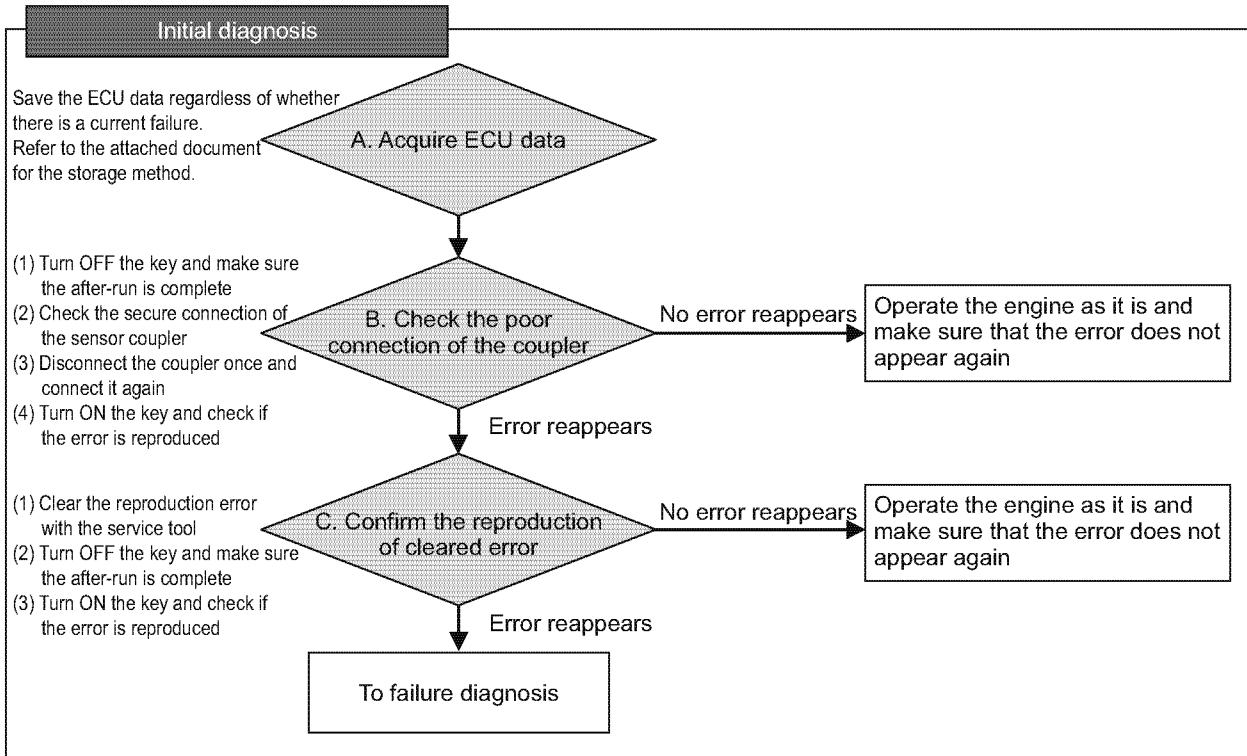
3.2.63. ECU internal related 4

Related DTC

P code	P0200	Overcharge error
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154815-00EN

Work description

1. If there is anything in the vicinity that emits electrical noise, keep it away.
 - 1-Clear the error, turn the key switch OFF, and turn the key ON after the after-run is completed.
 - 2-Connect SA-D and check if an error is currently detected in the failure display.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Switch the key switch from ON to OFF again and perform the work indicated above 1. • Replace the ECU.

2. Operation using SA-D
 - 1-Turn OFF the key switch and turn ON the key switch again.
 - 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Switch the key switch from ON to OFF again and perform the work indicated above 1. • Replace the ECU.

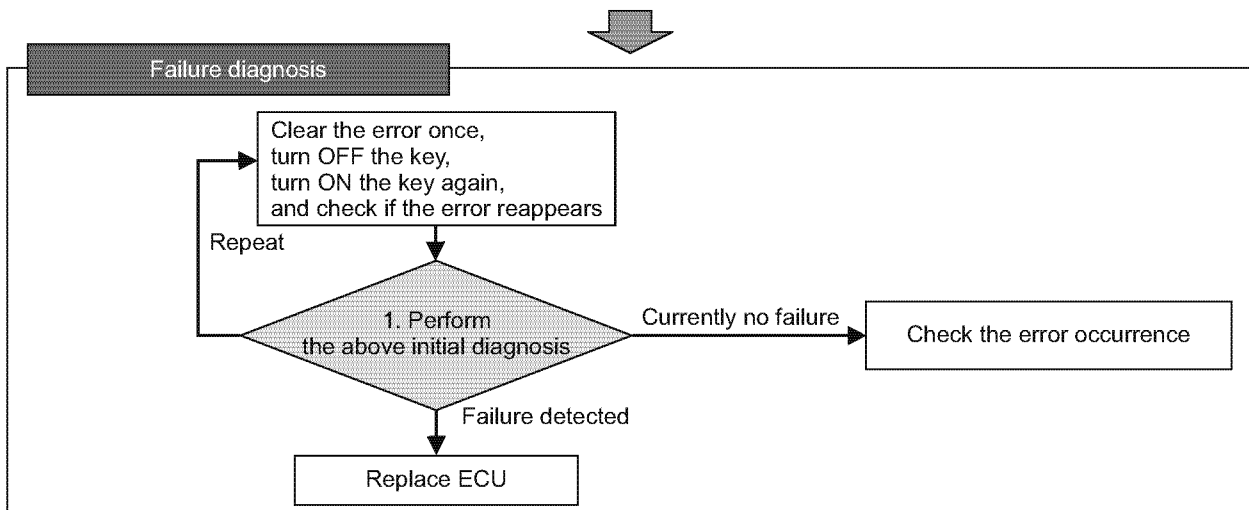
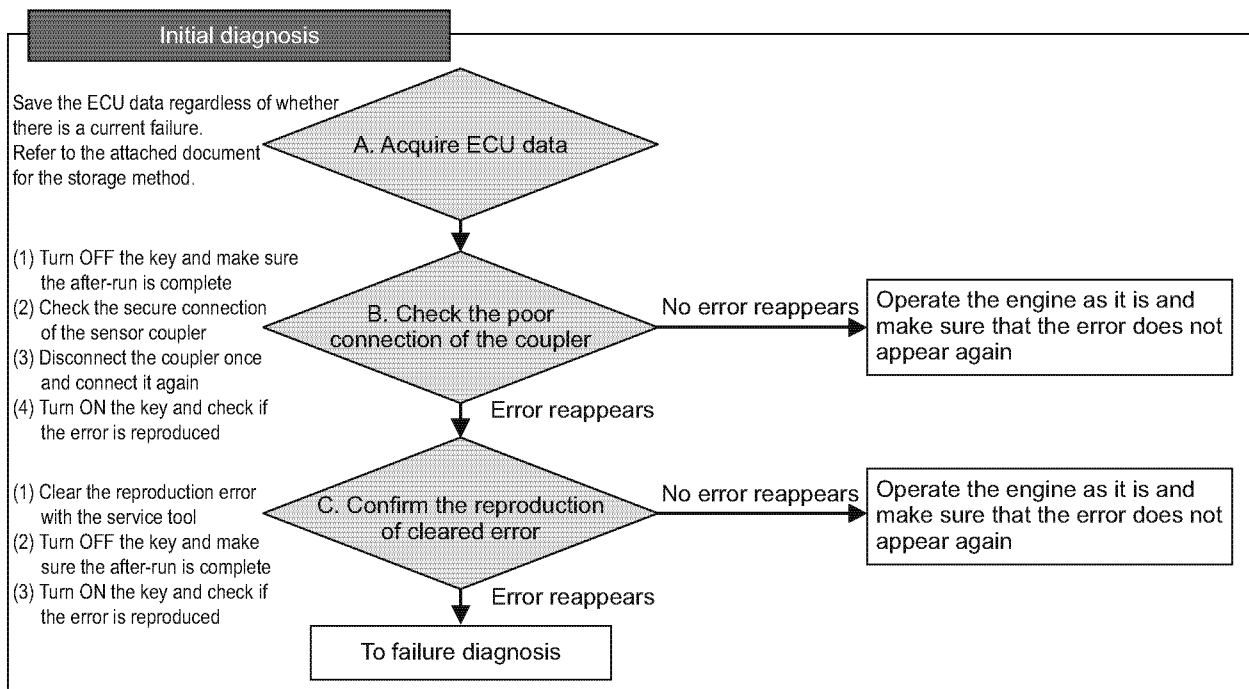
3.2.64. ECU internal related 5

Related DTC

P code	P0607	CPU monitoring IC error
	P0606	CPU error
	P1601	EEPROM error
	P1602	Flash ROM error (checksum error)
	P1724	Communication error between micro computers (MSC communication error)
	P1725	Communication error between micro computers, SPI communication error (diagnosis: atmospheric pressure sensor abnormal)
	P1726	Communication error between micro computers, SPI communication error (diagnosis: monitoring micro computer abnormal)
	P060B	Micro computer internal A/D converter abnormal
P1727	Injection stop circuit error during micro computer abnormality	

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154916-00EN

Work description

1. If there is anything in the vicinity that emits electrical noise, keep it away.
 - 1-Clear the error, turn the key switch OFF, and turn the key ON after the after-run is completed.
 - 2-Connect SA-D and check if an error is currently detected in the failure display.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Switch the key switch from ON to OFF again and perform the work indicated above 1. • Replace the ECU.

2. Operation using SA-D
 - 1-Turn OFF the key switch and turn ON the key switch again.
 - 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Switch the key switch from ON to OFF again and perform the work indicated above 1. • Replace the ECU.

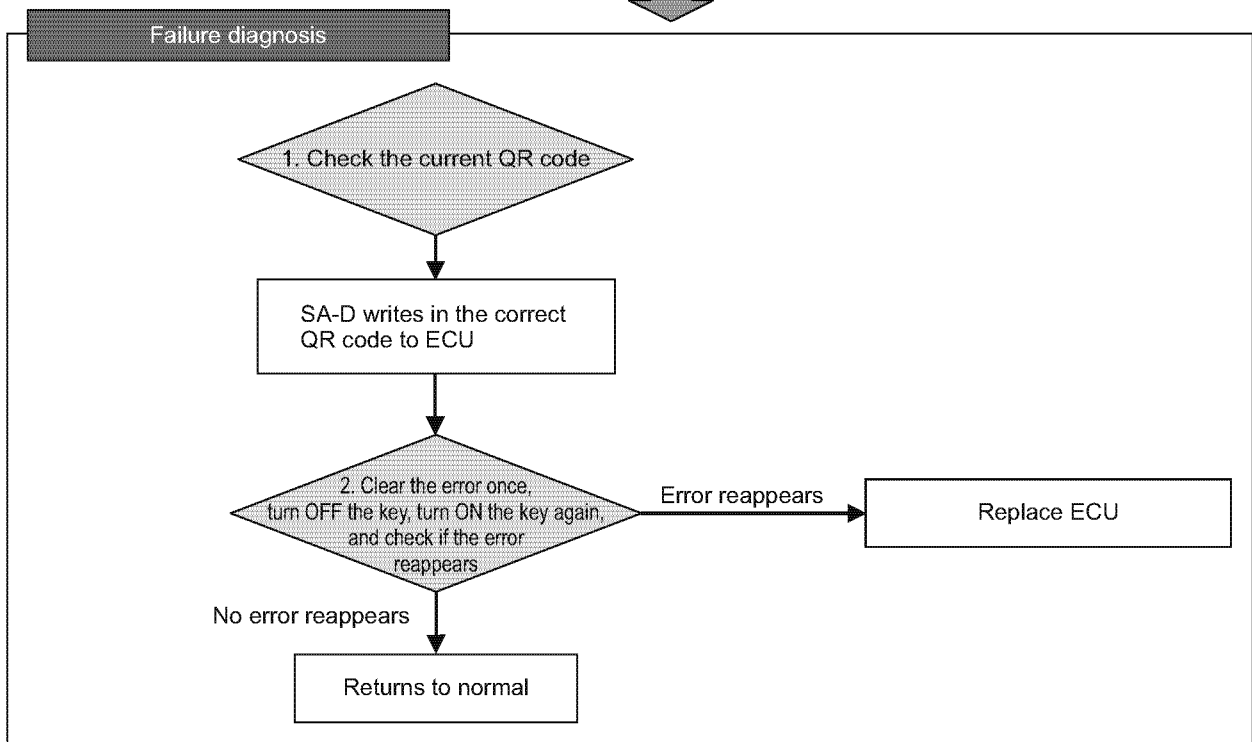
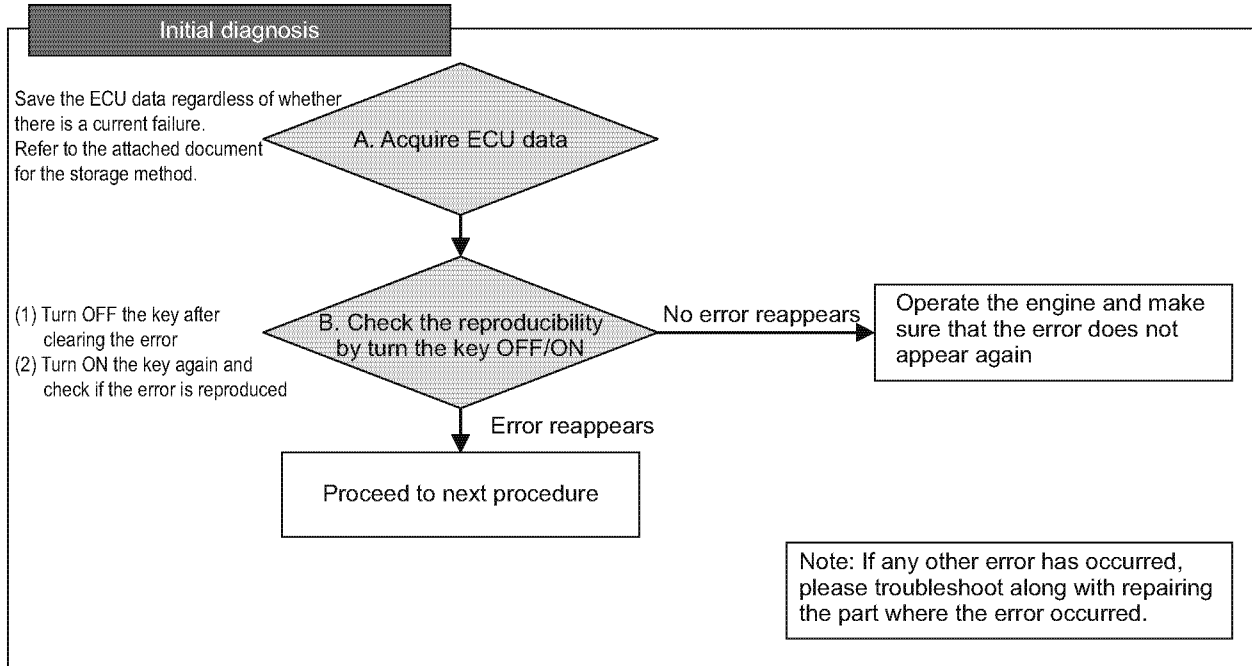
3.2.65. QR data 1

Related DTC

P code	P1631	QR data not written
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154817-00EN

Work description

1. Checking the current QR code

1-Press the injector replacing button in SA-D and check the current QR code written in the ECU. After that, perform the QR code writing.

2. Check the QR code after writing

1-Check the current QR code corresponding to each cylinder by using the SA-D. Make sure that an abnormal code (QR correction value are all zeros, etc.) is not written. After the error is cleared, switch the key switch from ON to OFF, then make sure that there are no errors displayed.

Error indication	State
No	OK: Normal
Yes	NG: Error

NG	Replace the ECU.
OK	Normal

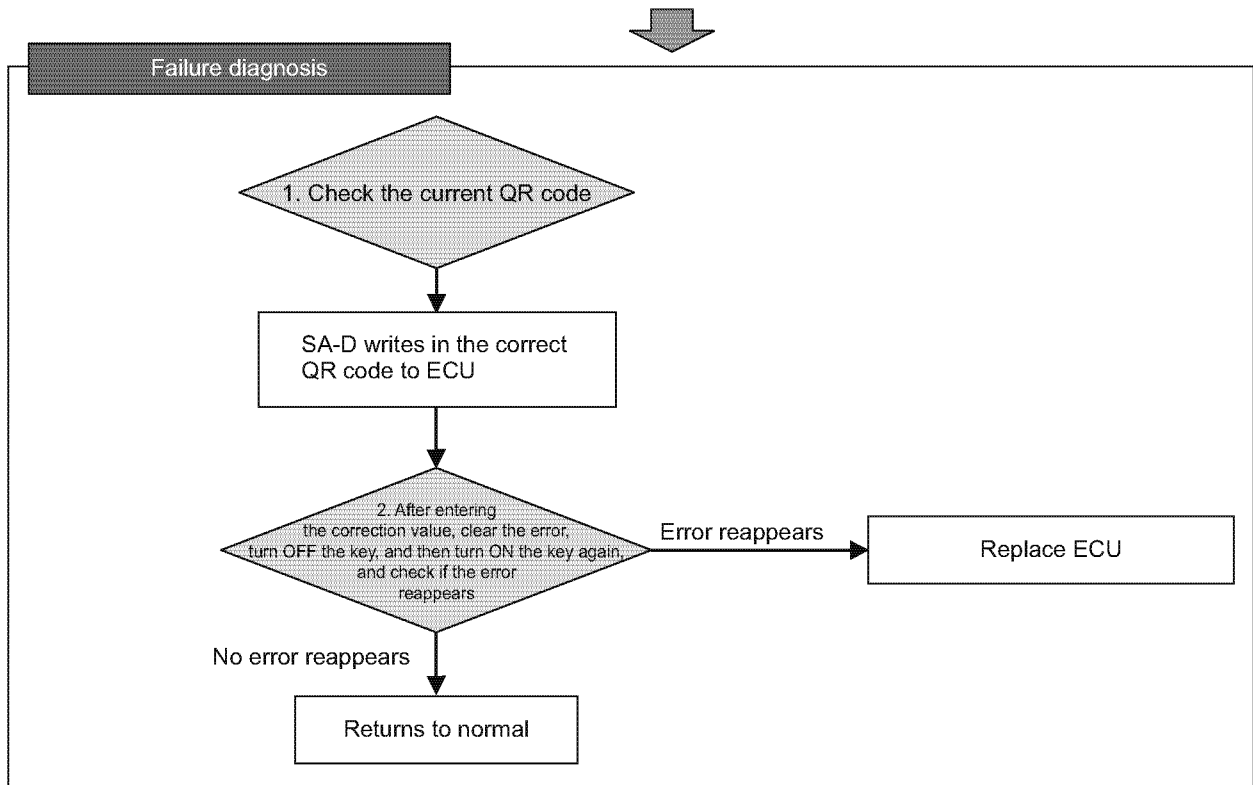
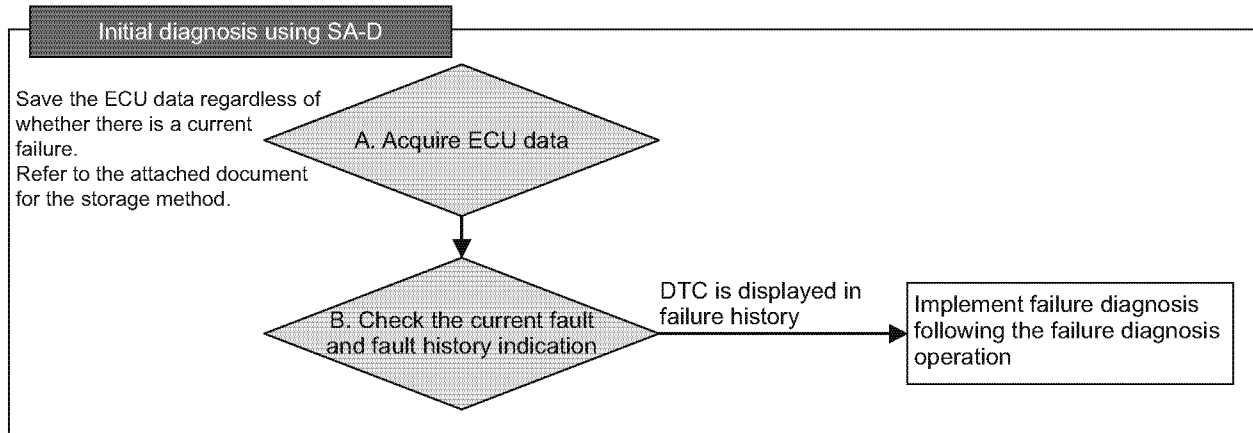
3.2.66. QR data 2

Related DTC

P code	P1632	QR data error
	P1630	QR data correction input error

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154918-00EN

Work description

1. Checking the current QR code

1-Press the injector replacing button in SA-D and check the current QR code written in the ECU. After that, perform the QR code writing.

2. Check the QR code after writing

1-Check the current QR code corresponding to each cylinder by using the SA-D. Make sure that an abnormal code (QR correction value are all zeros, etc.) is not written. Switch the key switch from ON to OFF, then make sure that there are no errors displayed.

Error indication	State
No	OK: Normal
Yes	NG: Error

NG	Replace the ECU.
OK	Normal

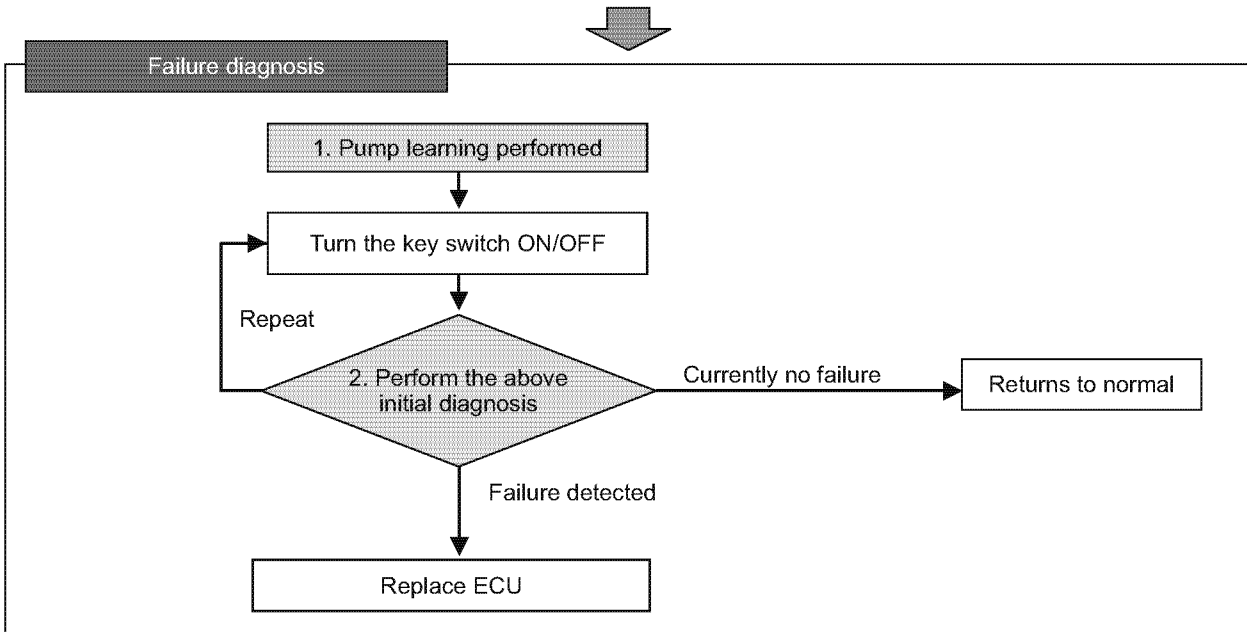
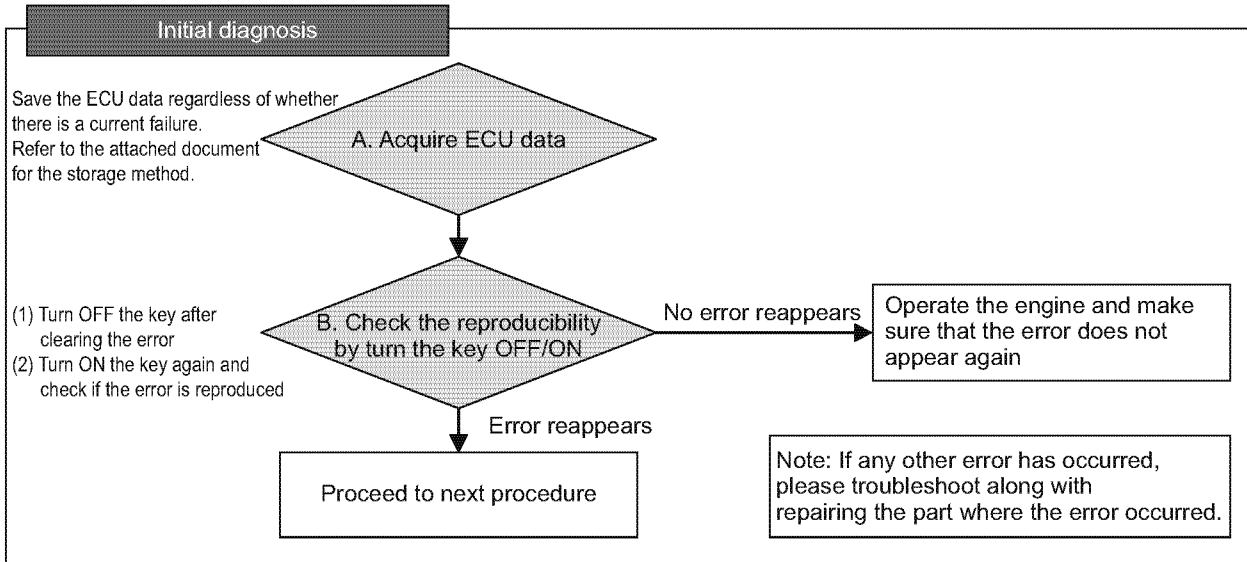
3.2.67. Pump learning not performed alarm

Related DTC

P code	P1237	Pump learning not performed alarm
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154819-00EN

Work description

1. Pump learning implementation

1-Pump learning may not be implemented. Connect SA-D, and perform the pump learning by "Active control of Diagnosis Test".

2. Operation using SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Replace the ECU.

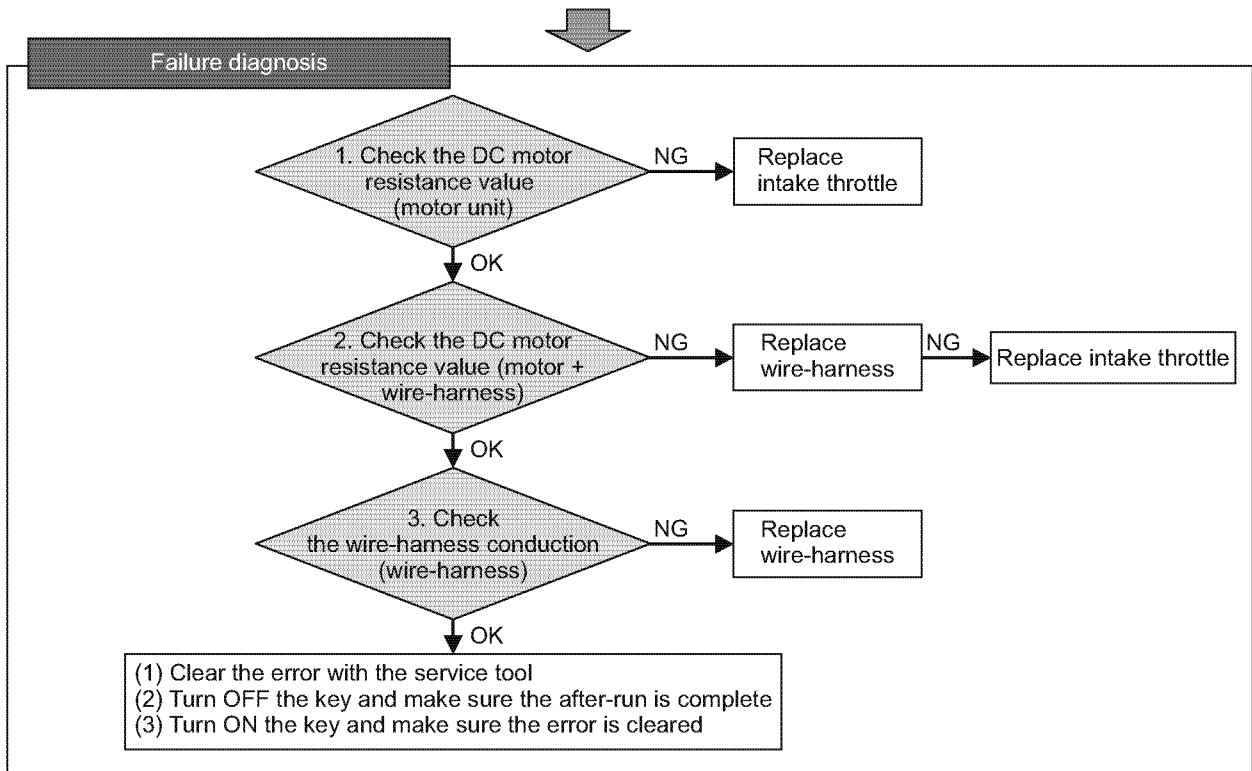
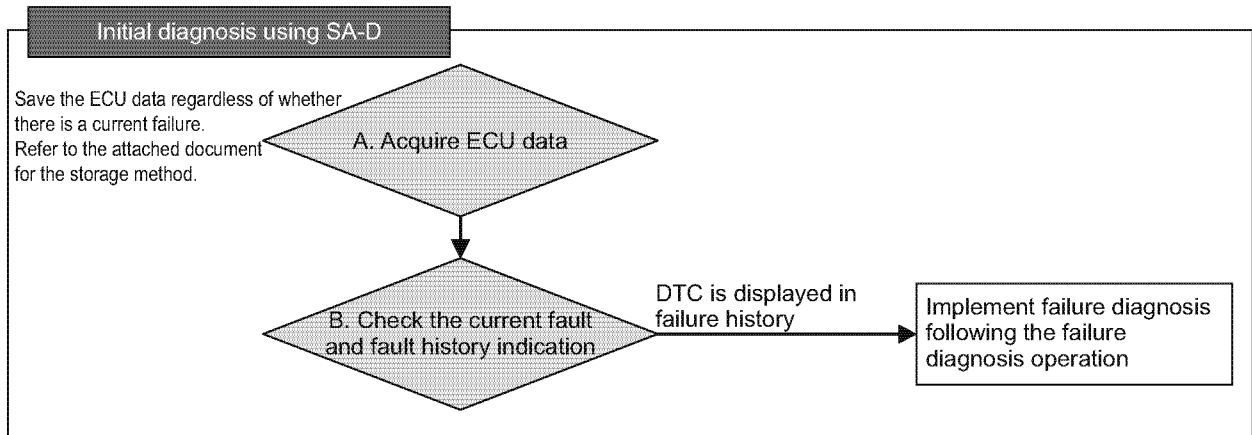
3.2.68. Intake throttle drive circuit

Related DTC

P code	P0660	Intake throttle drive circuit disconnection
	P1658	Intake throttle drive circuit VB/GND short circuit

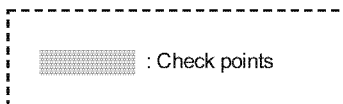
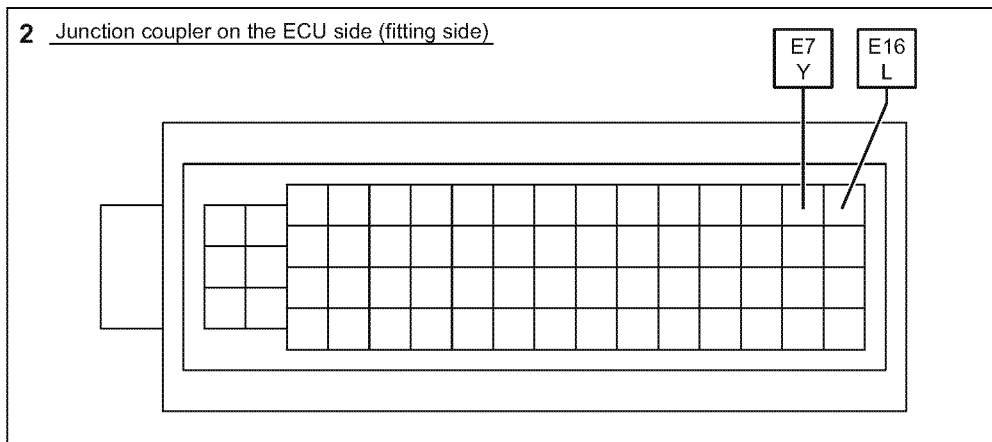
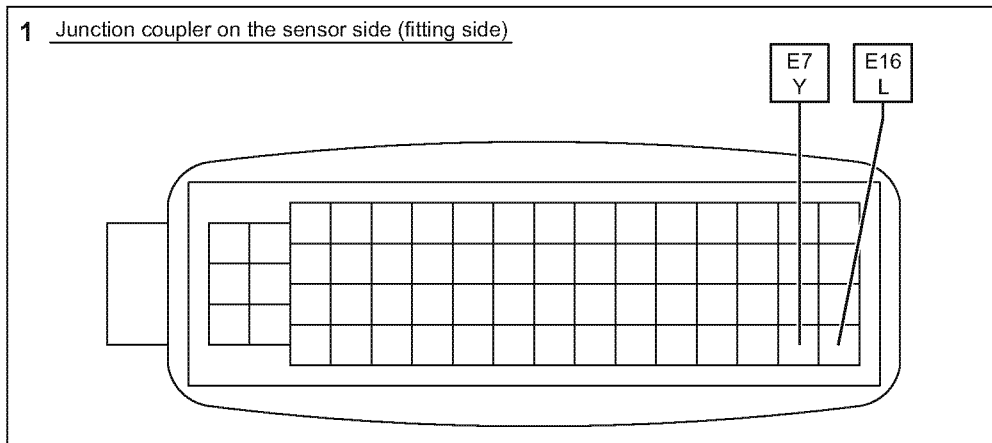
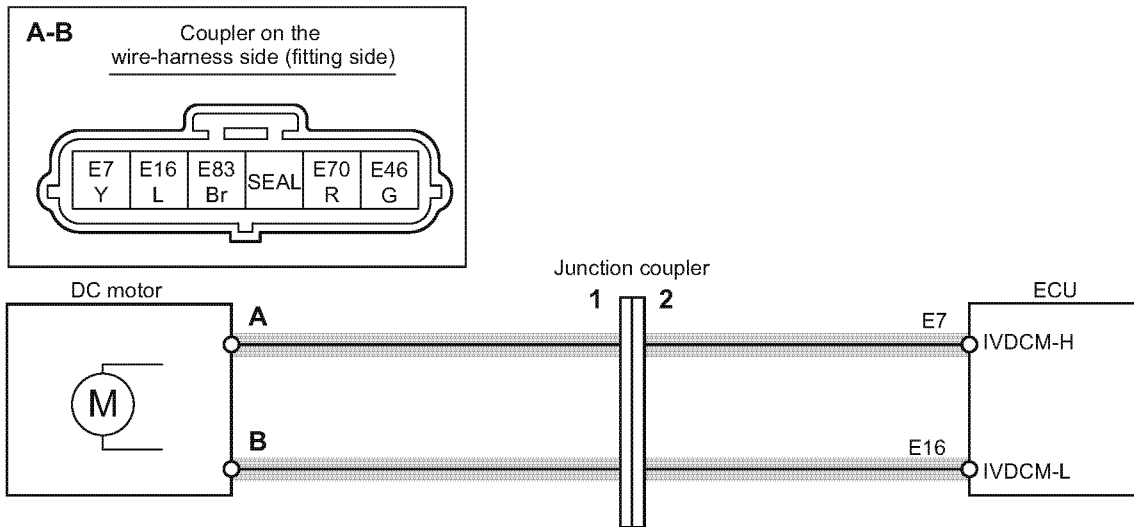
Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



154820-00EN

Wire diagram



045807-00 EN03

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the DC motor resistance value (motor unit)

1-Remove the DC motor from the wire-harness.

2-Using a circuit tester, measure the resistance value (overall resistance value) between DC motor terminals A and B.

Reference: Overall resistance value of DC motor
The resistance value of DC motor is under investigation.

NG	Replace the intake throttle.
OK	Go to "Checking the resistance value (motor + wire-harness)"

2. Checking the resistance value (motor + wire-harness)

1-Connect the motor and the wire-harness. Remove the ECU from the wire-harness.

2-Using a circuit tester, measure the resistance value (overall resistance value) between ECU wire-harness couplers E7 and E16.

See the above "Reference: Overall resistance value of DC motor".

NG	<ul style="list-style-type: none"> • A coupler between the motor and the wire-harness may be defective. Replace the intake throttle. • Replace the wire-harness.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the DC motor and ECU. However, connect the junction coupler.

2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below. However, when the intake throttle drive circuit VB/GND short-circuit is detected, perform the check pattern 1. When the intake throttle drive circuit disconnection is detected, perform the check pattern 2.

Reference: Intake throttle drive circuit conduction check pattern 1

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
E7	VB/GND terminal	Yes	NG: Error
		No	OK: Normal
E16		Yes	NG: Error
		No	OK: Normal

Reference: Intake throttle drive circuit conduction check pattern 2

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (DC motor side wire-harness coupler)	Conduction	State
E7	Motor terminal A	Yes	OK: Normal
		No	NG: Error
E16	Motor terminal B	Yes	OK: Normal
		No	NG: Error

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	The coupler between the ECU and the wire-harness may be defective. Replace the wire-harness.

4. Check when an error (failure) is resolved by replacing parts

In order to identify the part that caused the error (failure), when the part is replaced and the error is resolved, put back the original part and confirm that the error (failure) is reproduced.

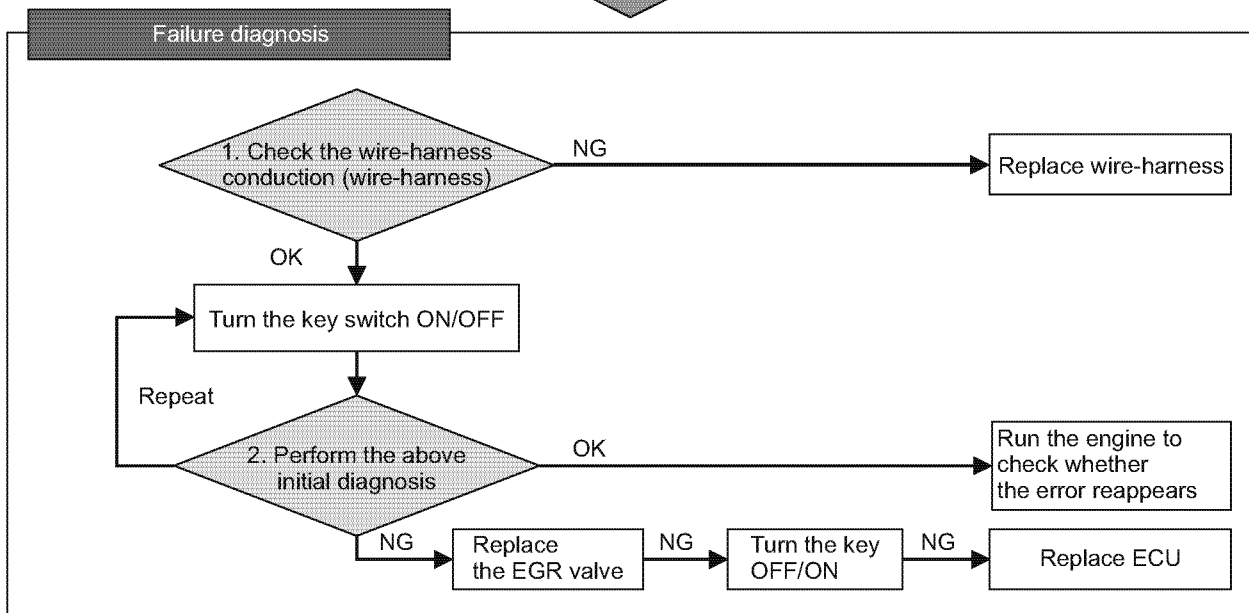
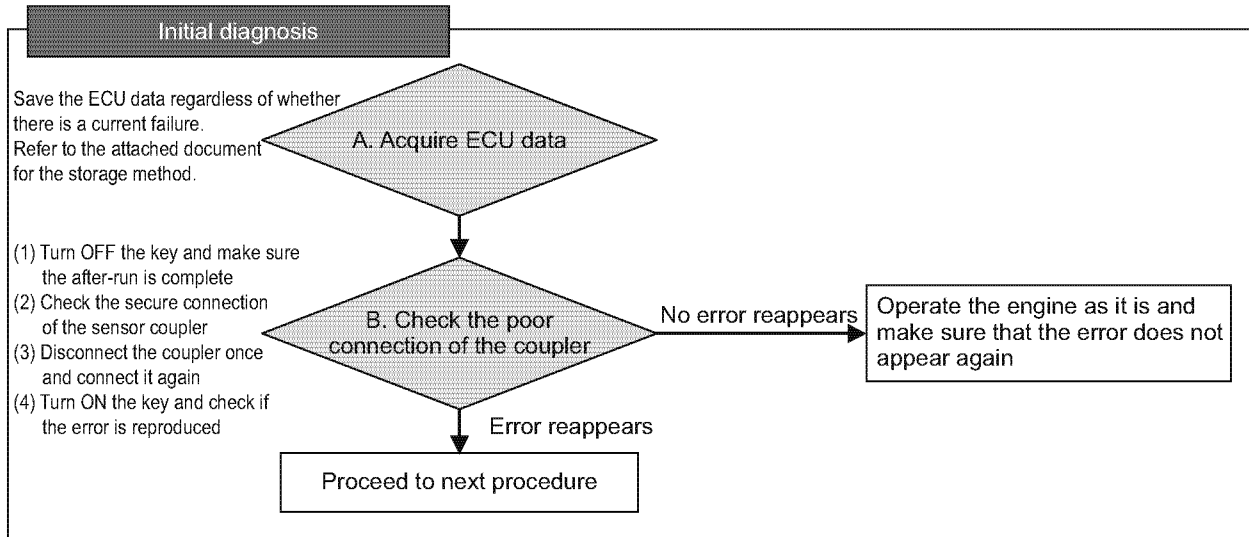
3.2.69. CAN (engine side) 1

Related DTC

P code	U010B	CAN reception timeout from the EGR valve
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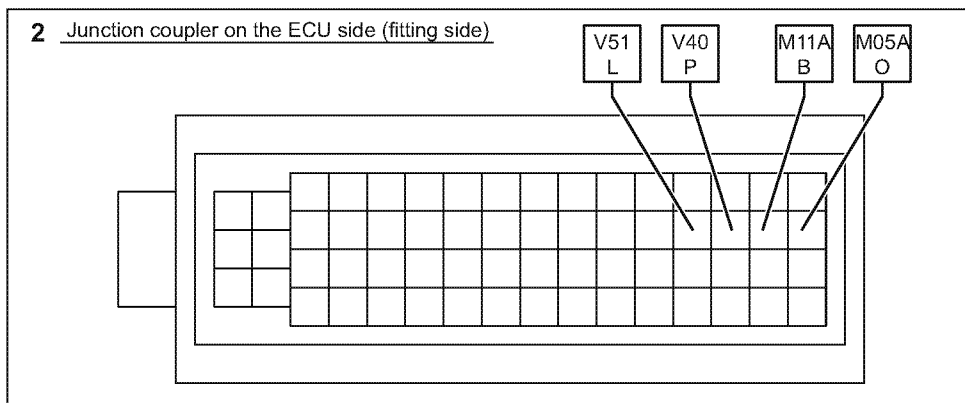
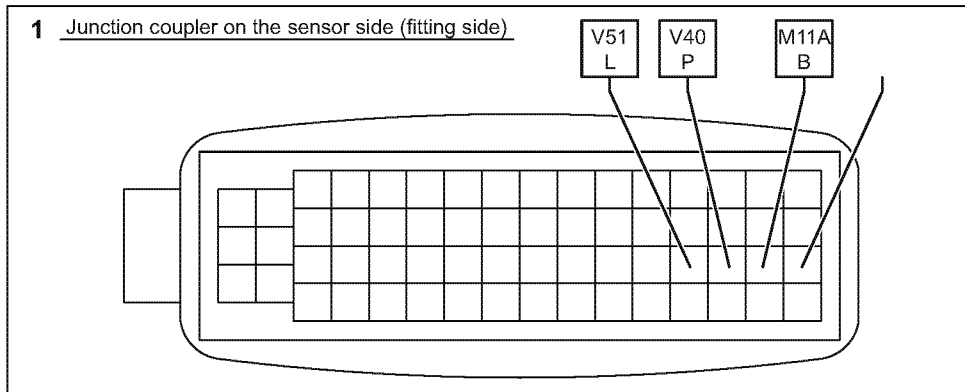
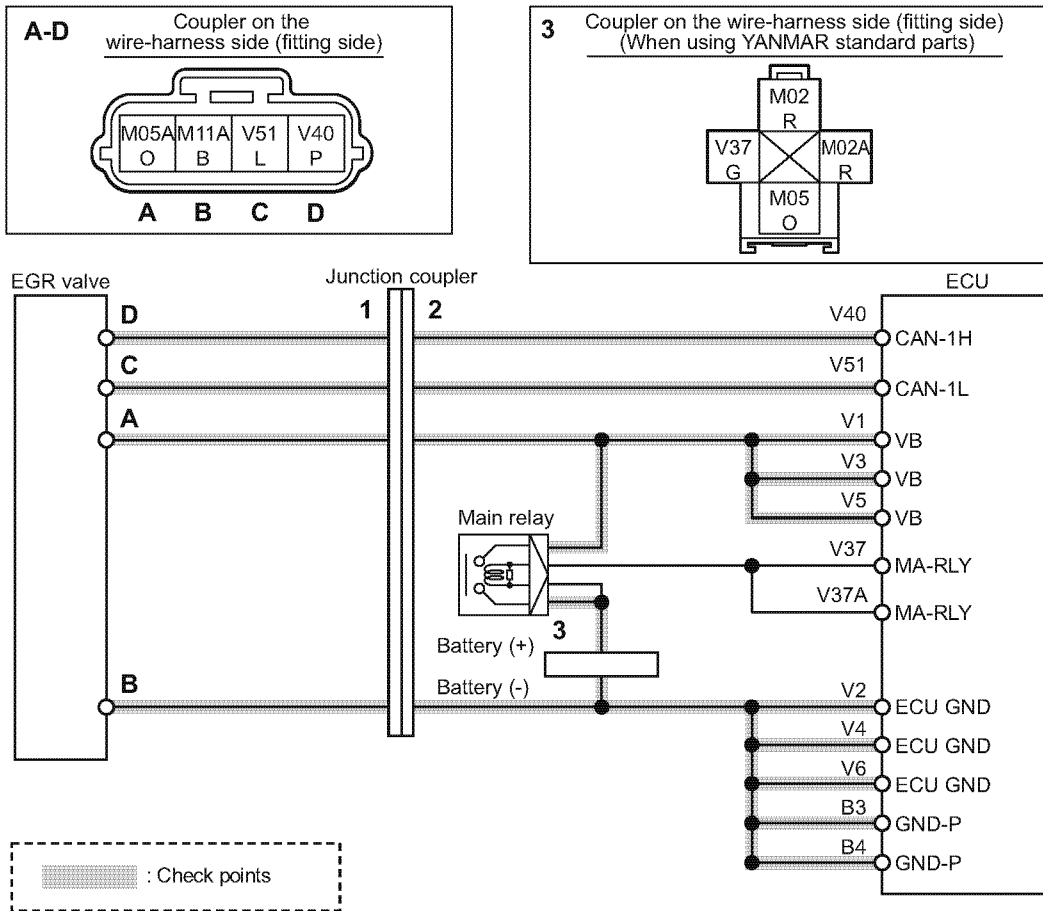
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154821-00EN

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

155103-00EN

Work description

1. Checking the wire-harness conduction

1-Remove the wire-harness from the ECU and ECU of driven machine side.

2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: CAN 1 line conduction check pattern 1

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (EGR valve side wire-harness coupler)	Conduction	State
V40	V40	Yes	OK: Normal
		No	NG: Error
V51	V51	Yes	OK: Normal
		No	NG: Error

Reference: CAN 1 line conduction check pattern 2

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
V40	All terminals other than V40	Yes	NG: Error
		No	OK: Normal
V51	All terminals other than V51	Yes	NG: Error
		No	OK: Normal

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	Go to "Operation using SA-D"

2. Operation using SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	<p>Check the EGR valve operation.</p> <ol style="list-style-type: none"> 1. Check the power supply to the EGR valve. 2. If there is no power supply to the EGR valve, check the conduction of the main relay, fuse, and power line. 3. If the power system is fine, replace the EGR valve. <p>Replace the EGR valve, turn the key OFF and after the after-run is completed, turn the key ON again, and when the error reappears, replace the ECU.</p>

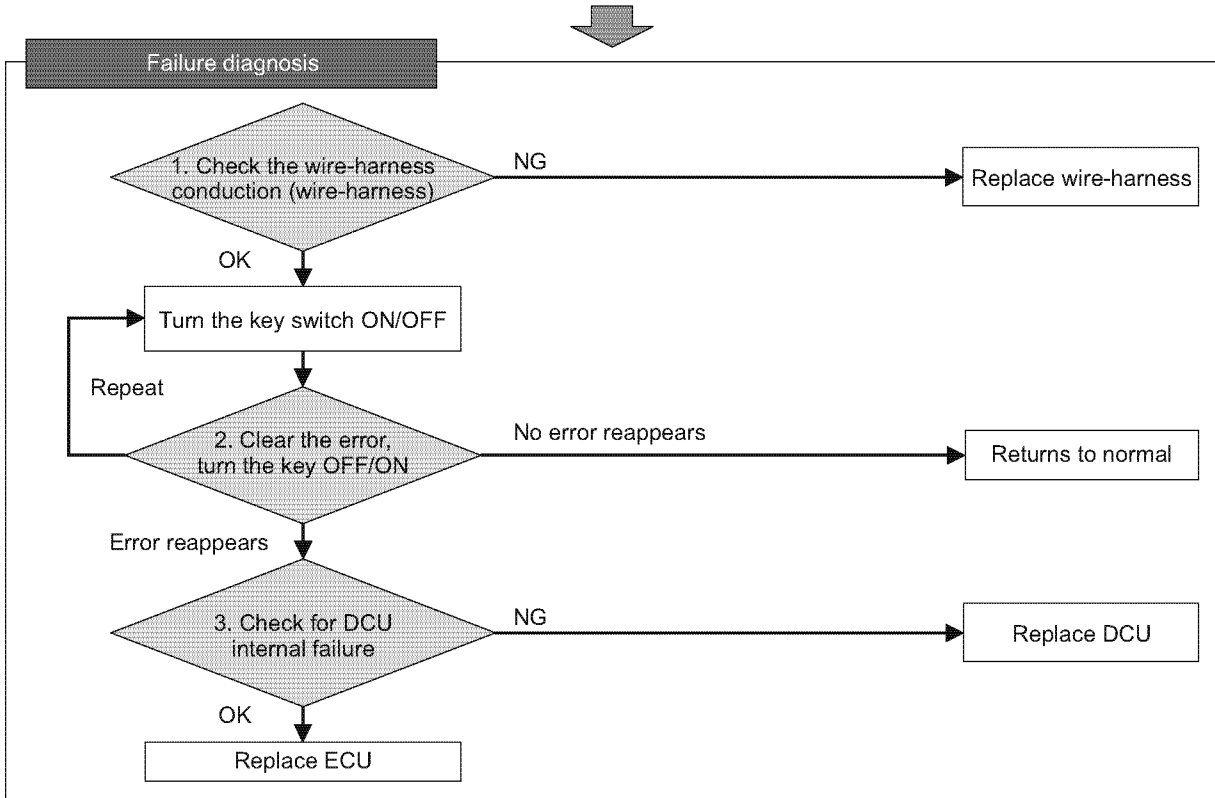
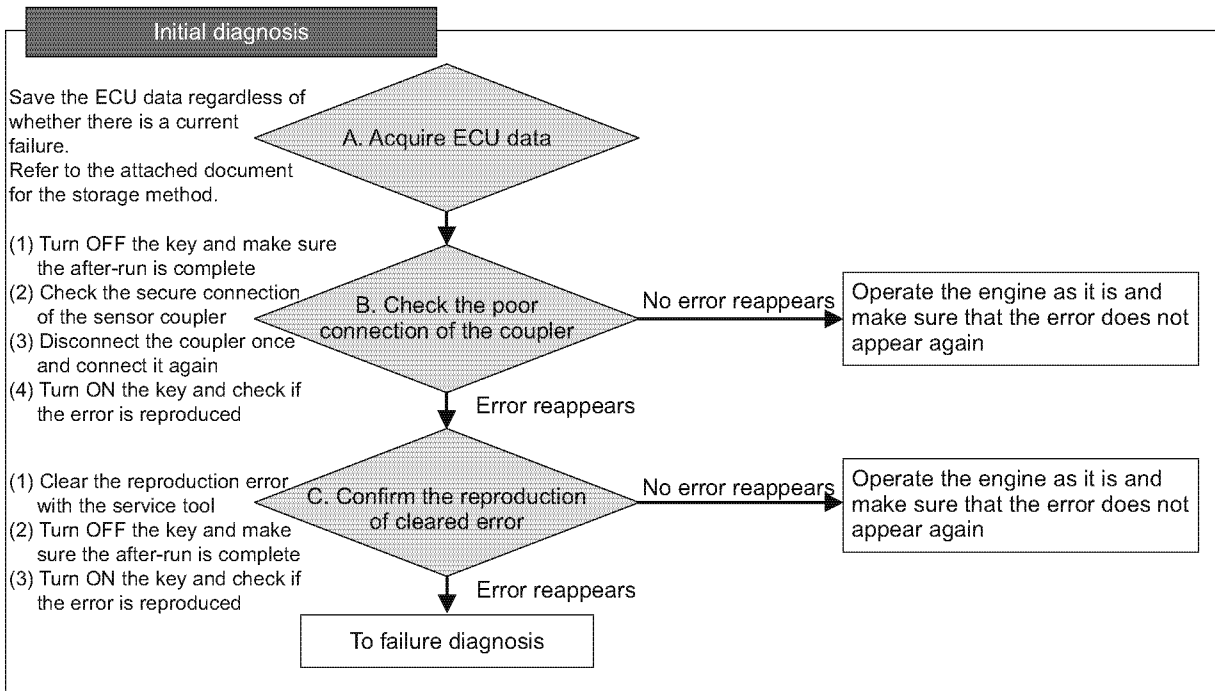
3.2.70. CAN (engine side) 2

Related DTC

P code	U1501	CAN reception timeout from DCU
	U1502	Data verification error between ECU and DCU (verification timeout)

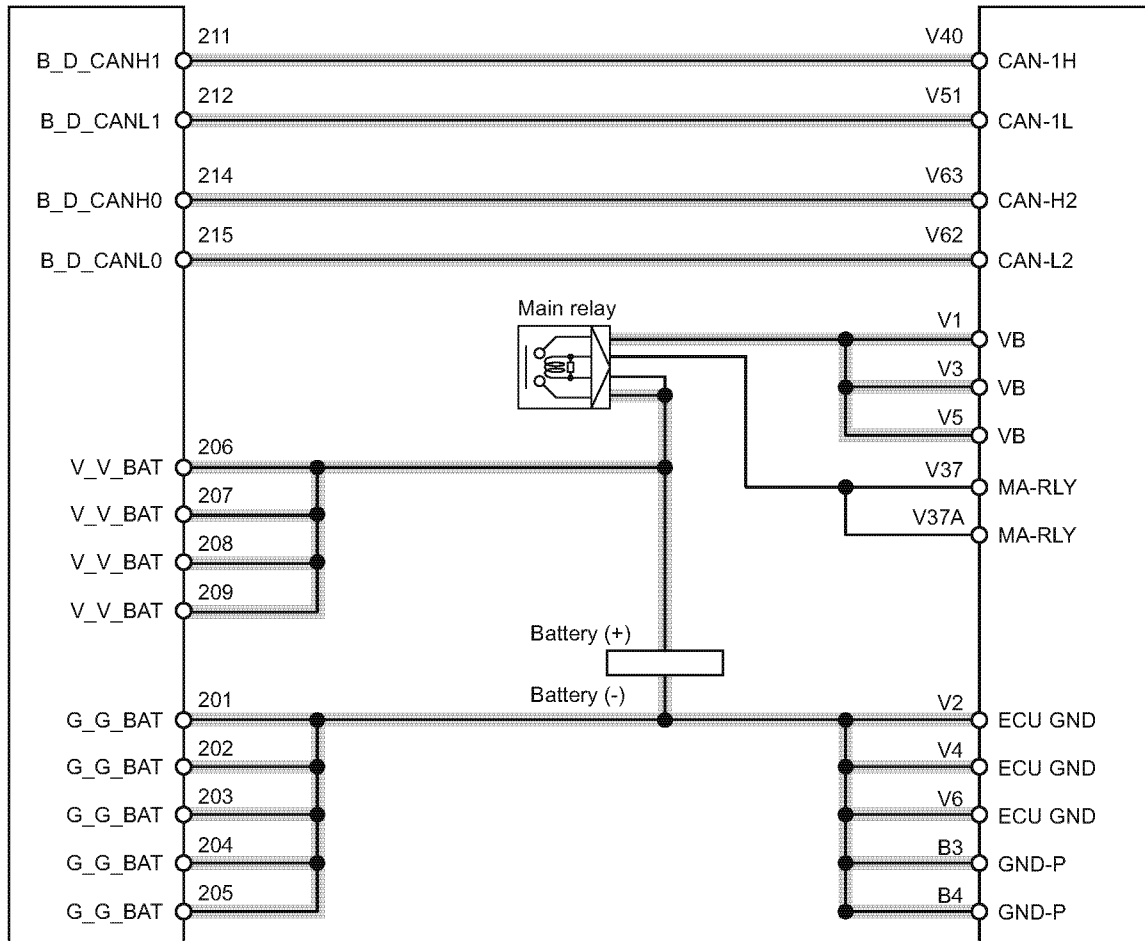
Workflow


See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154822-00EN

Wire diagram



 : Check points

155104-00EN

See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the wire-harness conduction

1-Remove the wire-harness from the DCU and ECU.

2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: CAN (engine side) line conduction check pattern 1

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
V40	211	Yes	OK: Normal
		No	NG: Error
V51	212	Yes	OK: Normal
		No	NG: Error

Reference: CAN (driven machine side) line conduction check pattern 1

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
V63	214	Yes	OK: Normal
		No	NG: Error
V62	215	Yes	OK: Normal
		No	NG: Error

Reference: CAN (engine side) line conduction check pattern 2

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
V40	All terminals other than V40	Yes	NG: Error
		No	OK: Normal
V51	All terminals other than V51	Yes	NG: Error
		No	OK: Normal

Reference: CAN (driven machine side) line conduction check pattern 2

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
V63	All terminals other than V63	Yes	NG: Error
		No	OK: Normal
V62	All terminals other than V62	Yes	NG: Error
		No	OK: Normal

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	Go to "Operation using SA-D"

2. Operation using SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	<p>Check the DCU operation.</p> <ol style="list-style-type: none">1. Check the power supply to the DCU.2. If there is no power supply to the EGR valve, check the conduction of the main relay, fuse, and power line.3. If the power system is fine, replace the DCU. <p>If an error related to a DCU internal fault has occurred, correct the error content. (see DCU judgment item)</p> <p>If there is no problem with the DCU, replace the ECU.</p>

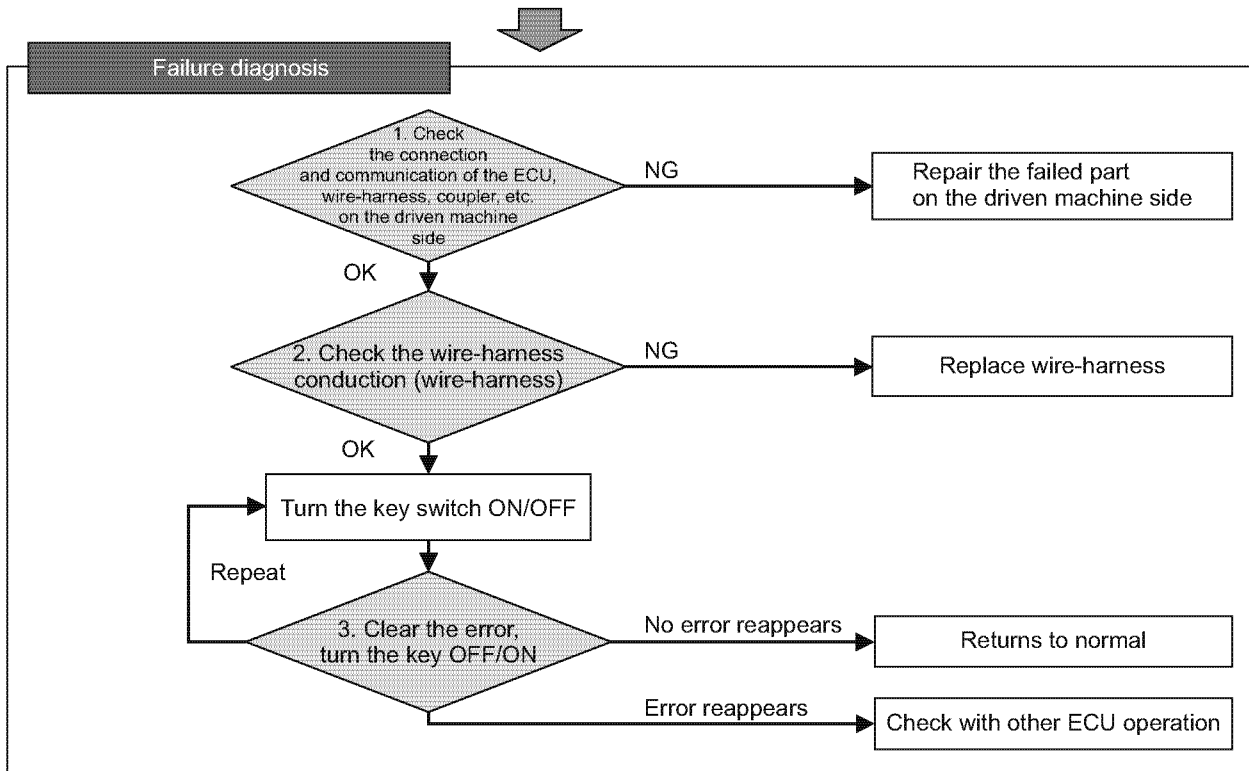
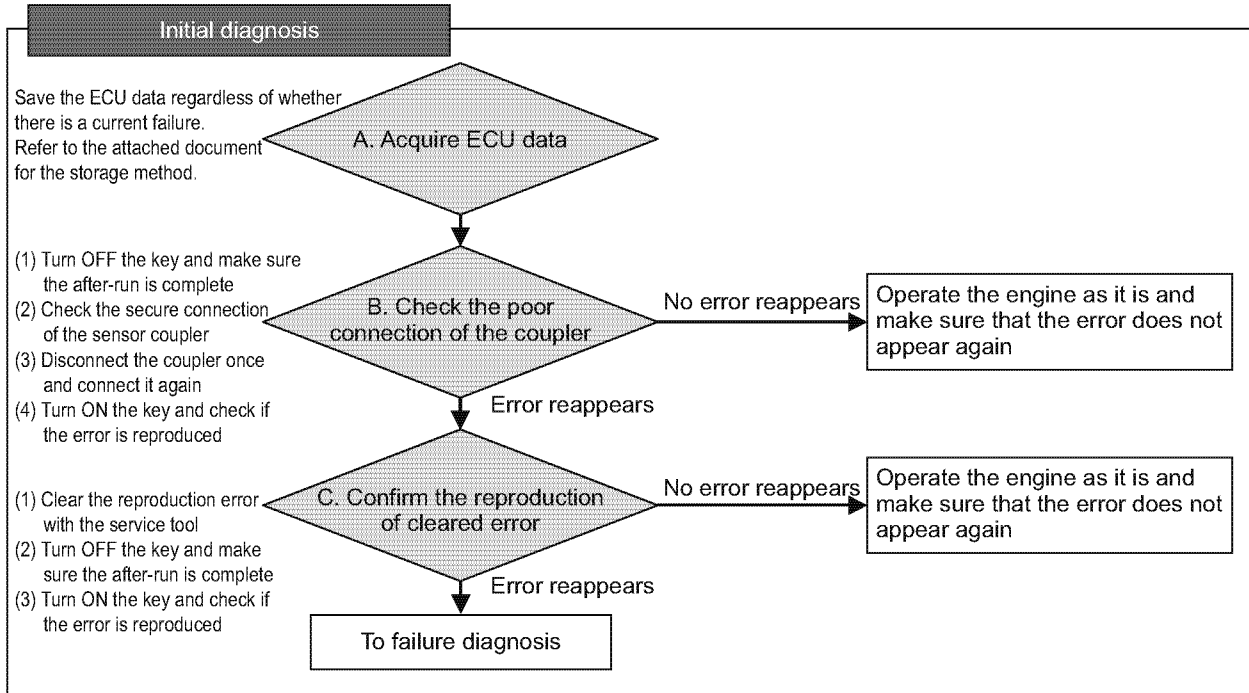
3.2.71. CAN (driven machine side)

Related DTC

P code	U0292	TSC1 (SA1) reception timeout
	U1301	TSC1 (SA2) reception timeout
	U1292	Y_ECR1 reception timeout
	U1293	Y_EC reception timeout
	U1294	Y_RSS reception timeout
	U0168	VI reception timeout
	U3002	VI reception data error
	U1303	Y_DPFIF reception timeout
	U1302	EBC1 reception timeout
	U0167	Immobilizer error (CAN communication)

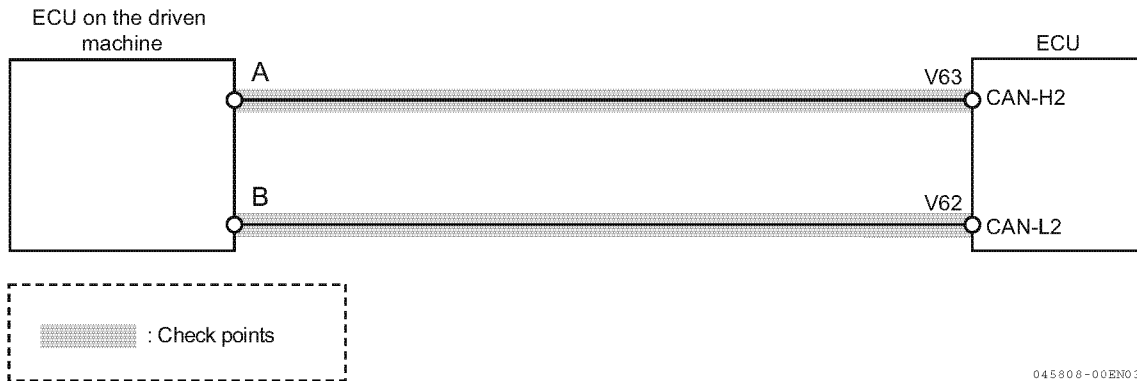
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154823-00EN

Wire diagram



See 3.2.1. ECU pin layout drawing P.3-2-1

Work description

1. Checking the connection and communication of the ECU, wire-harness, coupler, etc. on the implement side. Carry out troubleshooting according to the implement's manual.

NG	Correct the defective part of the implement.
OK	Go to "Checking the wire-harness conduction".

2. Checking the wire-harness conduction

1-Remove the wire-harness from the ECU and ECU of driven machine side.

2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: CAN 2 conduction check pattern 1

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on driven machine ECU)	Conduction	State
V63	Driven machine ECU terminal A	Yes	OK: Normal
		No	NG: Error
V62	Driven machine ECU terminal B	Yes	OK: Normal
		No	NG: Error

Reference: CAN 2 conduction check pattern 2

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
V63	All terminals other than V37	Yes	NG: Error
		No	OK: Normal
V62	All terminals other than V17	Yes	NG: Error
		No	OK: Normal

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	<ul style="list-style-type: none"> The coupler between the ECU and the wire-harness may be defective. Replace the wire-harness. Go to "Operation using SA-D" after wire-harness replacement.

3. Operation using SA-D

- 1-After clearing the error, turn OFF the key switch and after the after-run is completed, turn ON the key switch again to start the engine.
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	Normal
Yes	Check the operation of other ECUs.

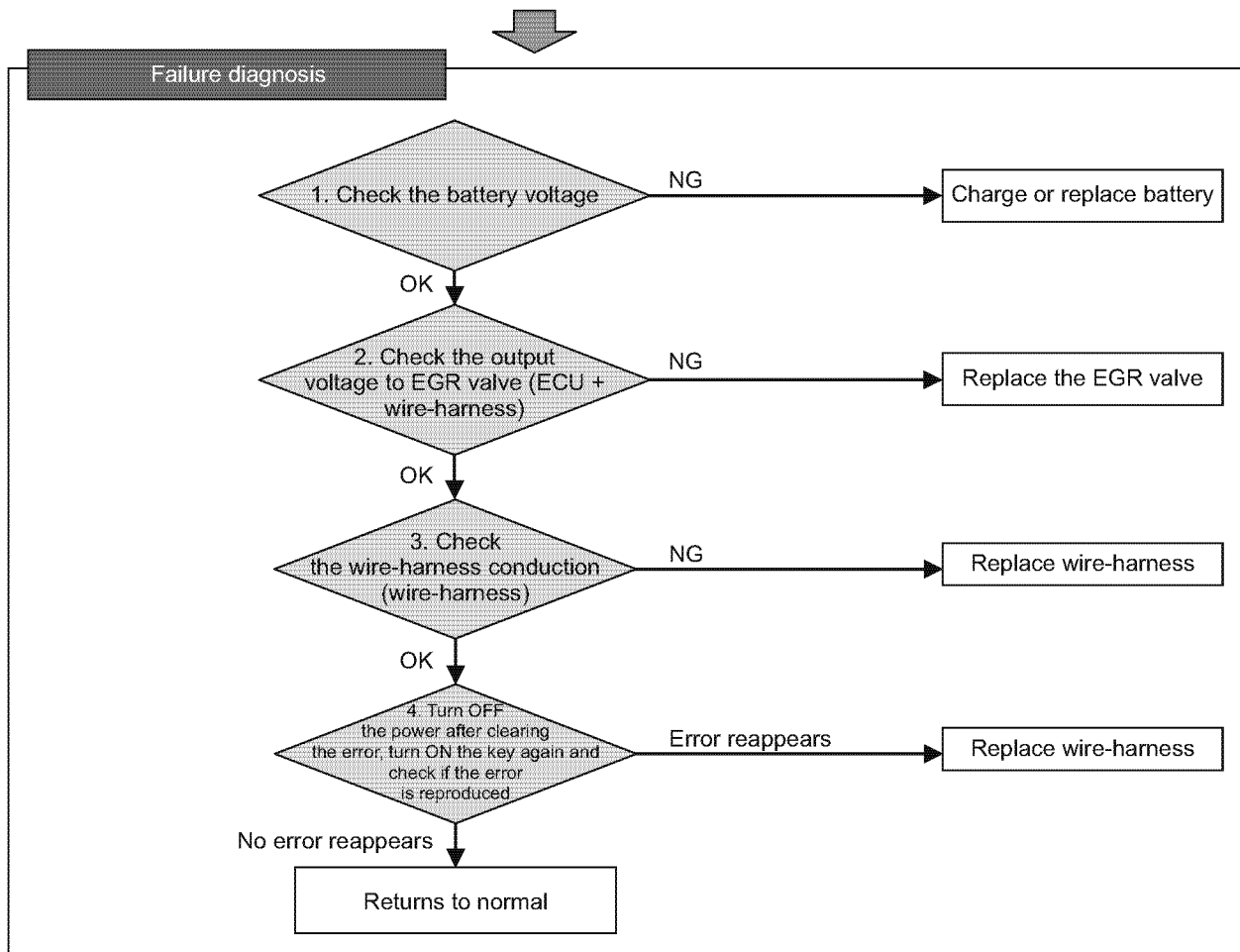
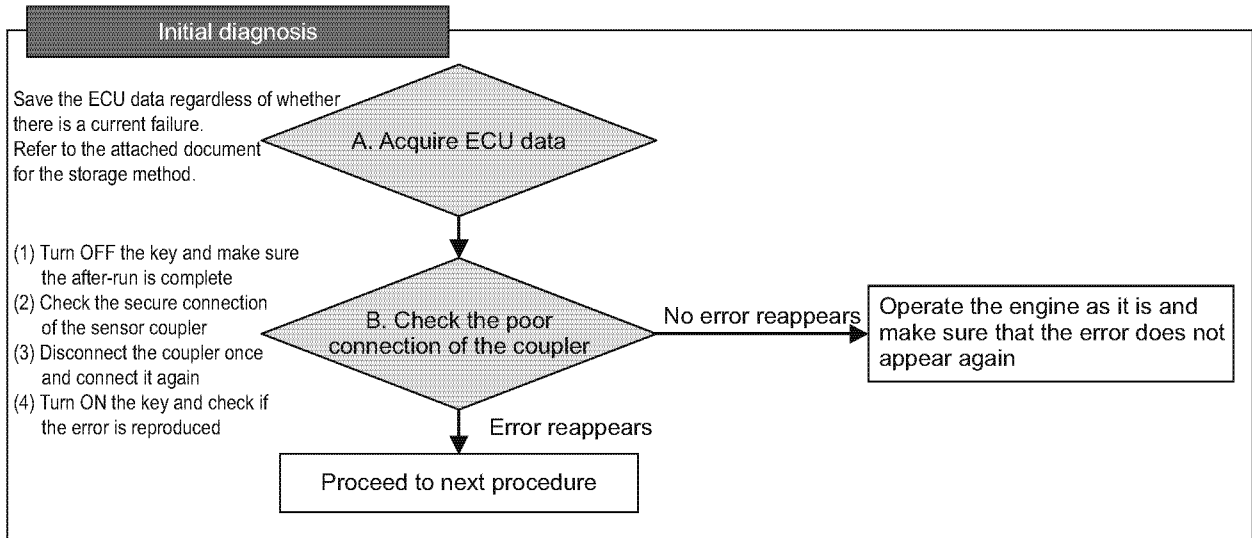
3.2.72. EGR valve 1

Related DTC

P code	P0404	EGR over voltage error
	P1404	EGR low voltage error

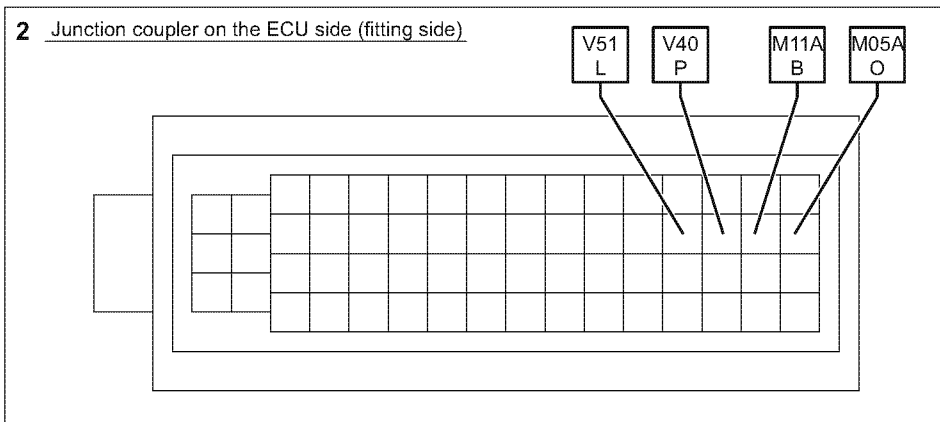
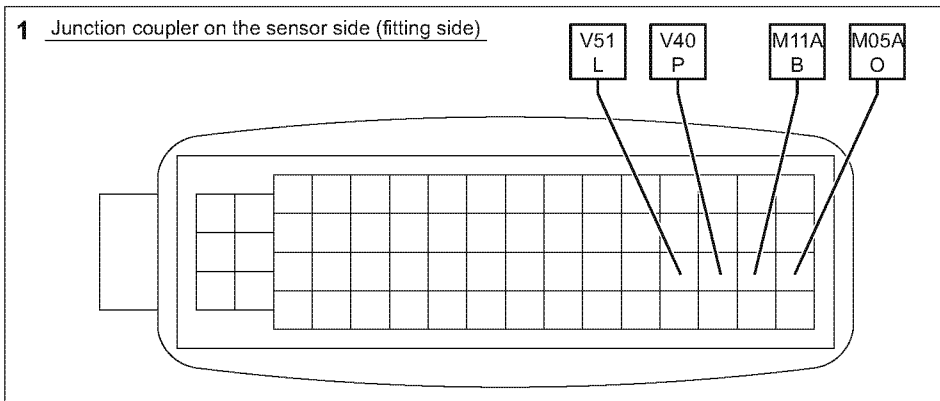
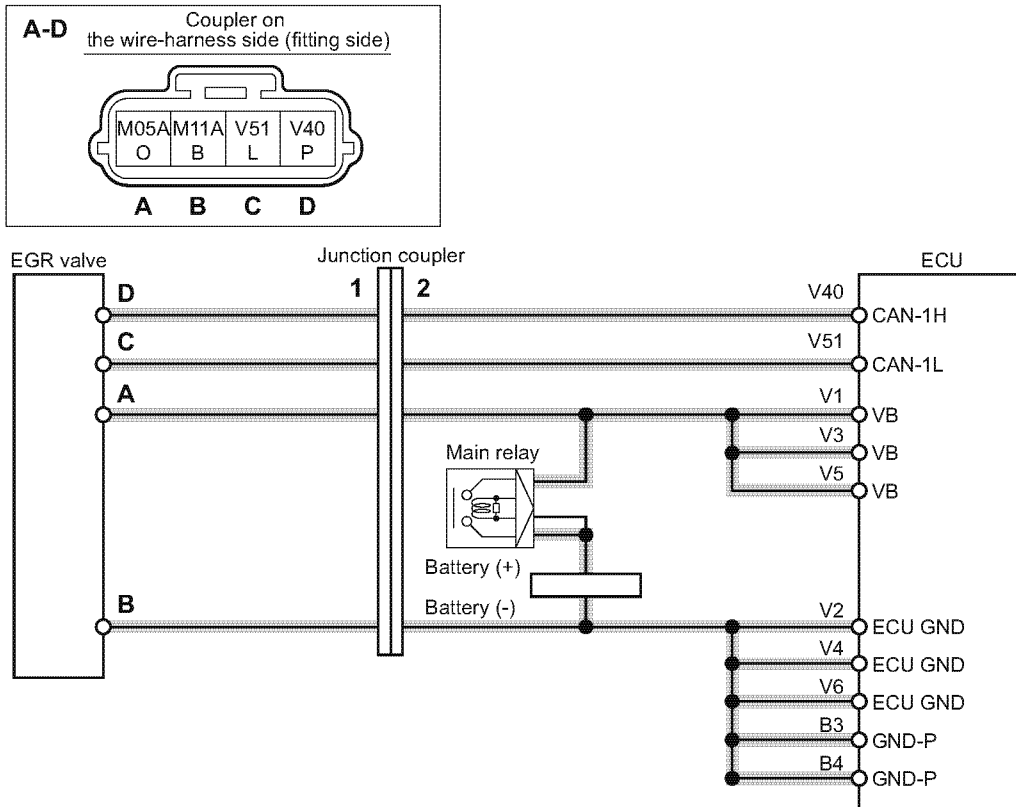
Workflow


See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



154824-00EN

Wire diagram



 : Check points

See 3.2.1. ECU pin layout drawing P.3-2-1

1E5105-00EN

Work description

1. Checking the battery voltage

Turn ON the key switch and check the battery voltage.

1-Make sure that the battery voltage is not reduced due to the battery life.

2-Make sure that the battery output is not too high.

Reference: Battery voltage check pattern 1

Terminal 1 (Battery)	Terminal 2 (Battery)	Voltage (12 V specification)	Voltage (24 V specification)	State
Battery (+)	Battery (-)	8 V or lower	16 V or lower	NG: Error
		8 to 16 V	16 to 32 V	OK: Normal
		16 V or higher	32 V or higher	NG: Error

NG	Charge or replace the battery.
OK	Go to "Checking the output voltage to the EGR valve".

2. Checking the output voltage to the EGR valve

1-Remove the EGR valve from the wire-harness.

2-Turn ON the key switch and check the battery voltage. Measure the wire-harness between A and B with reference to "Wire diagram".

Reference: Battery voltage check pattern 2

Terminal 1 (EGR valve side wire-harness coupler)	Terminal 2 (EGR valve side wire-harness coupler)	Voltage (12 V specification)	Voltage (24 V specification)	State
A (M05A)	B (M11A)	8 V or lower	13 V or lower	NG: Error
		8 to 18 V	13 to 35 V	OK: Normal
		18 V or higher	35 V or higher	NG: Error

NG	Replace the EGR valve.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the EGR valve and the ECU.

2-While referring to the 3.2.1. ECU pin layout drawing P.3-2-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: EGR valve conduction check pattern 1

Terminal 1 (Wire-harness coupler on ECU side)	Terminal 2 (EGR valve side wire-harness coupler)	Conduction	State
V1/V3	EGR valve terminal A	Yes	OK: Normal
		No	NG: Error
V2/V4/V6/V72	EGR valve terminal B	Yes	OK: Normal
		No	NG: Error
V40 *1	EGR valve terminal D	Yes	OK: Normal
		No	NG: Error
V51 *1	EGR valve terminal C	Yes	OK: Normal
		No	NG: Error

*1: Although it is not a battery line, the abnormal signal may be transmitted due to disconnection/short circuit. Check the condition.

Reference: EGR valve conduction check pattern 2

Terminal 1 (EGR valve side wire-harness coupler)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
EGR valve terminal A	All terminals other than V1 and V3	Yes	NG: Error
		No	OK: Normal
EGR valve terminal B	All terminals other than GND	Yes	NG: Error
		No	OK: Normal
EGR valve terminal D *1	All terminals other than V40	Yes	NG: Error
		No	OK: Normal
EGR valve terminal C *1	All terminals other than V51	Yes	NG: Error
		No	OK: Normal

*1: Although it is not a battery line, the abnormal signal may be transmitted due to disconnection/short circuit. Check the condition.

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	<ul style="list-style-type: none"> The coupler between the ECU and the wire-harness may be defective. Replace the wire-harness. Turn the key OFF and after the after-run is completed, turn the key ON again, and check if the error reappears.

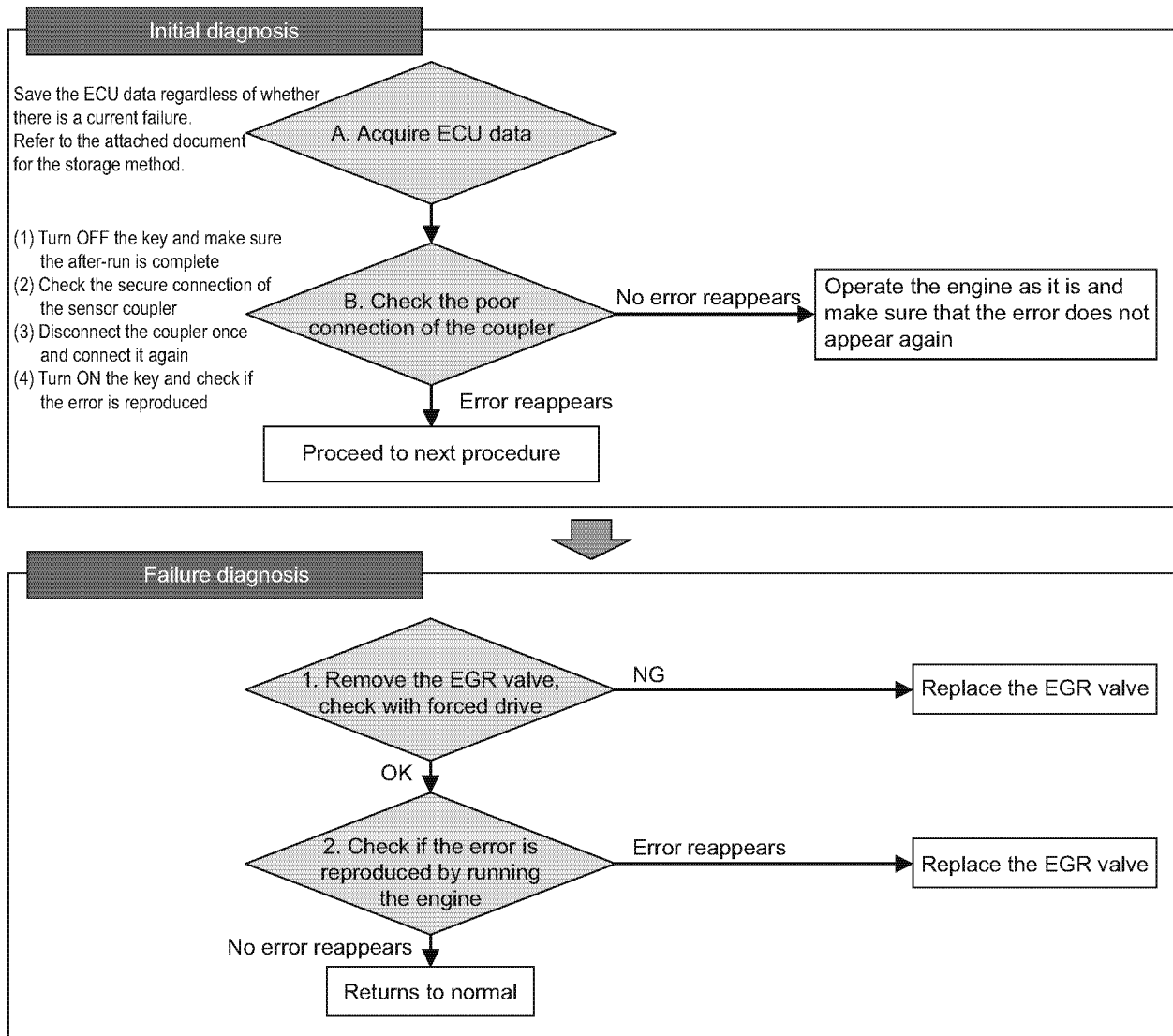
3.2.73. EGR valve 2

Related DTC

P code	P0403	Disconnection in EGR motor coils
	P1405	EGR valve short circuit in motor coils
	P0488	EGR position sensor error
	P1409	EGR feedback error
	P148A	EGR valve sticking error
	P049D	EGR initialization error
	U0401	EGR ECM data error
	U1401	EGR target value out of range
	P1410	EGR high temperature thermistor error
	P1411	EGR low temperature thermistor error

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154825-00EN

Work description

1. Removing the EGR valve, check with forced drive

Check if the EGR valve operates with forced drive by SA-D.

NG	Replace the EGR valve.
OK	Go to "Checking if the error is reproduced by running the engine".

2. Checking if the error is reproduced by running the engine

Error reappears	Replace the EGR valve.
No error reappears	Returns to normal.

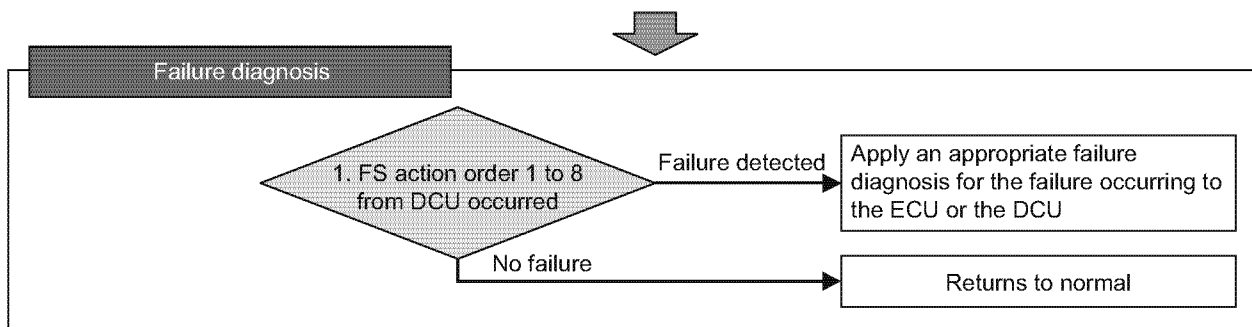
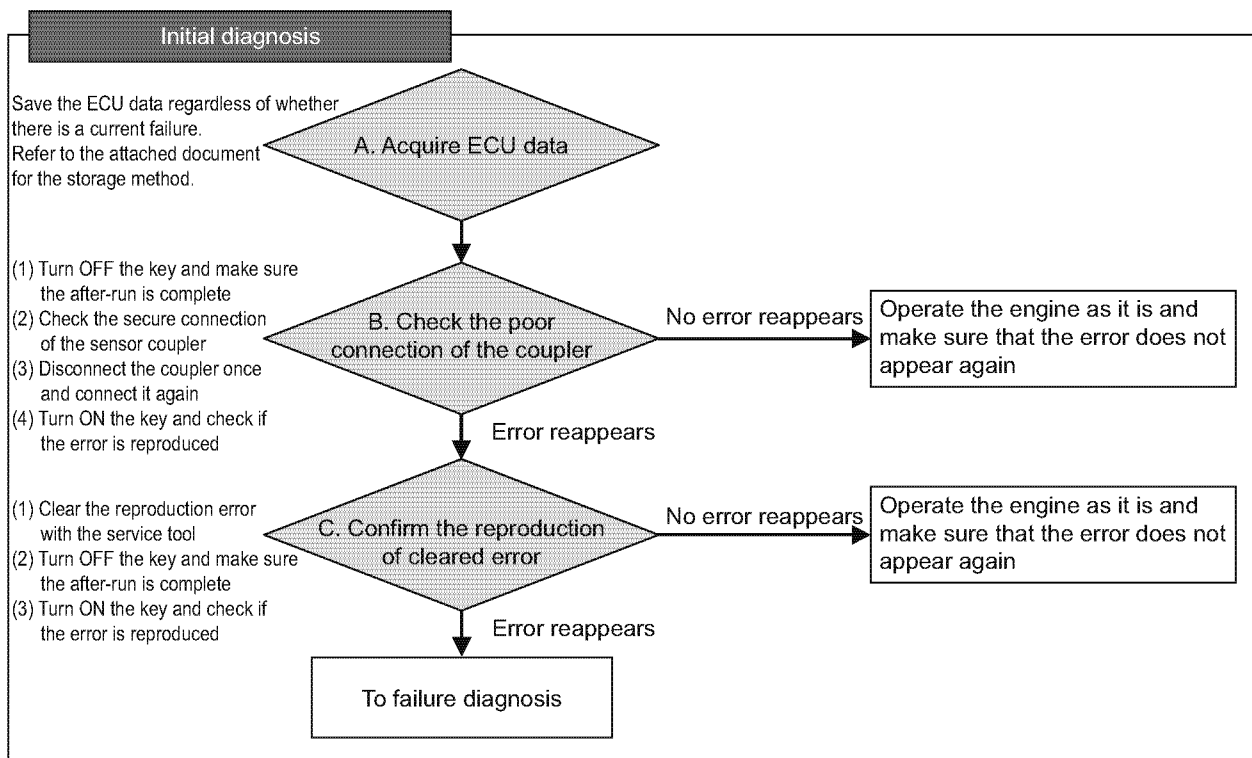
3.2.74. DCU system error

Related DTC

P code	U1503	DCU system error (FS action instruction 1 from DCU)
	U1504	DCU system error (FS action instruction 2 from DCU)
	U1505	DCU system error (FS action instruction 3 from DCU)
	U1506	DCU system error (FS action instruction 4 from DCU)
	U1507	DCU system error (FS action instruction 5 from DCU)
	U1508	DCU system error (FS action instruction 6 from DCU)
	U1509	DCU system error (FS action instruction 7 from DCU)
	U1510	DCU system error (FS action instruction 8 from DCU)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154826-00EN

Work description

- When this error is detected, other errors that cause the FS action instruction in ECU or DCU are also detected at the same time. Be sure to perform the failure diagnosis for the respective part first.

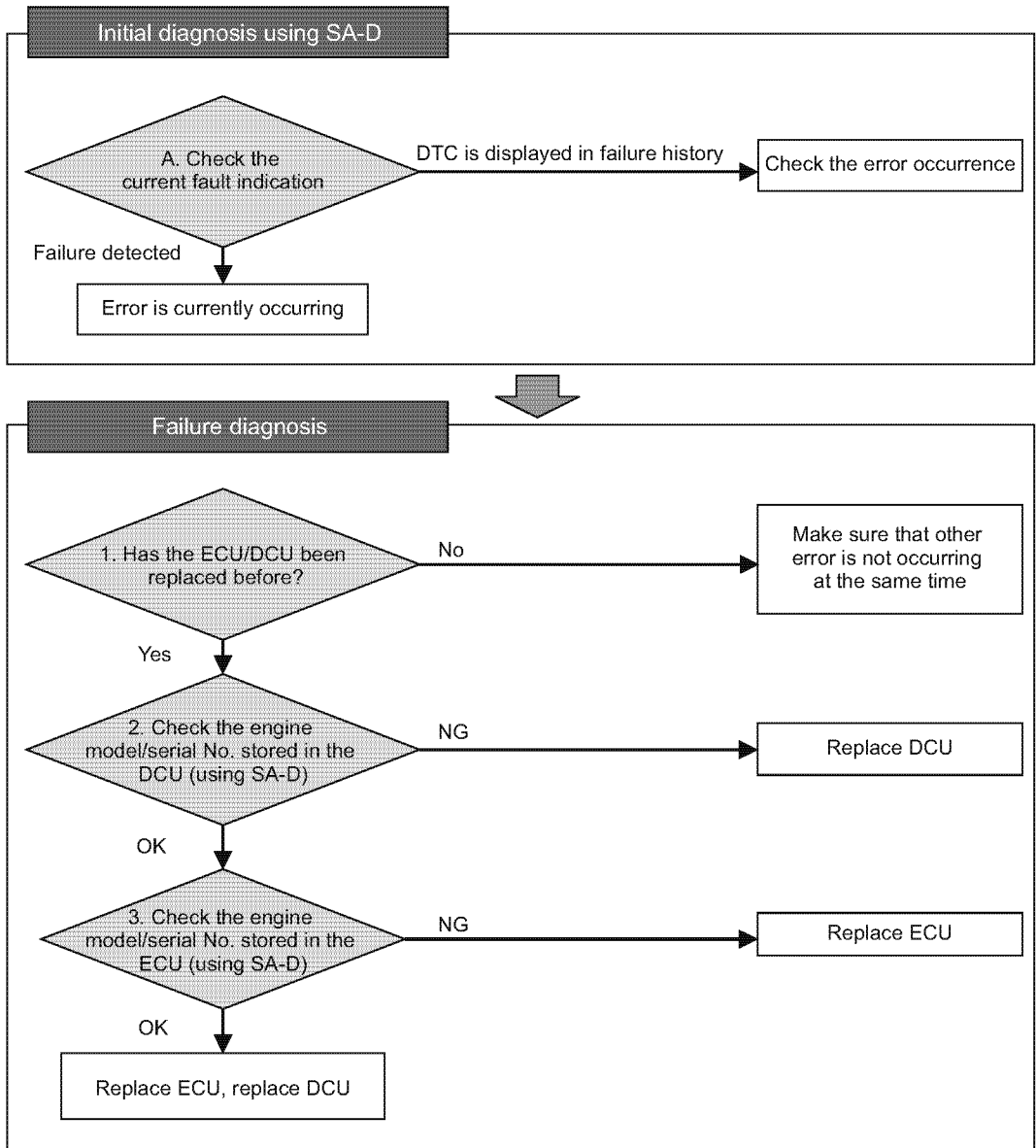
3.2.75. Data verification between ECU and DCU

Related DTC

P code	P1672	Data verification error between ECU and DCU (engine model unmatched)
	P264F	Data verification error between ECU and DCU (serial No. unmatched)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



073782-00EN00

Work description

1. Checking the replacement history of ECU or DCU

1-Check if a customer has replaced the ECU or DCU.

No replacement	Check to see whether any errors related to inside the ECU or DCU are detected.
With replacement	Go to "Checking the engine model/serial No. stored in the DCU (using SA-D)".

2. Checking the engine model/serial No. stored in the DCU (using SA-D)

1-Turn OFF the key switch and turn ON the key switch again.

2-Check the engine model and engine serial No. (on nameplate) of DCU indicated in "ECU Specification/ Structure: ECU ID Data" of SMARTASSIST-DIRECT (SA-D) are same as the engine model and engine serial No. indicated on engine nameplate.

NG	Replace the DCU.
OK	Go to "Checking the engine model/serial No. stored in the ECU (using SA-D)".

3. Checking the engine model/serial No. stored in the ECU (using SA-D)

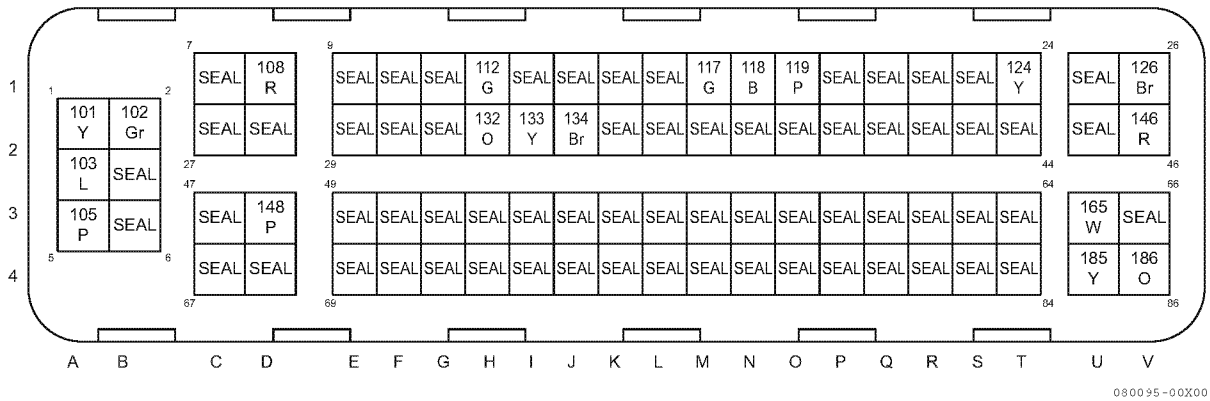
1-Turn OFF the key switch and turn ON the key switch again.

2-Check the engine model and engine serial No. (on nameplate) of ECU indicated in "ECU Specification/ Structure: ECU ID Data" of SMARTASSIST-DIRECT (SA-D) are same as the engine model and engine serial No. indicated on engine nameplate.

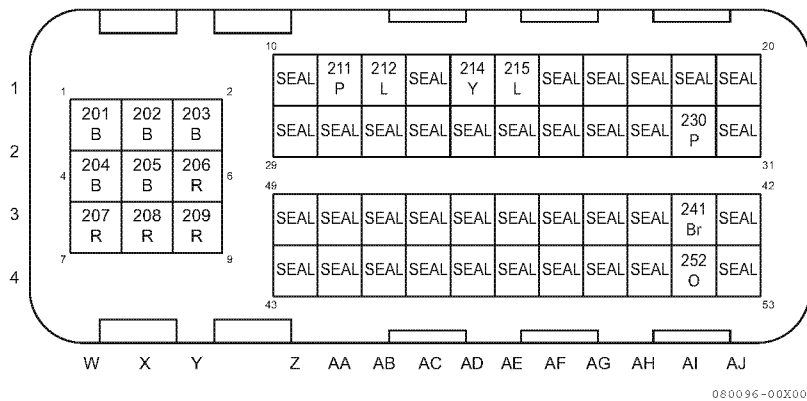
NG	Replace the DCU.
OK	<ul style="list-style-type: none"> • Replace the ECU. • Replace the DCU.

3.3.1. DCU pin layout drawing

DCU engine side (wire-harness side)



DCU body side (wire-harness side)



No.	Terminal name	Code
101	Pressure line heater	O_S_HH1
102	Back flow line heater	O_S_HH2
103	Supply module heater	O_S_SMH
105	External 12V	O_V_SMH
108	External 12V	O_V_RATH
112	Dosing module (Low-side)	O_T_RAMVL
117	Reduction agent pressure sensor	I_A_PRAS
118	Analog GND	G_R_PRAS
119	Sensor 5V	V_V_5VPRAS
124	Reduction agent pump motor	O_T_RAPMP
126	Motor GND	G_G_RAPMP
132	Dosing module (High-side)	O_T_RAMVH
133	SCR catalyst temperature sensor	I_A_CATTS1
134	Analog GND	G_R_CATTS1
146	External 12V	O_V_RAPMP
148	Suction line heater	O_S_HH3
165	Reduction agent reverting valve	O_S_RARV
185	Urea water tank heating valve	O_S_RATH
186	External 12V	O_V_RARV
201	DCU GND	G_G_BAT
202	DCU GND	G_G_BAT
203	DCU GND	G_G_BAT
204	DCU GND	G_G_BAT
205	DCU GND	G_G_BAT
206	VB	V_V_BAT
207	VB	V_V_BAT
208	VB	V_V_BAT
209	VB	V_V_BAT
211	CAN-H1	B_D_CANH1
212	CAN-L1	B_D_CANL1
214	CAN-H0	B_D_CANH0
215	CAN-L0	B_D_CANL0
230	External 12V	O_V_HHRLY
241	Heater relay	O_S_HHRLY
252	Key switch on	I_S_T15

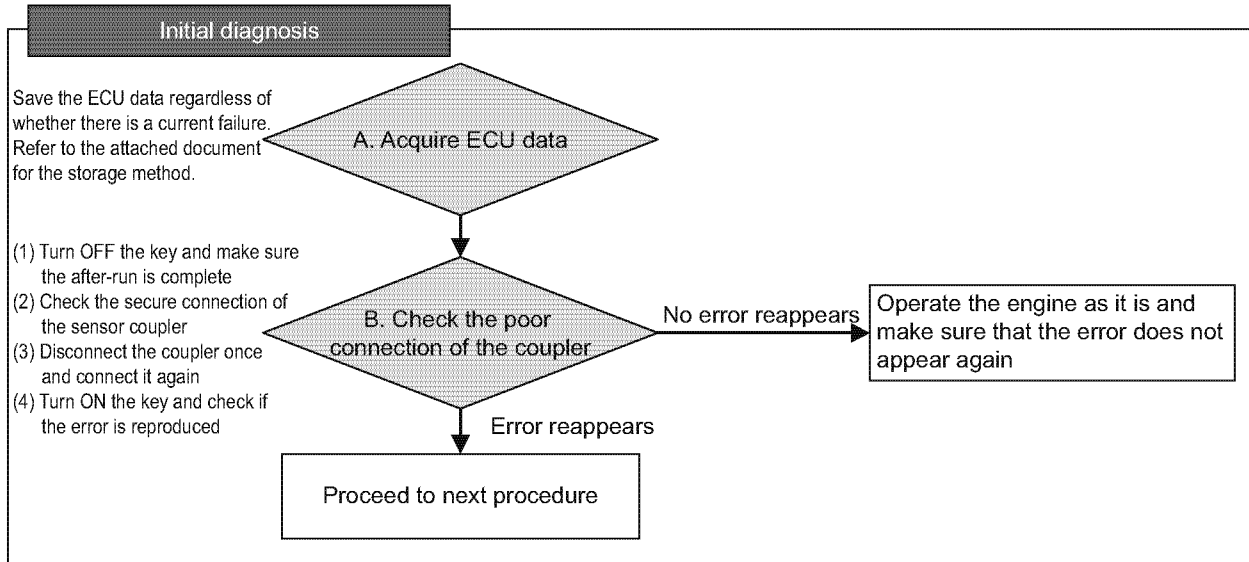
3.3.2. SCR upstream NOx sensor 1

Related DTC

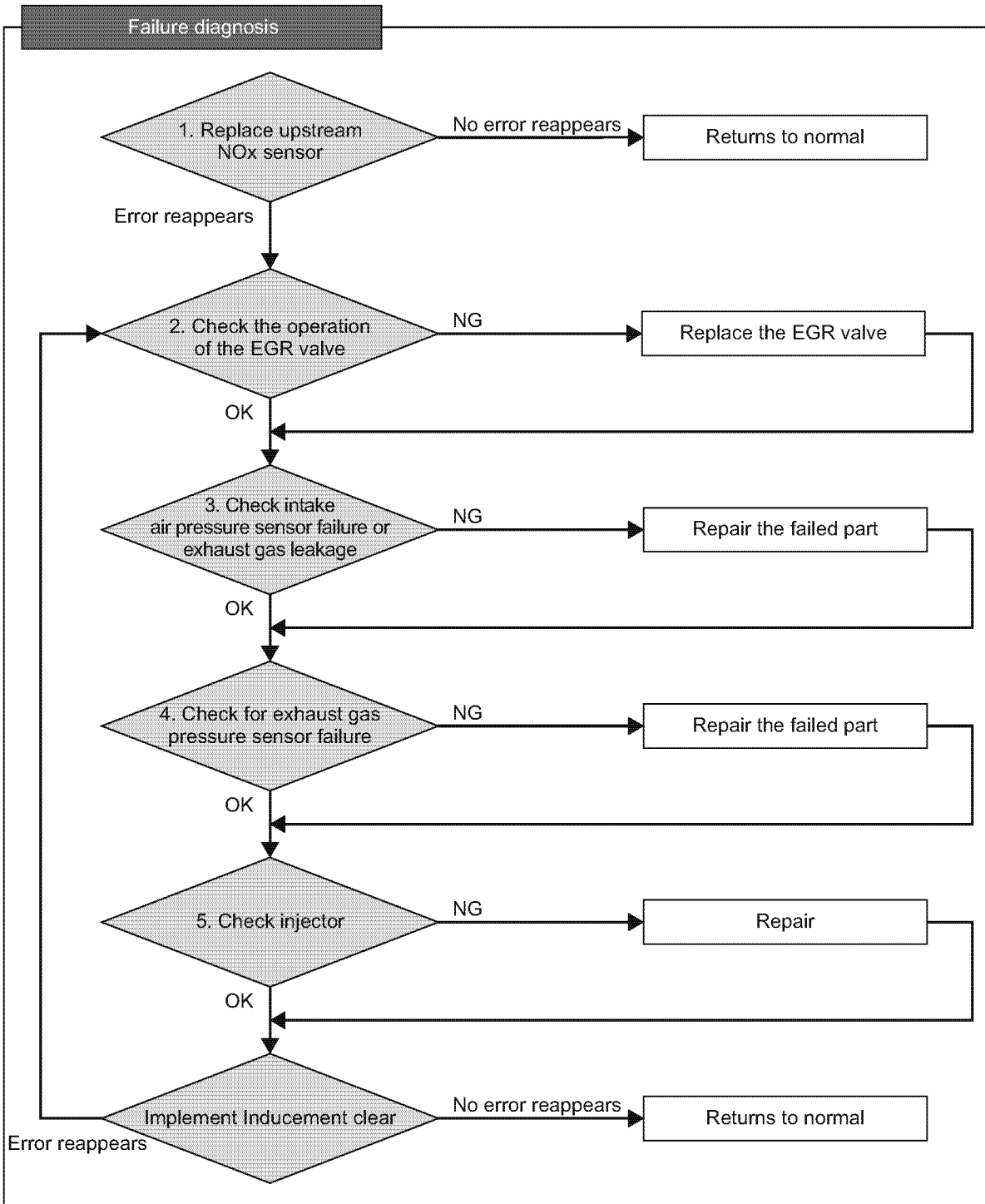
P code	P1545	SCR upstream NOx value rise error
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155020-00EN



155021-00EN

Work description

1. Replacing the upstream NOx sensor

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Replace the NOx sensor.
- 3-Turn the key switch ON to clear Inducement.
- 4-Turn OFF the key switch again and make sure the after-run is complete.
- 5-Turn ON the key switch and run the engine, and check if the error reappears.

Error reappears	Go to "Checking the operation of the EGR valve".
No error reappears	Returns to normal.

2. Checking the operation of the EGR valve

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the EGR valve from the engine.
- 3-Turn ON the key switch.
- 4-Activate the EGR valve using "Active control of Diagnosis Test" of SMARTASSIST-Direct (SA-D), and make sure that the EGR valve position changes from opening to all closed.

NG	<ul style="list-style-type: none"> • Replace the EGR valve. • After replacement, turn the key switch ON to clear Inducement. • Turn OFF the key switch again and make sure the after-run is complete. • Turn ON the key switch and run the engine. Error reappears: Go to "Checking the intake air pressure sensor failure or exhaust gas leakage". No error reappears: Returns to normal.
OK	Go to "Checking the intake air pressure sensor failure or exhaust gas leakage".

3. Checking the intake air pressure sensor failure or exhaust gas leakage

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check for leaks from the intake air pressure sensor hose.
- 3-Perform troubleshooting for "intake air pressure sensor 1".

NG	<ul style="list-style-type: none"> • Repair the installation condition of sensor. • After repairing, turn the key switch ON to clear Inducement. • Turn OFF the key switch again and make sure the after-run is complete. • Turn ON the key switch and run the engine. Error reappears: Go to "Checking for exhaust gas pressure sensor failure". No error reappears: Returns to normal.
OK	Go to "Checking for exhaust gas pressure sensor failure".

4. Checking for exhaust gas pressure sensor failure

1-Perform the failure diagnosis for "Exhaust gas pressure sensor 1".

Results of "Exhaust gas pressure sensor 1"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • After repairing, turn the key switch ON to clear Inducement. • Turn OFF the key switch again and make sure the after-run is complete. • Turn ON the key switch and run the engine. Error reappears: Go to "Checking the injector". No error reappears: Returns to normal.
OK	Go to "Checking the injector".

5. Checking the injector

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Remove the injector, and make sure that there is nothing wrong (e.g. deposition) with the nozzle.

3-The engine operation after correction is performed by activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	260 °C or higher
NOx sensor heater release	"1" (NOx sensor heater release is completed.)

4-Keep on operating the engine under conditions meeting the reference value for 10 minutes or more, and make sure no error is detected in the current fault indication.

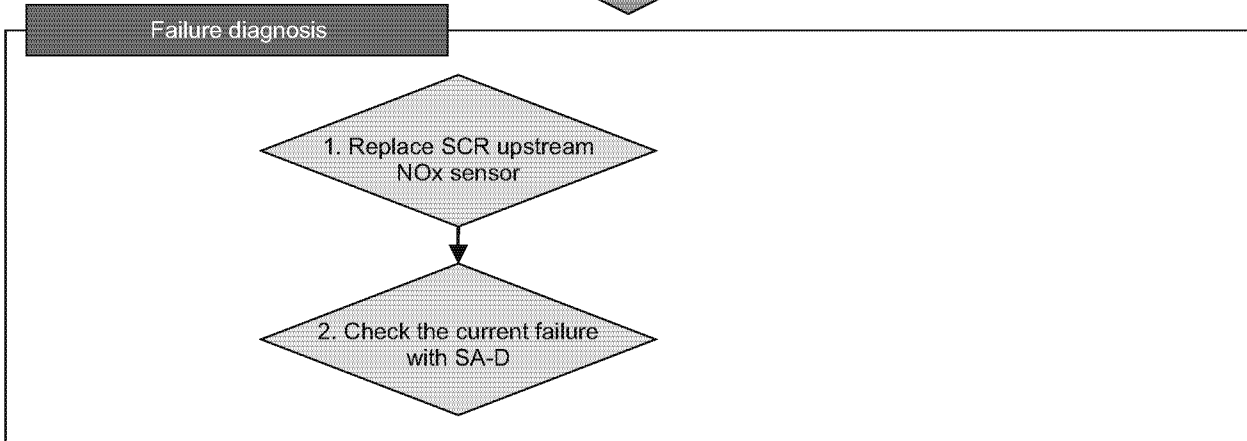
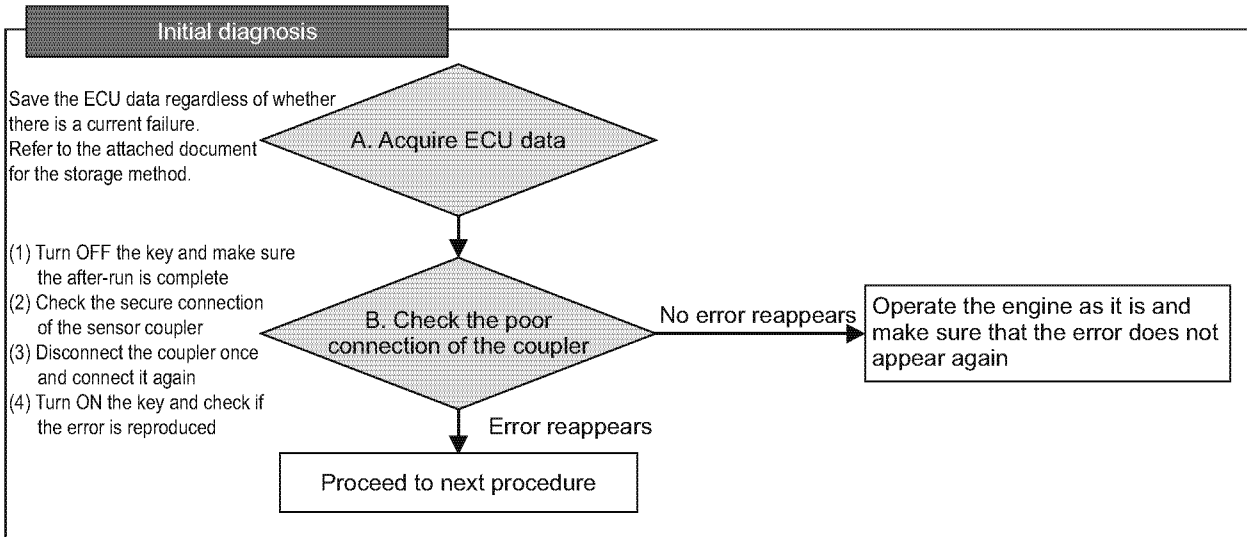
3.3.3. SCR upstream NOx sensor 2

Related DTC

P code	P2209	SCR upstream NOx sensor incomplete heating error
	P2203	SCR upstream NOx sensor internal circuit short circuit
	P151C	SCR upstream NOx sensor internal circuit disconnection

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155022-00EN

Work description

1. Replacing the SCR upstream NOx sensor

Internal circuit of SCR upstream NOx sensor may be defective.
Replace the SCR upstream NOx sensor.

2. Checking the current failure with SA-D

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.

3-Turn ON the key switch again to start the engine.

4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	260 to 500 °C
NOx sensor heater release	"1" (NOx sensor heater release is completed.)

5-Keep on operating the engine under conditions meeting the reference value for 10 minutes or more, and make sure no error is detected in the current fault indication.

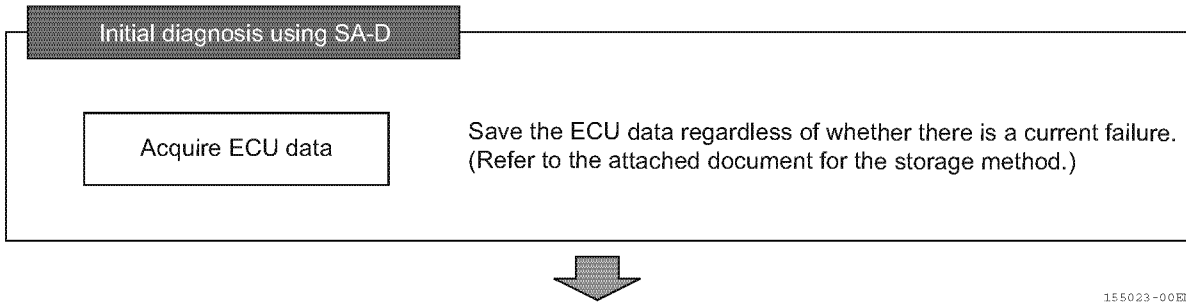
3.3.4. SCR upstream NOx sensor 3

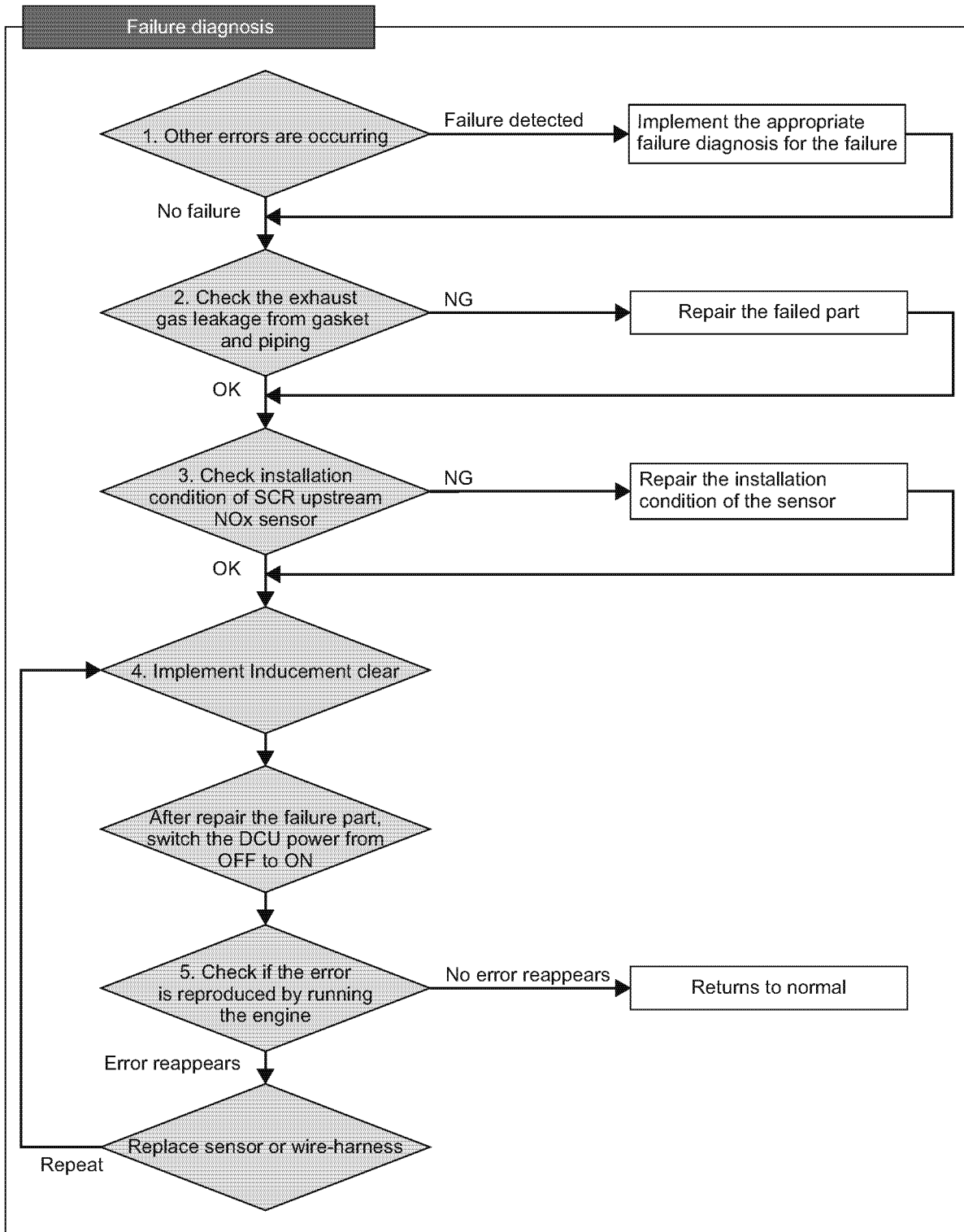
Related DTC

P code	P1525	SCR upstream NOx sensor detected value error (upper limit error)
	P1526	SCR upstream NOx sensor detected value error (lower limit error)

Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.





155024-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the exhaust pipe system" after treatment.
No error detected	Go to "Checking the exhaust pipe system".

2. Checking the exhaust pipe system

- 1-Make sure that there is nothing wrong (disconnections and damages) with the exhaust piping, pressure hose, or pressure pipe.

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking installation condition of SCR upstream NOx sensor" after repair.
OK	Go to "Checking installation condition of SCR upstream NOx sensor".

3. Checking installation condition of SCR upstream NOx sensor

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check the installation condition of SCR upstream NOx sensor (whether SCR upstream NOx sensor is not disconnected from piping, damaged, and deformed).

NG	<ul style="list-style-type: none"> • Repair the installation condition of sensor. If sensor is damaged, replace it. • Go to "Implementation of Inducement clear" after repair or replacement.
OK	Go to "Implementation of Inducement clear".

4. Implementation of Inducement clear

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU).
- 3-Turn ON the key switch again.
- 4-Activate "Configuration of settings" of SA-D, and implement the Inducement clear. (Write "1" in data.)
- 5-Go to "Checking the current failure with SA-D".

When Inducement clear is implemented, the current malfunction is temporarily released. To check that no error is detected, make sure to perform "Checking the current failure with SA-D".

5. Checking the current failure with SA-D

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.
- 3-Turn ON the key switch again to start the engine.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	260 °C or higher
NOx sensor heater release	"1" (NOx sensor heater release is completed.)
Dosing system state	"4" (During the urea water injection)
Dosing system sub-state	"16" (During the urea water injection)
Battery voltage	10 to 16 V

- 5-Keep on operating the engine under conditions meeting the above reference value for 10 minutes or more, and make sure that the reference value is met.

Item	Reference value
SCR catalyst upstream NOx concentration	SCR catalyst upstream NOx concentration > SCR catalyst downstream NOx concentration (after NOx sensor correction)
SCR catalyst downstream NOx concentration (after NOx sensor correction)	

NG	<ul style="list-style-type: none"> • Replace the SCR upstream NOx sensor. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Current fault indication check".

- 6-Make sure no error is detected in the current fault indication.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Replace the SCR upstream NOx sensor. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

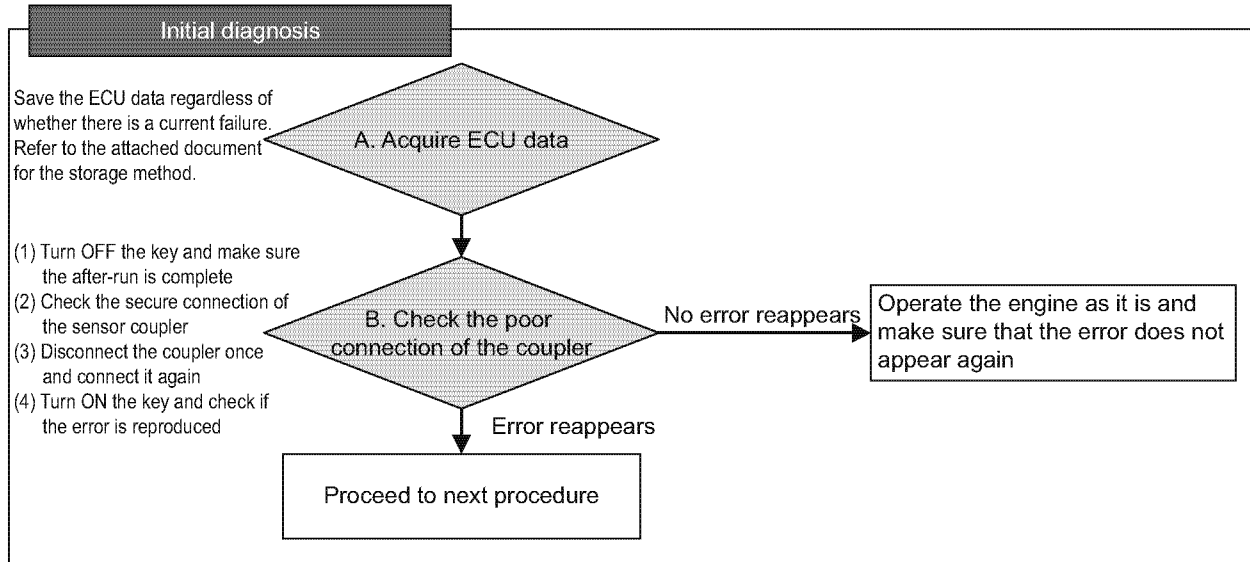
3.3.5. SCR downstream NOx sensor 1

Related DTC

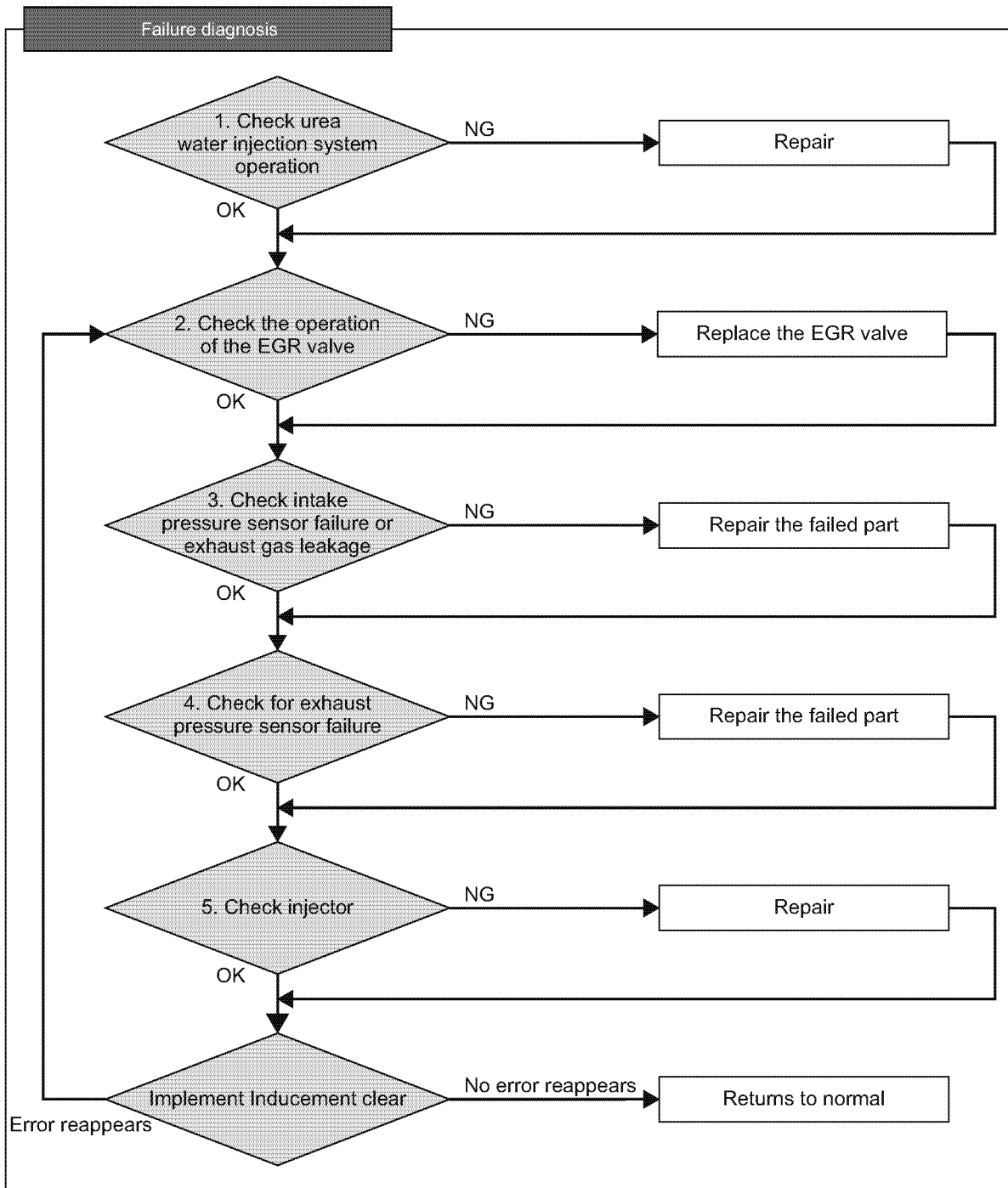
P code	P1546	SCR downstream NOx value rise error
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155020-00EN



155025-00EN

Work description

1. Checking the operation of urea water injection system

Make sure that dosing module injects the proper quantity of urea water (whether the dosing module does not inject too much quantity).

1-Perform the failure diagnosis for "Supply module 5". However, do not replace the supply module, when the result of "Checking the operation of supply module" is OK.

Results of "Supply module 5"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> Repair the defective parts. After repairing, turn the key switch ON to clear Inducement. Turn OFF the key switch again and make sure the after-run is complete. Turn ON the key switch and run the engine. Error reappears: Go to "Checking the operation of the EGR valve". No error reappears: Returns to normal.
OK	Go to "Checking the operation of the EGR valve".

2. Checking the operation of the EGR valve

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Remove the EGR valve from the engine.

3-Turn ON the key switch.

4-Activate the EGR valve using "Active control of Diagnosis Test" of SMARTASSIST-Direct (SA-D), and make sure that the EGR valve position changes from opening to all closed.

NG	<ul style="list-style-type: none"> Replace the EGR valve. After replacement, turn the key switch ON to clear Inducement. Turn OFF the key switch again and make sure the after-run is complete. Turn ON the key switch and run the engine. Error reappears: Go to "Checking the intake air pressure sensor failure or exhaust gas leakage". No error reappears: Returns to normal.
OK	Go to "Checking the intake air pressure sensor failure or exhaust gas leakage".

3. Checking the intake air pressure sensor failure or exhaust gas leakage

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Check for leaks from the intake air pressure sensor hose.

3-Perform troubleshooting for "intake air pressure sensor 1".

NG	<ul style="list-style-type: none"> Repair the installation condition of sensor. After repairing, turn the key switch ON to clear Inducement. Turn OFF the key switch again and make sure the after-run is complete. Turn ON the key switch and run the engine. Error reappears: Go to "Checking for exhaust gas pressure sensor failure". No error reappears: Returns to normal.
OK	Go to "Checking for exhaust gas pressure sensor failure".

4. Checking for exhaust gas pressure sensor failure

1-Perform the failure diagnosis for "Exhaust gas pressure sensor 1".

Results of "Exhaust gas pressure sensor 1"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • After repairing, turn the key switch ON to clear Inducement. • Turn OFF the key switch again and make sure the after-run is complete. • Turn ON the key switch and run the engine. Error reappears: Go to "Checking the injector". No error reappears: Returns to normal.
OK	Go to "Checking the injector".

5. Checking the injector

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Remove the injector, and make sure that there is nothing wrong (e.g. deposition) with the nozzle.

3-The engine operation after correction is performed by activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	260 °C or higher
NOx sensor heater release	"1" (NOx sensor heater release is completed.)

4-Keep on operating the engine under conditions meeting the reference value for 10 minutes or more, and make sure no error is detected in the current fault indication.

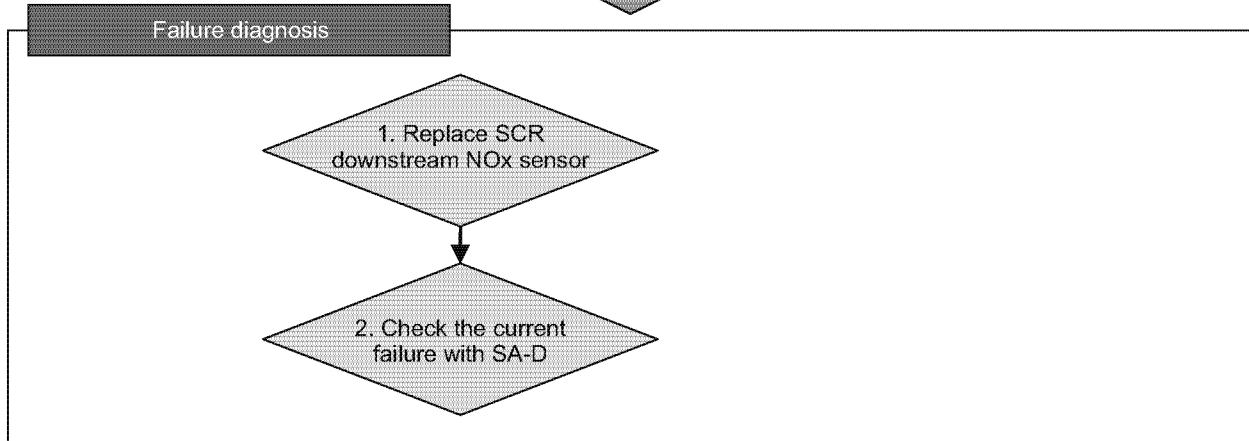
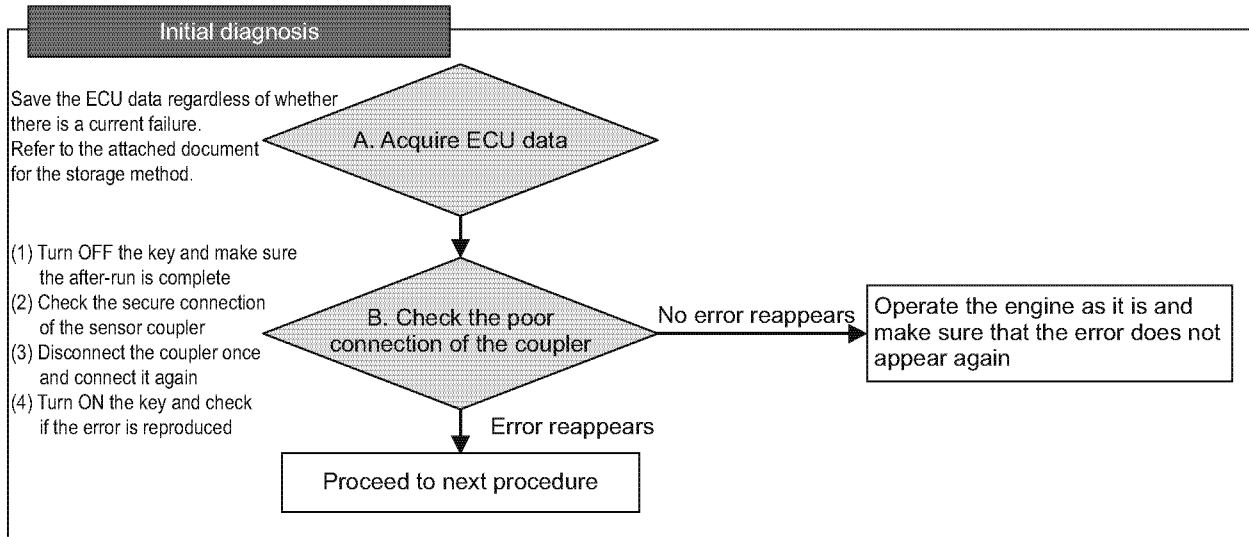
3.3.6. SCR downstream NOx sensor 2

Related DTC

P code	P2222	SCR downstream NOx sensor incomplete heating error
	P2216	SCR downstream NOx sensor internal circuit short circuit
	P151D	SCR downstream NOx sensor internal circuit disconnection

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155026-00EN

Work description

1. Replacing SCR downstream NOx sensor

Internal circuit of SCR downstream NOx sensor may be defective.
Replace the SCR downstream NOx sensor.

2. Checking the current failure with SA-D

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.

3-Turn ON the key switch again to start the engine.

4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	260 to 500 °C
NOx sensor heater release	"1" (NOx sensor heater release is completed.)

5-Keep on operating the engine under conditions meeting the reference value for 10 minutes or more, and make sure no error is detected in the current fault indication.

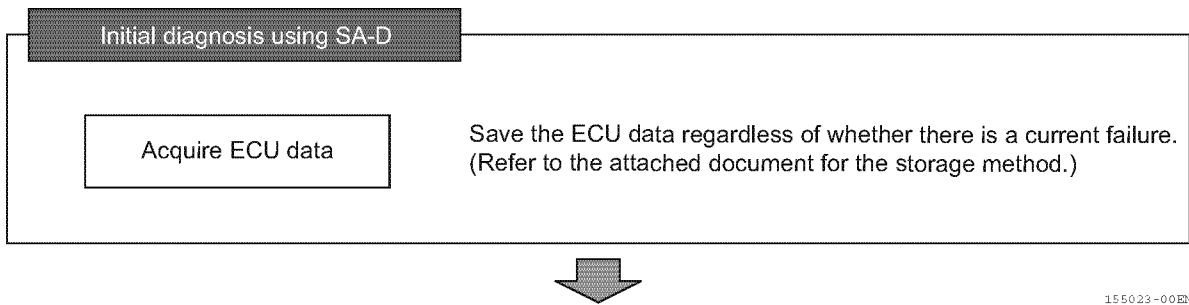
3.3.7. SCR downstream NOx sensor 3

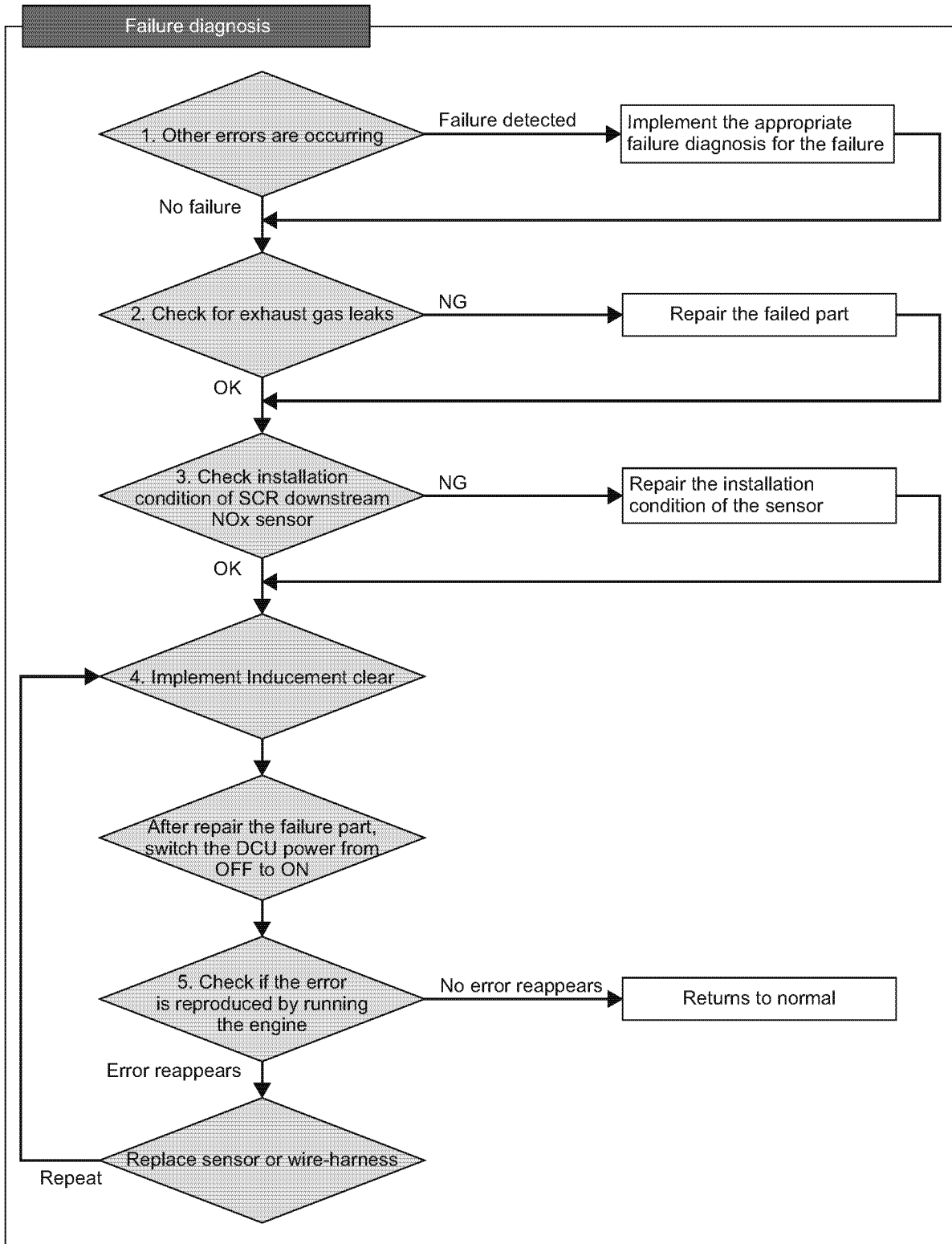
Related DTC

P code	P1524	SCR downstream NOx sensor detected value error
	P1778	SCR downstream NOx sensor detected value error (O ₂ concentration)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





155027-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the exhaust pipe system" after treatment.
No error detected	Go to "Checking the exhaust pipe system".

2. Checking the exhaust pipe system

- 1-Make sure that there is nothing wrong (disconnections and damages) with the exhaust piping, pressure hose, or pressure pipe.

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the installation condition of SCR downstream NOx sensor" after repair.
OK	Go to "Checking the installation condition of SCR downstream NOx sensor".

3. Checking the installation condition of SCR downstream NOx sensor

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Make sure that SCR downstream NOx sensor is not disconnected from piping, damaged and deformed.

NG	<ul style="list-style-type: none"> • Repair the installation condition of sensor. If sensor is damaged, replace it. • Go to "Implementation of Inducement clear" after repair or replacement.
OK	Go to "Implementation of Inducement clear".

4. Implementation of Inducement clear

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU).
- 3-Turn ON the key switch again.
- 4-Activate "Configuration of settings" of SA-D, and implement the Inducement clear. (Write "1" in data.)
- 5-Go to "Checking the current failure with SA-D".

When Inducement clear is implemented, the current malfunction is temporarily released. To check that no error is detected, make sure to perform "Checking the current failure with SA-D".

5. Checking the current failure with SA-D

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.
- 3-Turn ON the key switch again to start the engine.
- 4- Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	260 °C or higher
NOx sensor heater release	"1" (NOx sensor heater release is completed.)
Dosing system state	"4" (During the urea water injection)
Dosing system sub-state	"16" (During the urea water injection)
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 5-Keep on operating the engine under conditions meeting the above reference value for 10 minutes or more, and make sure that the reference value is met.

Item	Reference value
SCR catalyst upstream NOx concentration	SCR catalyst upstream NOx concentration > SCR catalyst downstream NOx concentration (after NOx sensor correction)
SCR catalyst downstream NOx concentration (after NOx sensor correction)	

NG	<ul style="list-style-type: none"> • Replace the SCR downstream NOx sensor. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Current fault indication check".

- 6-Make sure no error is detected in the current fault indication.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Replace the SCR downstream NOx sensor. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

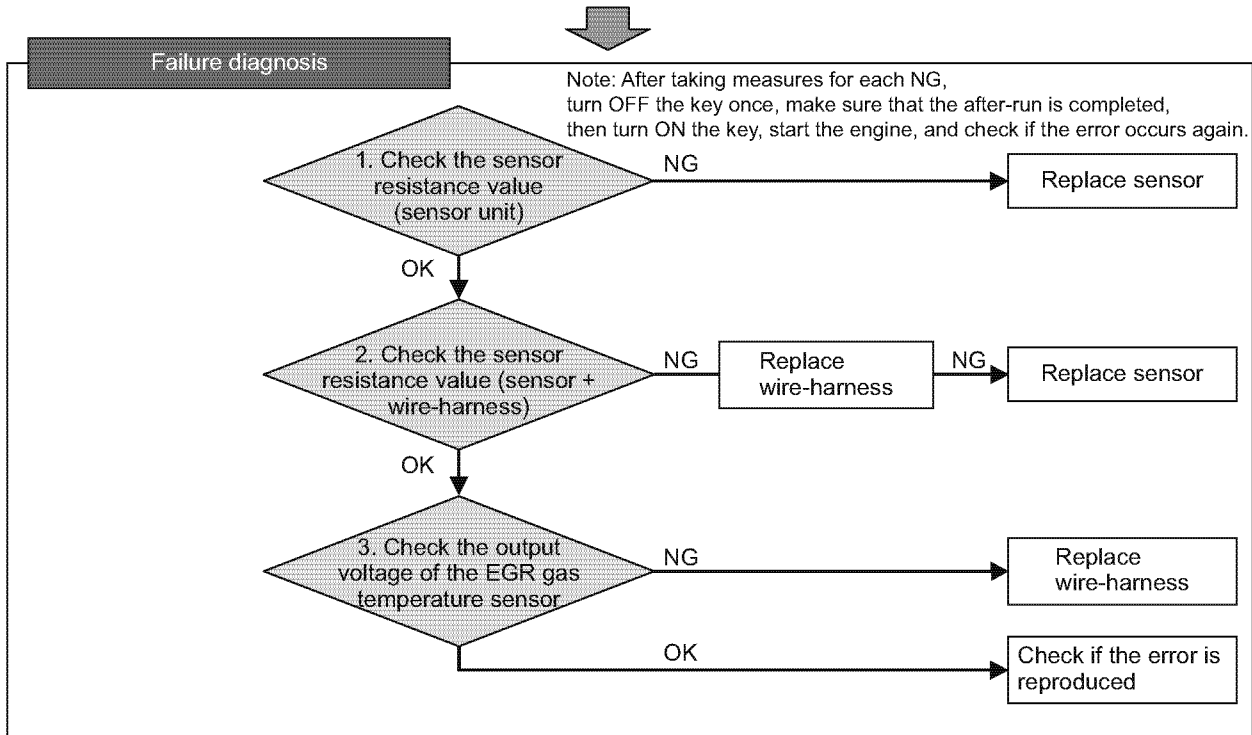
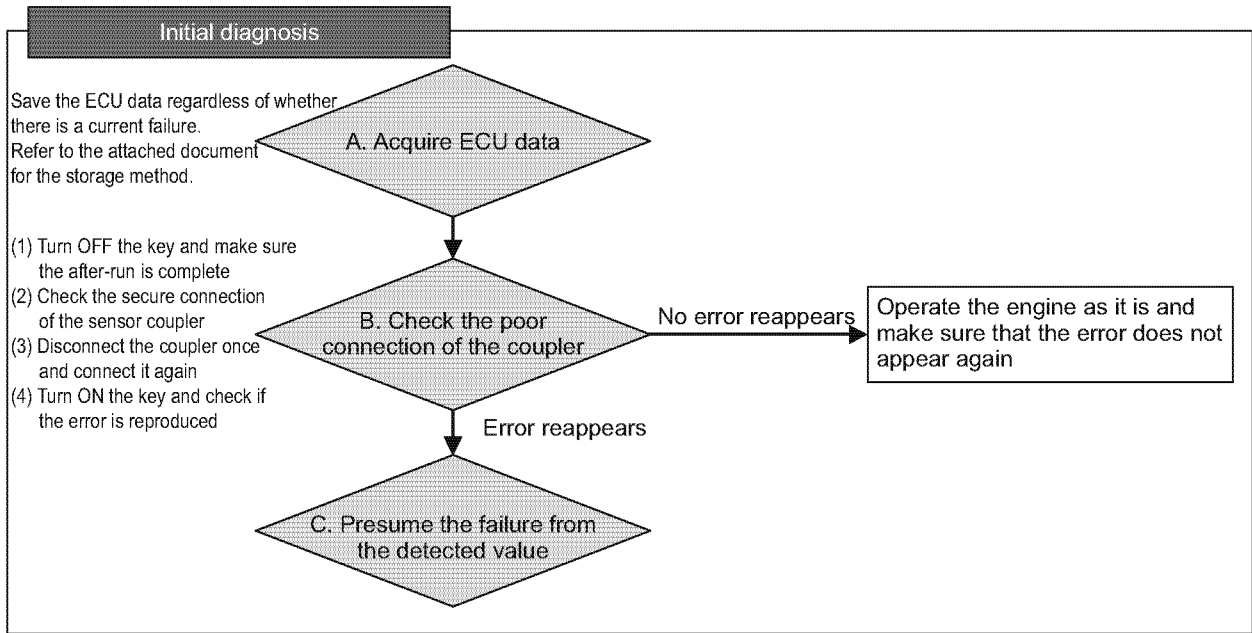
3.3.8. SCR catalyst temperature sensor 1

Related DTC

P code	P0428	SCR catalyst temperature sensor error (voltage high)
	P0427	SCR catalyst temperature sensor error (voltage low)

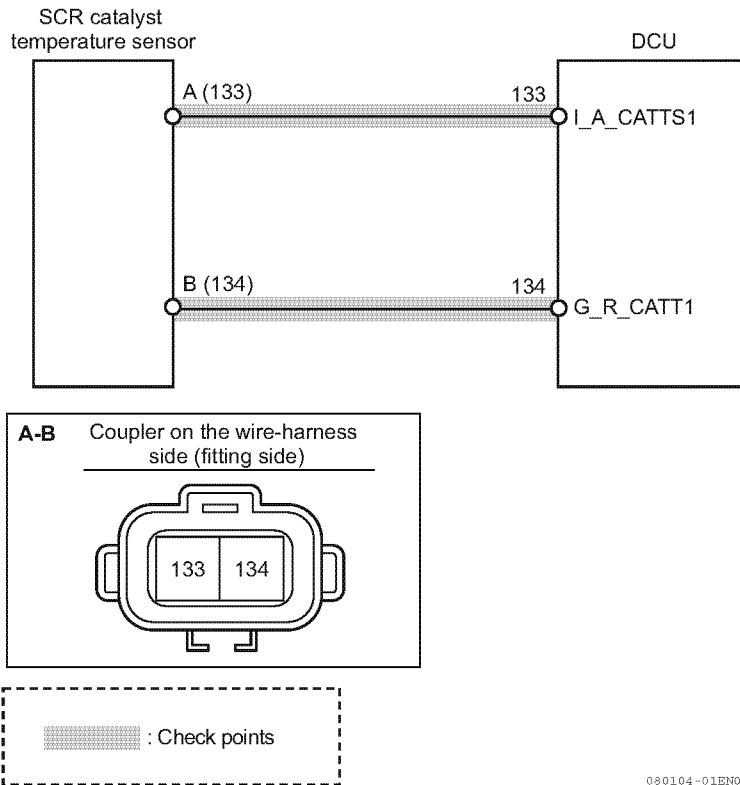
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154787-00EN

Wire diagram

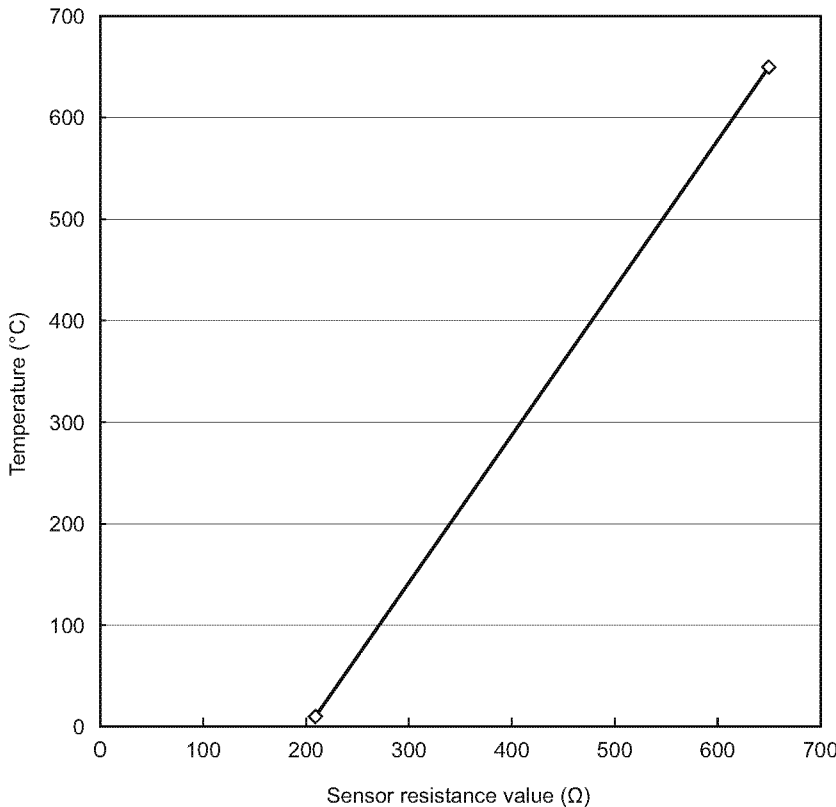


See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the sensor resistance value (sensor unit)

- 1-Remove the wire-harness from the SCR catalyst temperature sensor.
- 2-Using a circuit tester, measure the resistance value between SCR catalyst temperature sensor terminals A and B.
- 3-Using “SCR catalyst temperature sensor characteristics”, make sure that the measured resistance value is within the normal range.



Temperature (°C)	Sensor resistance value (Ω)
10	209.15
650	649.77

SCR catalyst temperature sensor characteristics

044404-00EN03

NG	Replace the SCR catalyst temperature sensor.
OK	Go to “Checking the sensor resistance value (sensor and wire-harness)”.

2. Checking the sensor resistance value (sensor and wire-harness)

- 1-Connect the SCR catalyst temperature sensor to wire-harness, and remove the DCU from the wire-harness.
- 2-Using a circuit tester, measure the resistance value between DCU coupler terminals 133 and 134 on the wire-harness side.
- 3-Using “SCR catalyst temperature sensor characteristics”, make sure that the measured resistance value is within the normal range.

NG	<ul style="list-style-type: none"> • The coupler between the sensor and the wire-harness may be defective. Replace the sensor. • Replace the wire-harness.
OK	Go to “Checking the output voltage of SCR catalyst temperature sensor”.

3. Checking the output voltage of SCR catalyst temperature sensor

- 1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).
- 2-Using a circuit tester, measure the voltage between SCR catalyst temperature sensor signals 133 and 134.

Voltage	State	Corrective action
$133 < 0.5 \text{ V}$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the DCU.
$0.5 \text{ V} \leq 133 \leq 4.6 \text{ V}$	OK (normal range)	Replace the DCU.
$4.6 \text{ V} < 133$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the DCU.

NG	<ul style="list-style-type: none"> • The coupler between the wire-harness and the DCU may be defective. Replace the wire-harness. • Replace the DCU.
OK	Replace the DCU.

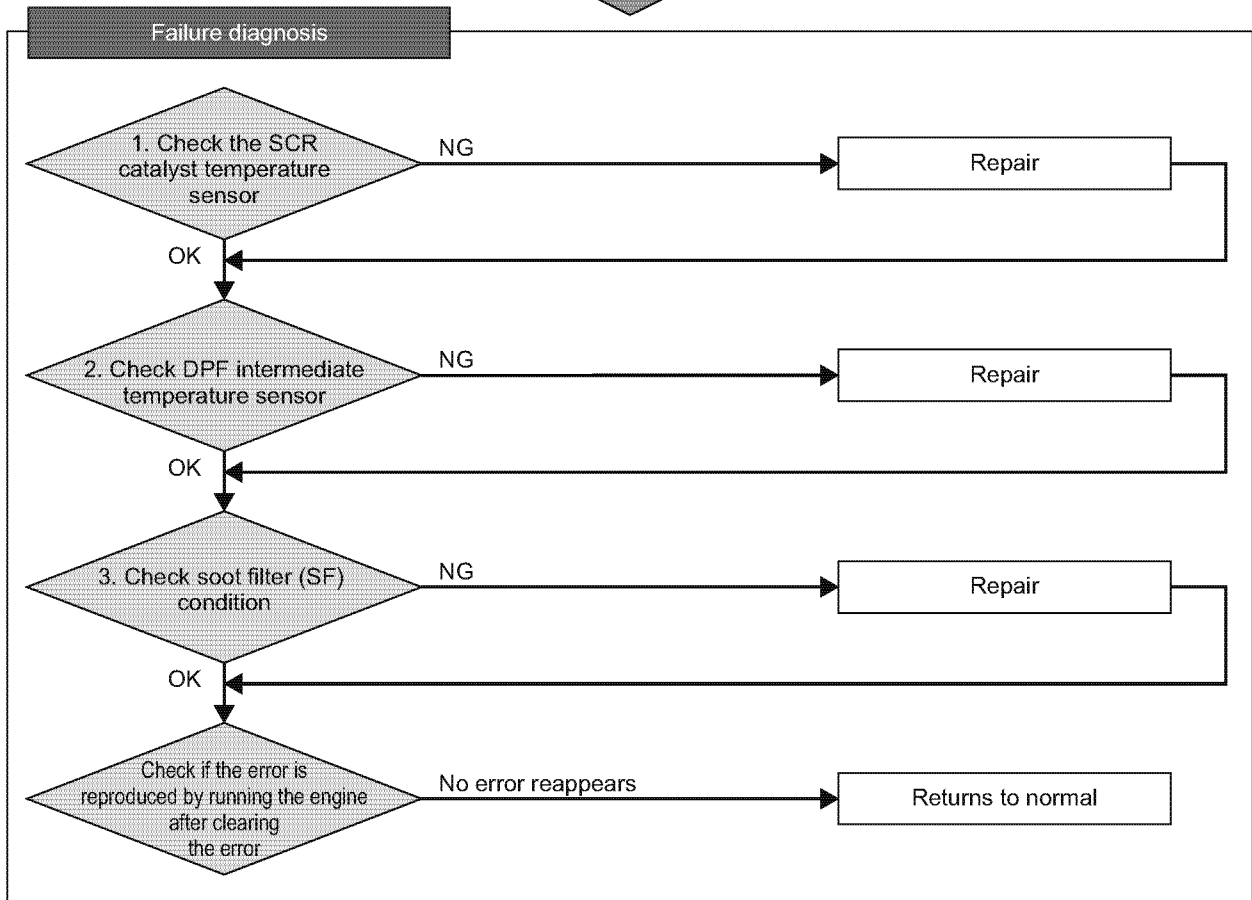
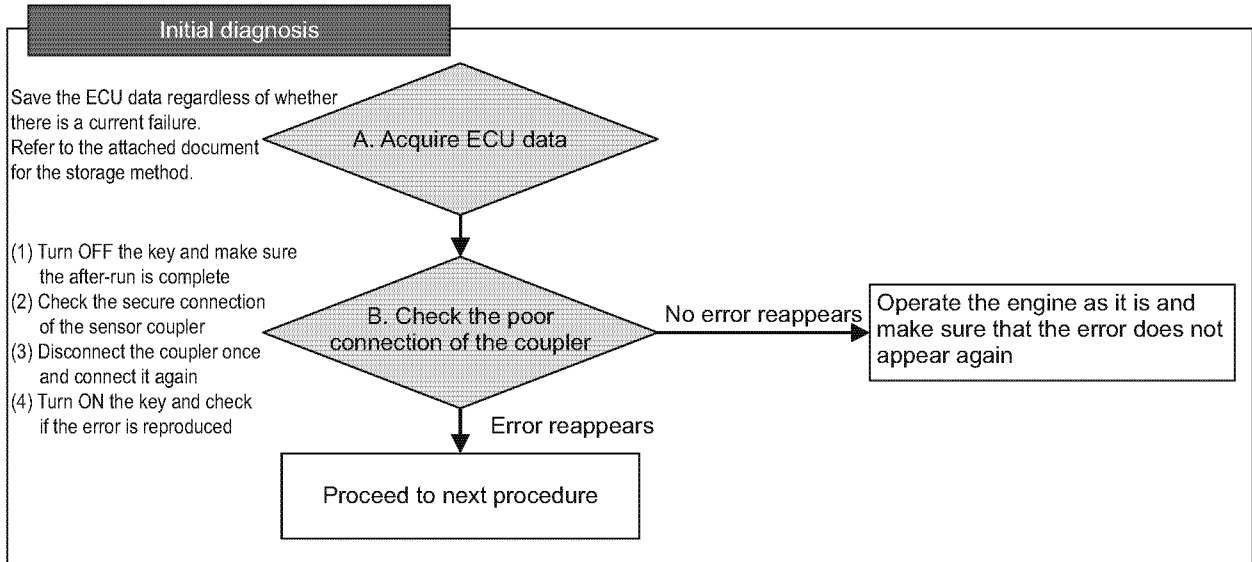
3.3.9. SCR catalyst temperature sensor 2

Related DTC

P code	P0426	SCR catalyst temperature sensor error (temperature rise error)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155028-00EN

Work description

1. Checking the SCR catalyst temperature sensor

1-Perform the failure diagnosis for "SCR catalyst temperature sensor 1". However, do not replace the DCU, when the result of "Checking the output voltage of SCR catalyst temperature sensor" is OK.

Results of "SCR catalyst temperature sensor 1"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> Repair the defective parts. After repairing, activate DPF active regeneration of "Diagnosis Test: Active control" of SA-D, perform the stationery regeneration (regeneration mode = "3"), and make sure that the SCR catalyst temperature during stationary regeneration is 700 °C or less in "Data logging". If NG, go to "Checking the DPF intermediate temperature sensor".
OK	Go to "Checking the DPF intermediate temperature sensor".

2. Checking the DPF intermediate temperature sensor

1-Perform the failure diagnosis for "DPF intermediate temperature sensor". However, do not replace the ECU, when the result of "Checking the DPF intermediate temperature sensor output voltage" is OK.

Results of "DPF intermediate temperature sensor"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> Repair the defective parts. Go to "Checking the injector" after repair.
OK	Go to "Checking the injector".

3. Checking soot filter (SF) condition

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Remove the DPF and make sure that the soot filter (SF) is not melted or damaged.

NG	Replace the soot filter (SF).
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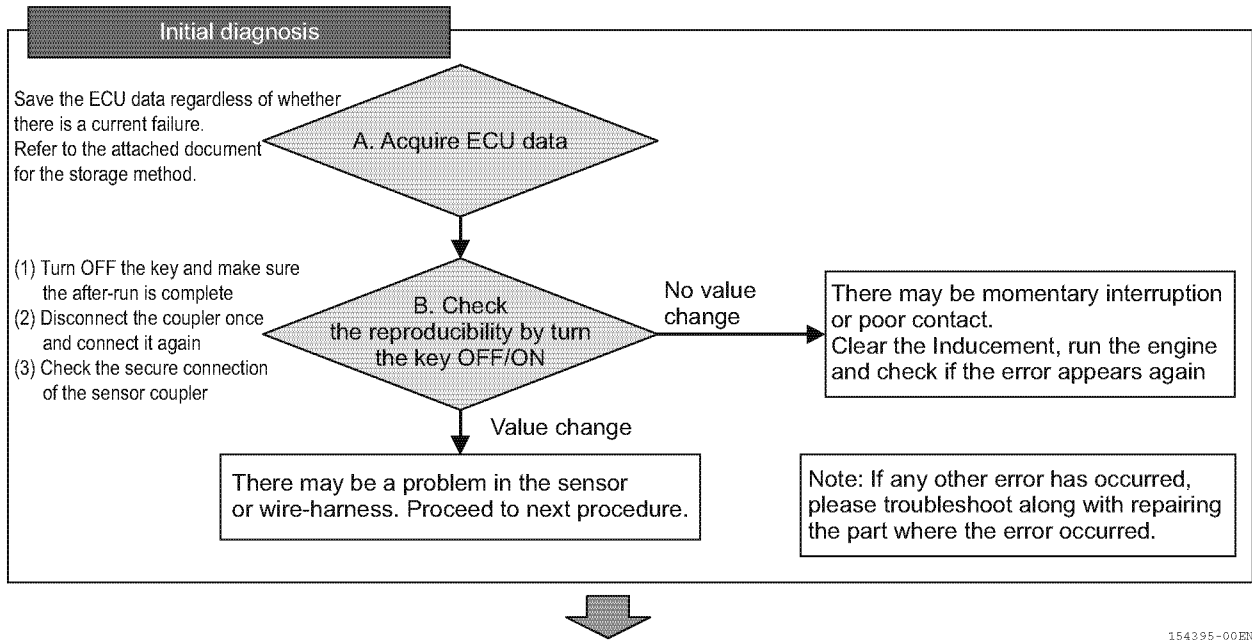
3.3.10. SCR catalyst temperature sensor 3

Related DTC

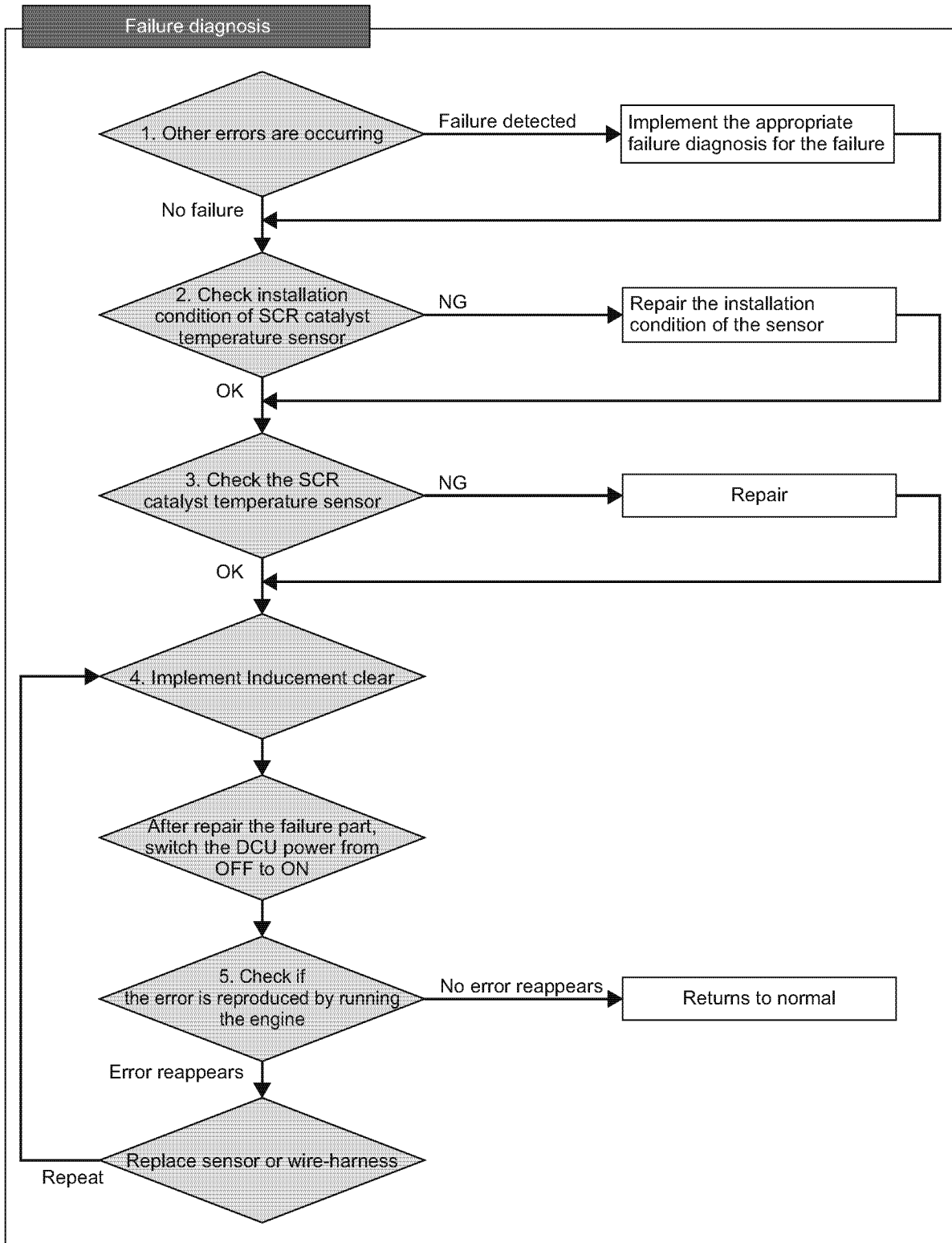
P code	P153B	SCR catalyst temperature sensor detected value error (upper limit error)
	P1541	SCR catalyst temperature sensor detected value error (lower limit error)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



154395-00EN



155029-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the installation condition of SCR catalyst temperature sensor" after treatment.
No error detected	Go to "Checking the installation condition of SCR catalyst temperature sensor".

2. Checking the installation condition of SCR catalyst temperature sensor

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check the installation condition of SCR catalyst temperature sensor (whether SCR catalyst temperature sensor is not disconnected from piping, and is not damaged and deformed.).
- 3-Make sure that there is nothing wrong (e.g. disconnections and damages) with the exhaust piping.

NG	<ul style="list-style-type: none"> • Repair the installation condition of sensor. If sensor is damaged, replace it. • Go to "Checking the SCR catalyst temperature sensor" after repair or replacement.
OK	Go to "Checking the SCR catalyst temperature sensor".

3. Checking the SCR catalyst temperature sensor

- 1-Perform the failure diagnosis for "SCR catalyst temperature sensor 1". However, do not replace the DCU, when the result of "Checking the output voltage of SCR catalyst temperature sensor" is OK.

Results of "SCR catalyst temperature sensor 1"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Implementation of Inducement clear" after repair.
OK	Go to "Implementation of Inducement clear".

4. Implementation of Inducement clear

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU).
- 3-Turn ON the key switch again.
- 4-Log in to SA-D by function, select the "SCR" tab, and clear Inducement. (Write "1" to the data.)
- 5-Go to "Checking the current failure with SA-D".

When Inducement clear is implemented, the current malfunction is temporarily released. To check that no error is detected, make sure to perform "Checking the current failure with SA-D".

5. Checking the current failure with SA-D

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.
- 3-Turn ON the key switch again to start the engine.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	200 °C or higher
Switching flag of DPF regeneration control mode	"0" (Not during DPF regeneration)
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 5-Keep on operating the engine under conditions meeting the above reference value for 10 minutes or more, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or lower
Switching flag of DPF regeneration control mode	"0" (Not during DPF regeneration)
Battery voltage	10 to 16 V

- 6-Keep on operating the engine under conditions meeting the reference value for 10 minutes or more, and make sure no error is detected in the current fault indication.

No	Returns to normal.
Yes	<ul style="list-style-type: none"> • Replace the SCR catalyst temperature sensor, or wire-harness. • After replacement, switch the DCU power from OFF to ON, and then return to Inducement clear.

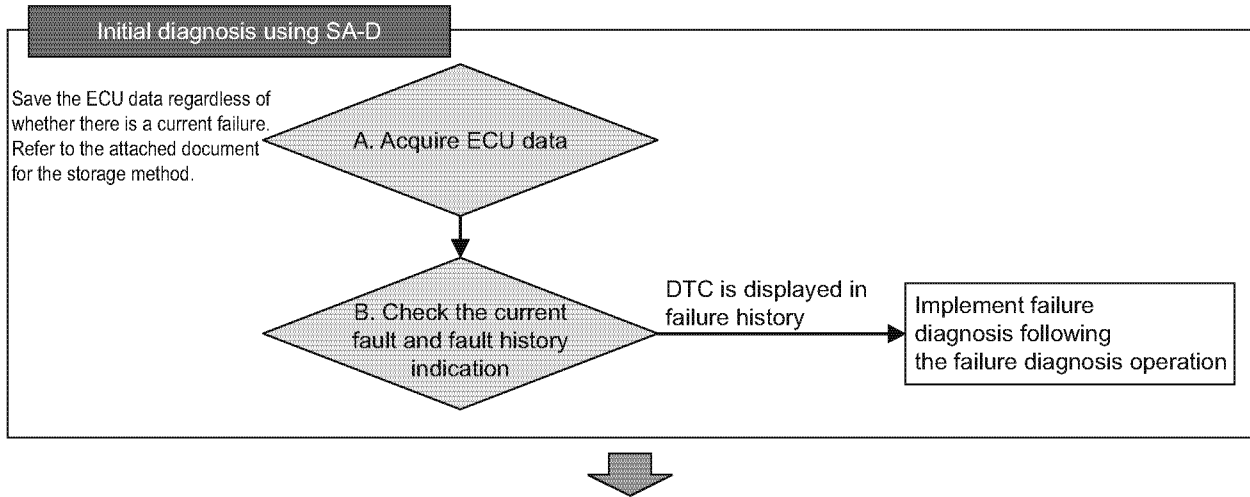
3.3.11. SCR catalyst temperature sensor 4

Related DTC

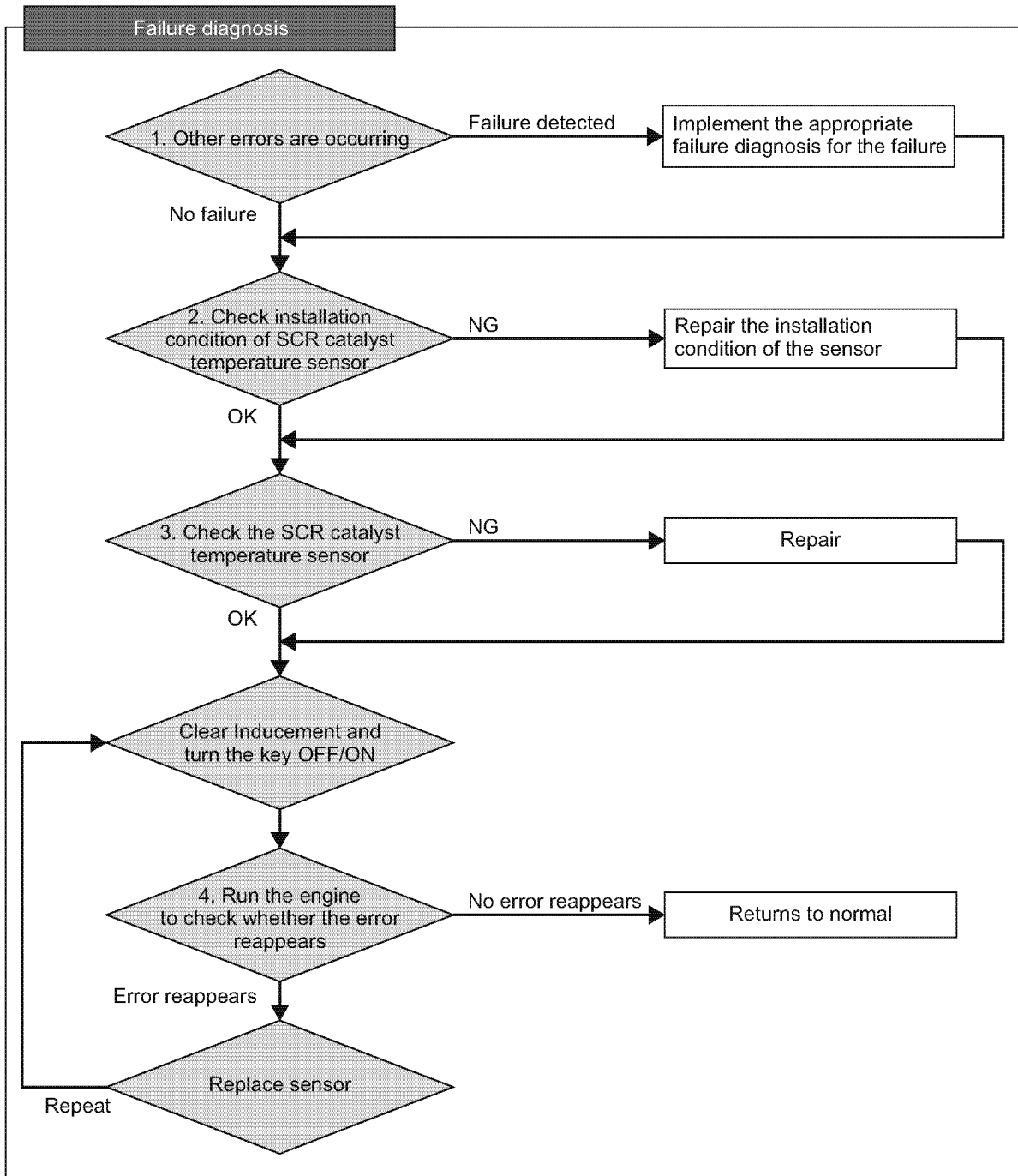
P code	P1542	SCR catalyst temperature sensor detected value error (at cold start check)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155030-00EN



155031-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to cooling water temperature sensor or fresh air temperature sensor are detected on ECU side.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the installation condition of SCR catalyst temperature sensor" after treatment.
No error detected	Go to "Checking the installation condition of SCR catalyst temperature sensor".

2. Checking the installation condition of SCR catalyst temperature sensor

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check the installation condition of SCR catalyst temperature sensor (whether SCR catalyst temperature sensor is not disconnected from piping, and is not damaged and deformed.).
- 3-Make sure that there is nothing wrong (e.g. disconnections and damages) with the exhaust piping.

NG	<ul style="list-style-type: none"> • Repair the installation condition of sensor. If sensor is damaged, replace it. • Go to "Checking the SCR catalyst temperature sensor" after repair or replacement.
OK	Go to "Checking the SCR catalyst temperature sensor".

3. Checking the SCR catalyst temperature sensor

- 1-Perform the failure diagnosis for "SCR catalyst temperature sensor 1". However, do not replace the DCU, when the result of "Checking the output voltage of SCR catalyst temperature sensor" is OK.

Results of "SCR catalyst temperature sensor 1"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the current failure with SA-D" after repair.
OK	Go to "Checking the current failure with SA-D".

4. Checking the current failure with SA-D

- 1-Implement the Inducement clear.
- 2-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 3-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.
- 4-Turn ON the key switch again. In this case, do not start the engine. Make sure no error is detected in the current fault indication.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Replace the SCR catalyst temperature sensor, or DCU. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

When the reference value in 7. above cannot be met due to the ambient environmental factors, activate "Configuration of settings" of SA-D, and implement the Inducement clear. (Write "1" in data.)

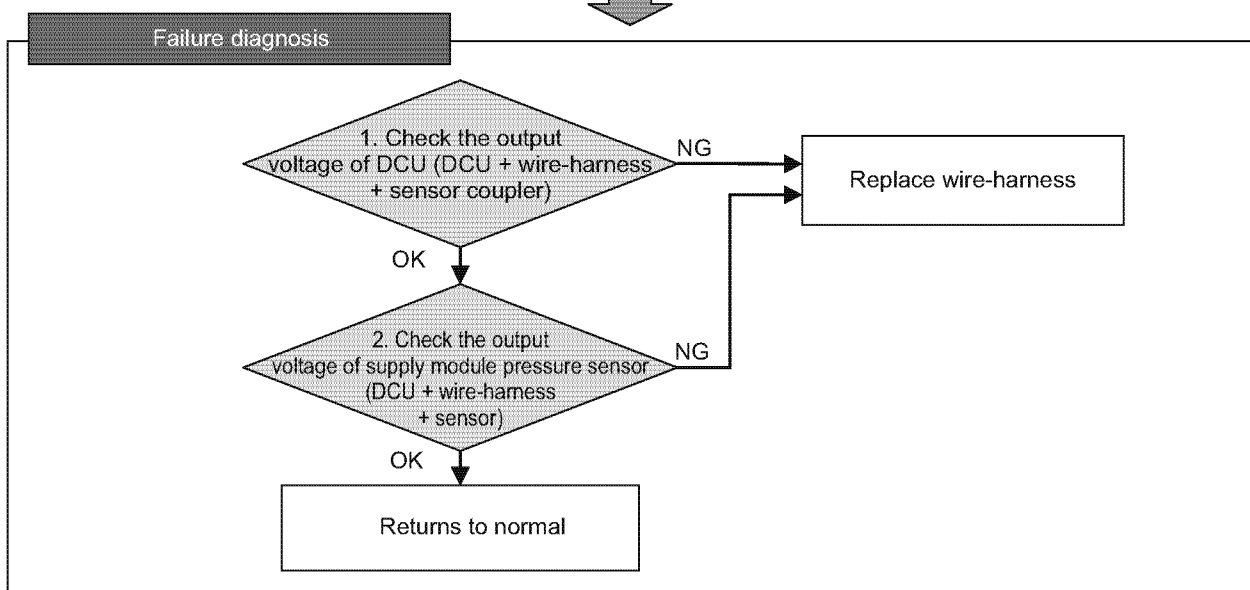
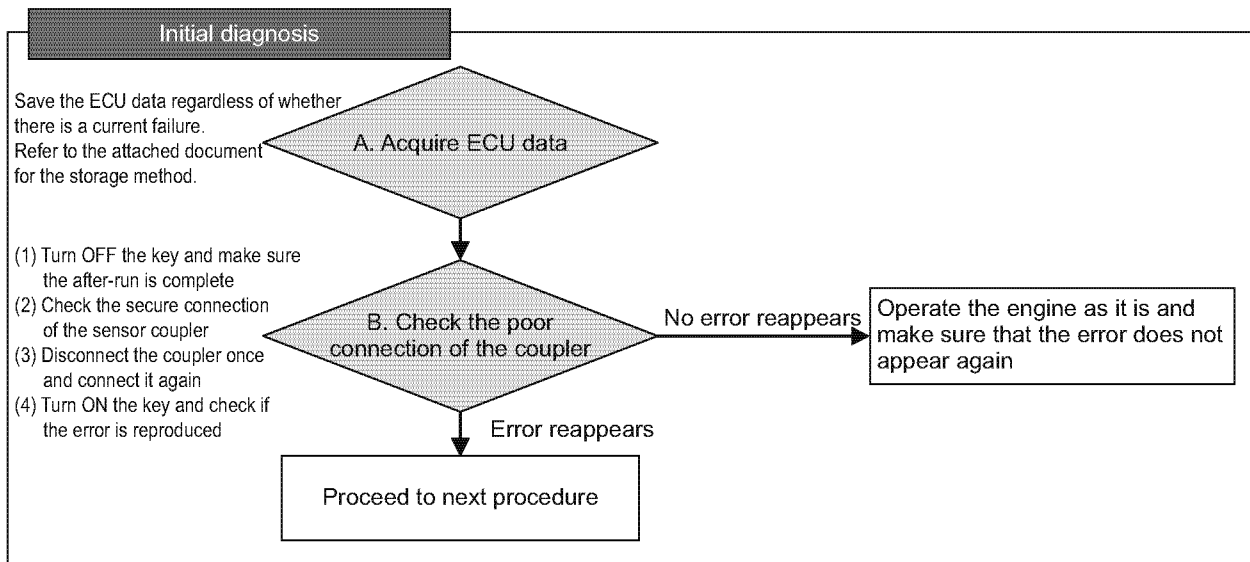
3.3.12. Supply module pressure sensor 1

Related DTC

P code	P204D	Supply module pressure sensor error (voltage high)
	P204C	Supply module pressure sensor error (voltage low)

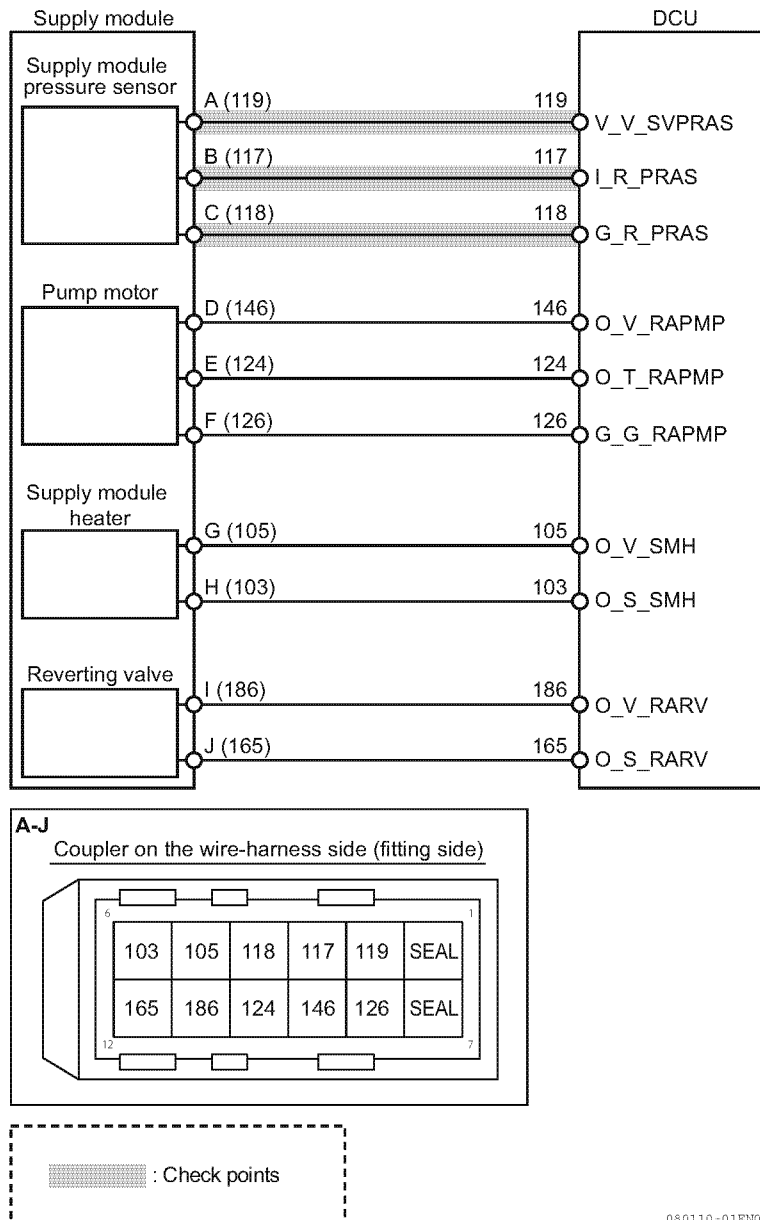
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



1.55032-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the output voltage of DCU

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between Supply module pressure sensor 5 V 119 and 118.

Voltage	State	Corrective action
$119 < 4.75 \text{ V}$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the DCU.
$4.75 \text{ V} \leq 119 \leq 5.25 \text{ V}$	OK (normal range)	Check the output voltage of supply module pressure sensor
$5.25 \text{ V} < 119$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the DCU.

NG	Replace the wire-harness or DCU, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the output voltage of Supply module pressure sensor".

2. Checking the output voltage of Supply module pressure sensor

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between the sensor signals 117 and 118.

Voltage	State	Corrective action
$117 < 0.25 \text{ V}$	NG	Replace the wire-harness.
$0.25 \text{ V} \leq 117 \leq 4.75 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.75 \text{ V} < 117$	NG	Replace the wire-harness.

NG	Replace the wire-harness, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Replace the supply module.

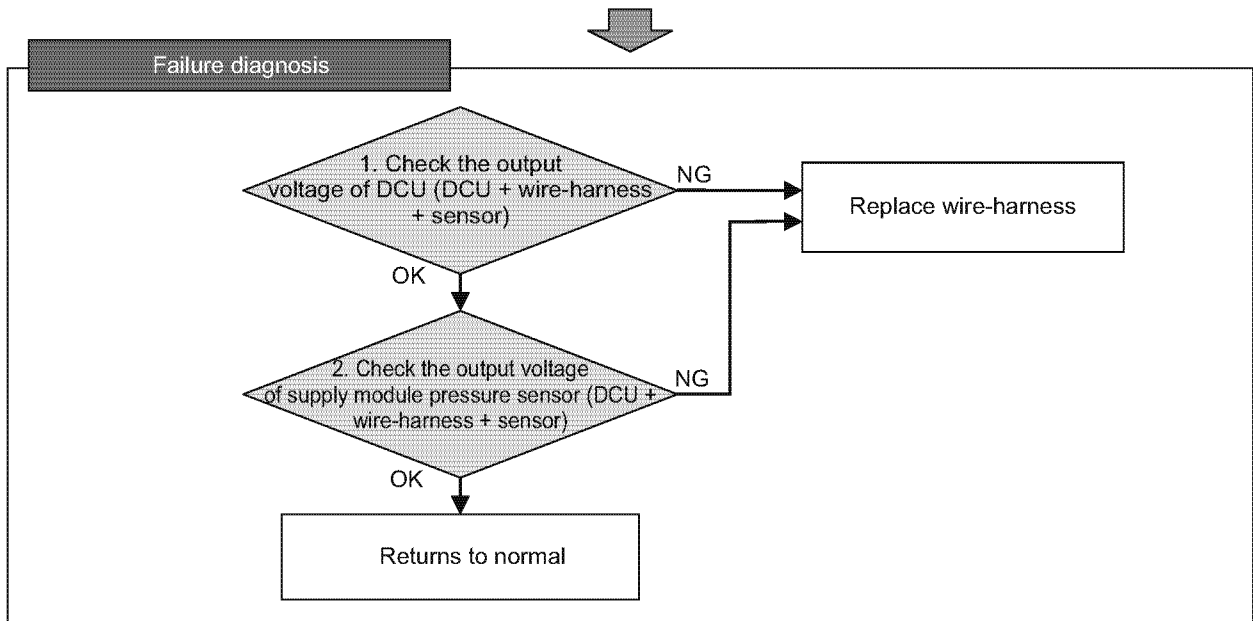
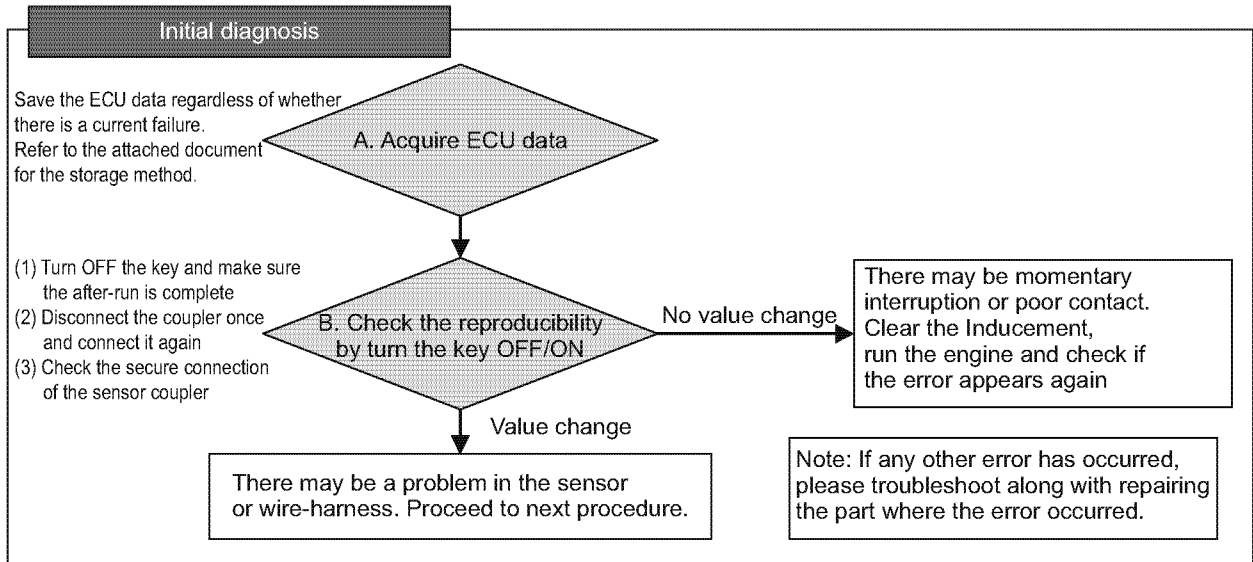
3.3.13. Supply module pressure sensor 2

Related DTC

P code	P153C	Supply module pressure sensor detected value error (upper limit error)
	P153D	Supply module pressure sensor detected value error (lower limit error)

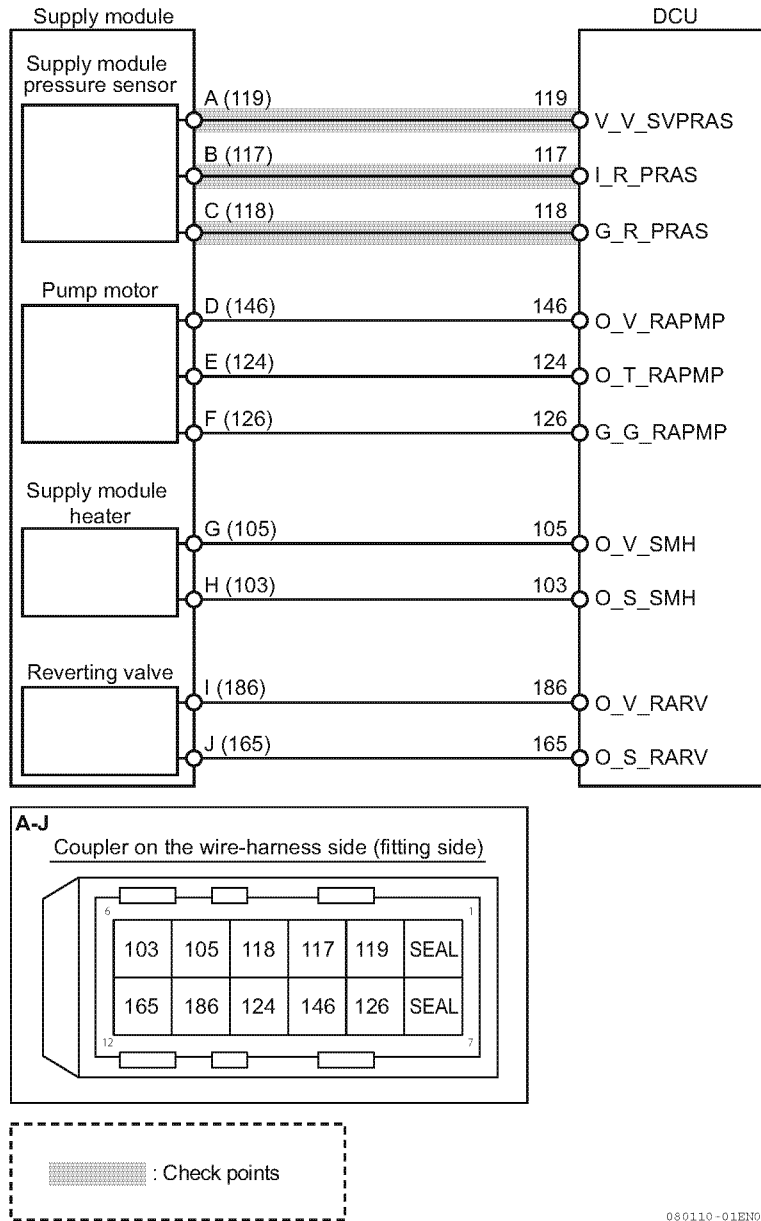
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155033-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the output voltage of DCU

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between Supply module pressure sensor 5 V 119 and 118.

Voltage	State	Corrective action
$119 < 4.75 \text{ V}$	NG	<ul style="list-style-type: none"> Replace the wire-harness. Replace the DCU.
$4.75 \text{ V} \leq 119 \leq 5.25 \text{ V}$	OK (normal range)	Check the output voltage of supply module pressure sensor
$5.25 \text{ V} < 119$	NG	<ul style="list-style-type: none"> Replace the wire-harness. Replace the DCU.

NG	Replace the wire-harness or DCU, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the output voltage of Supply module pressure sensor".

2. Checking the output voltage of Supply module pressure sensor

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between the sensor signals 117 and 118.

Voltage	State	Corrective action
$117 < 0.25 \text{ V}$	NG	Replace the wire-harness.
$0.25 \text{ V} \leq 117 \leq 4.75 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.75 \text{ V} < 117$	NG	Replace the wire-harness.

NG	Replace the wire-harness or DCU, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Replace the supply module.

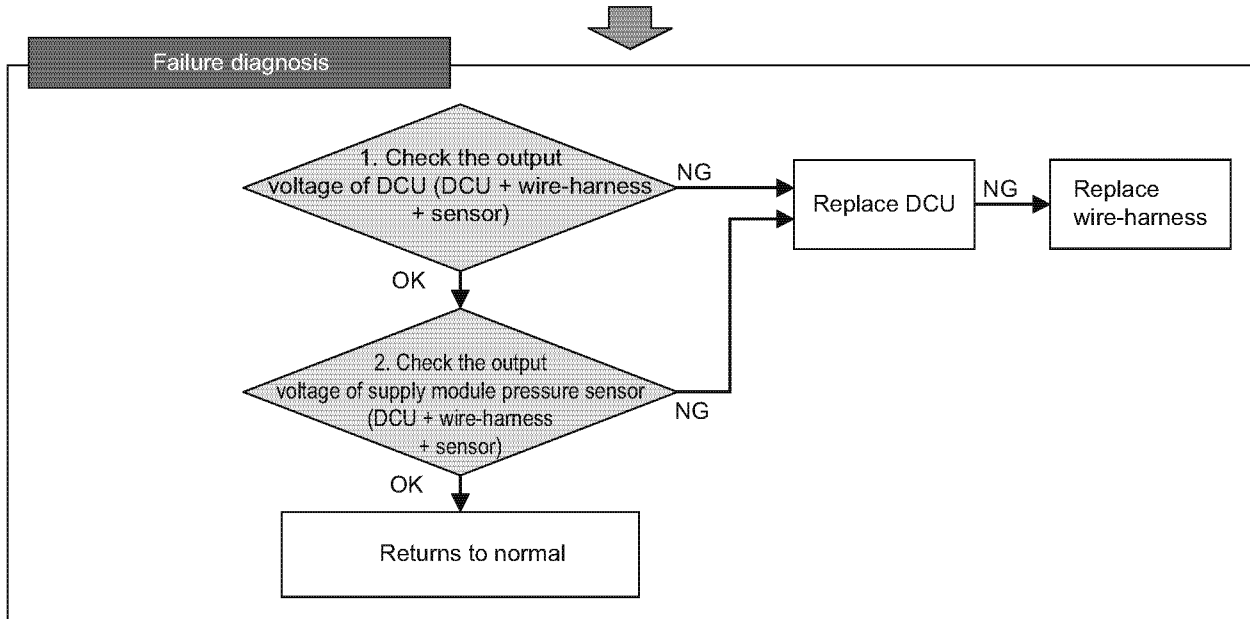
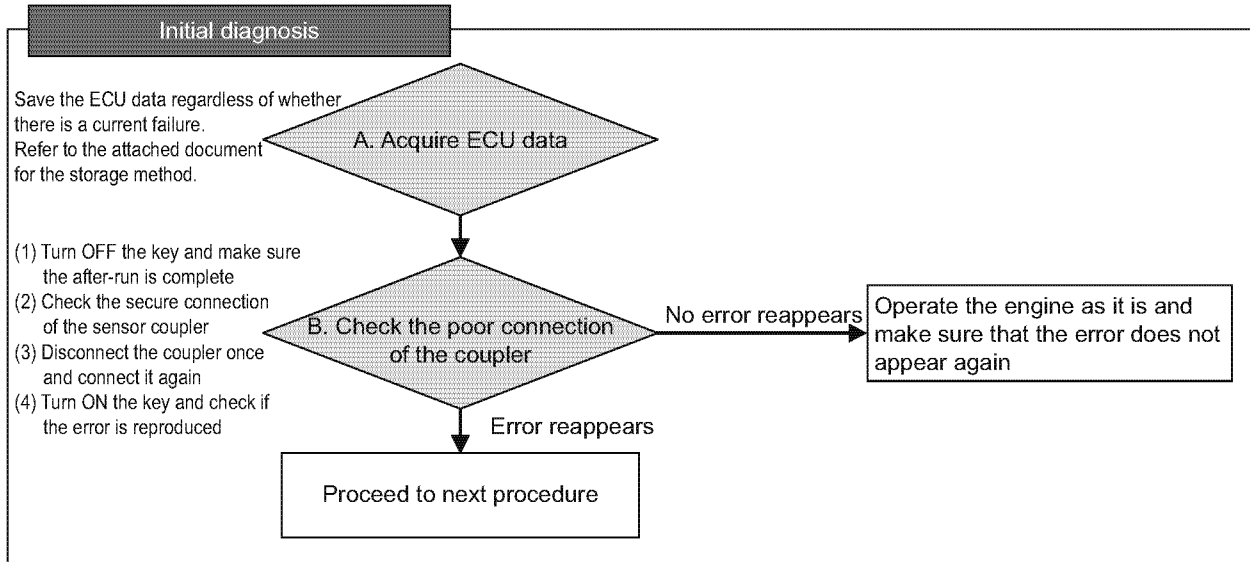
3.3.14. Supply module pressure sensor 3

Related DTC

P code	P1516	Sensor supply voltage error
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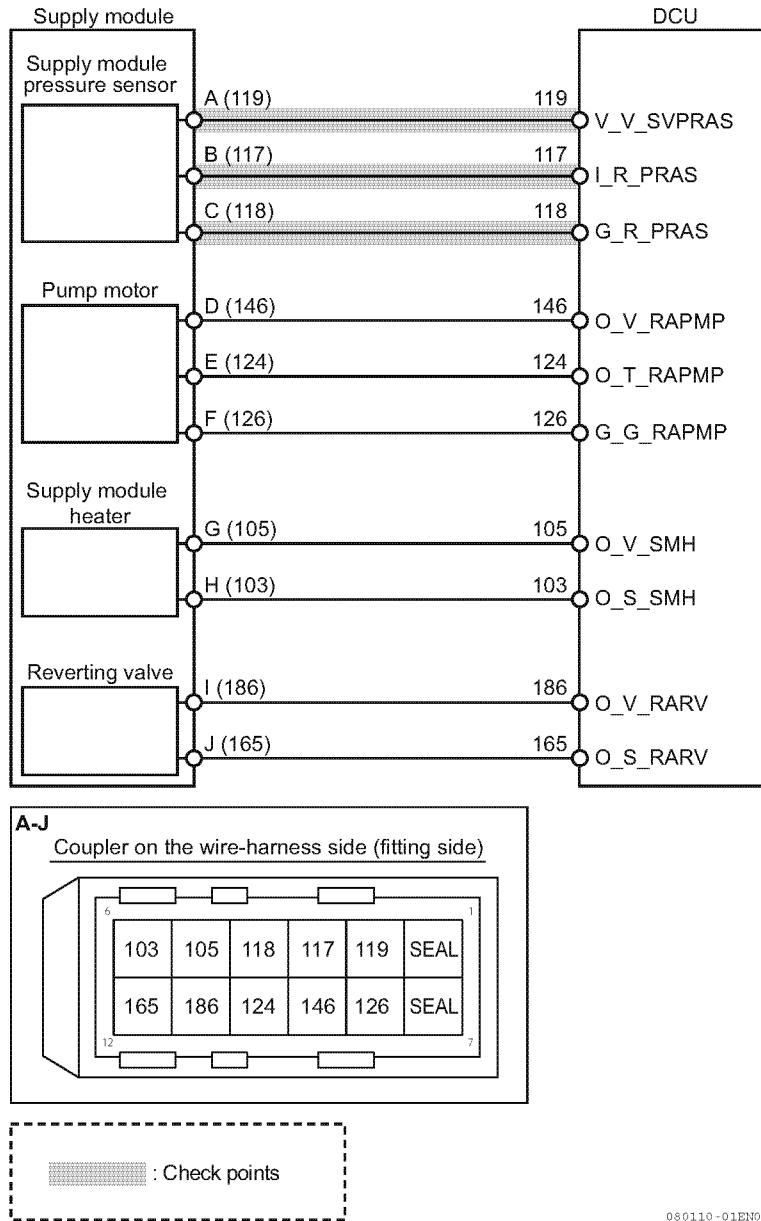
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



1.55034-002B

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the output voltage of DCU

- 1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).
- 2-Using a circuit tester, measure the voltage between Supply module pressure sensor 5 V 119 and 118.

Voltage	State	Corrective action
$119 < 4.75 \text{ V}$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the DCU.
$4.75 \text{ V} \leq 119 \leq 5.25 \text{ V}$	OK (normal range)	Check the output voltage of supply module pressure sensor
$5.25 \text{ V} < 119$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the DCU.

NG	Replace the wire-harness or DCU, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the output voltage of Supply module pressure sensor".

2. Checking the output voltage of Supply module pressure sensor

- 1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).
- 2-Using a circuit tester, measure the voltage between the sensor signals 117 and 118.

Voltage	State	Corrective action
$117 < 0.25 \text{ V}$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the DCU.
$0.25 \text{ V} \leq 117 \leq 4.75 \text{ V}$	OK (normal range)	Wire-harness is normal.
$4.75 \text{ V} < 117$	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the DCU.

NG	Replace the wire-harness, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Replace the supply module.

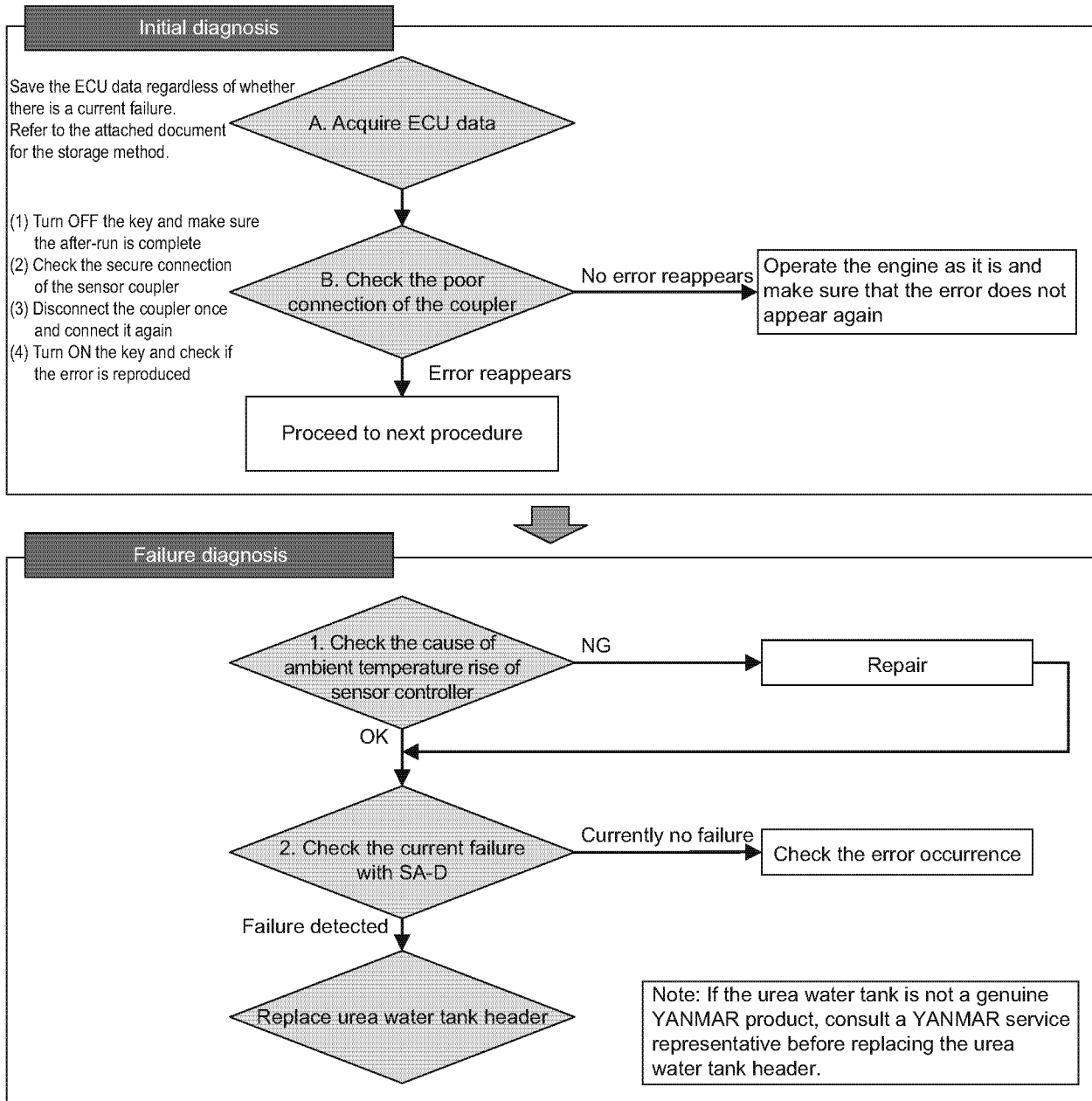
3.3.15. Urea water quality sensor/Urea water tank temperature sensor (A1DEFI)

Related DTC

P code	P1559	Urea water quality sensor/Urea water tank temperature sensor (A1DEFI) controller temperature rise error
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Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



155076-00BN

Work description

1. Checking the cause of ambient temperature rise of sensor controller

1-Make sure that there is no factors causing the temperature around the urea water quality sensor and urea water tank temperature sensor controller to rise.

NG	<ul style="list-style-type: none"> • Take measures against the temperature rise. • Perform failure diagnosis using SA-D after treatment.
OK	Go to "Checking the current failure with SA-D".

2. Checking the current failure with SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	Replace the urea water tank header.

If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.

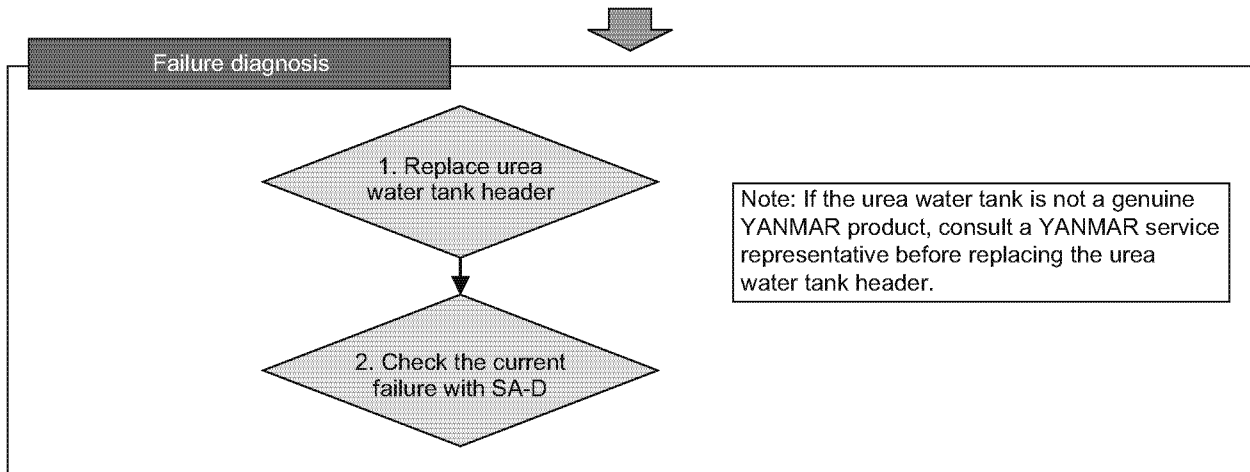
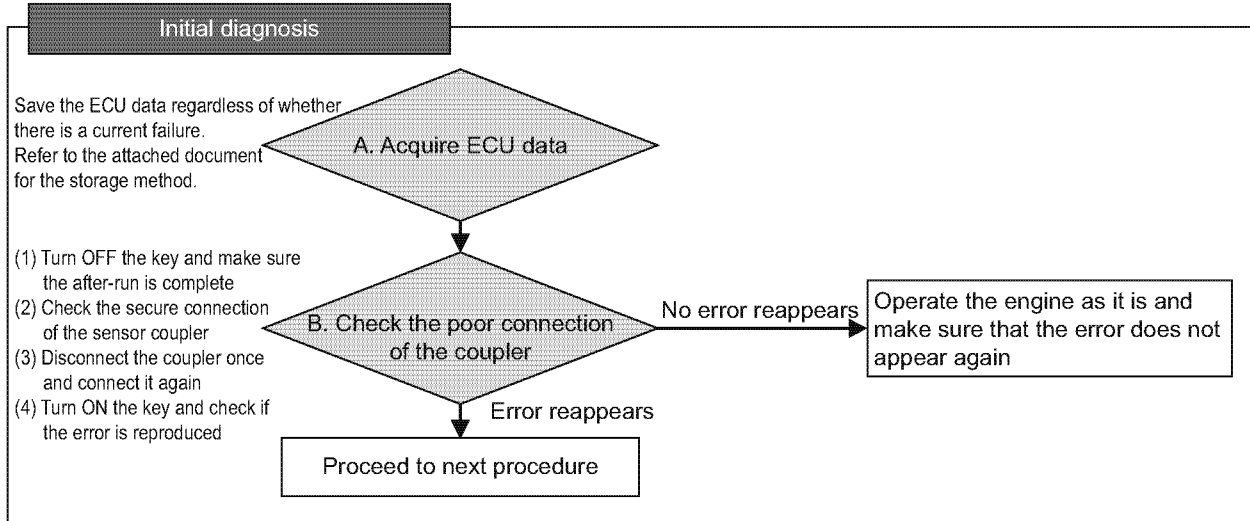
3.3.16. Urea water quality sensor (A1DEFI)

Related DTC

P code	P206D	Urea water quality sensor (A1DEFI) internal circuit disconnection
	P206C	Urea water quality sensor (A1DEFI) internal circuit short circuit
	P154F	Urea water quality sensor (A1DEFI) controller internal failure

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155077-00EN

Work description

1. Replacing the urea water tank header.

Internal of urea water tank header may be defective.
 Replace the urea water tank header.

If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.

2. Checking the current failure with SA-D

- 1-Turn OFF the key switch, turn ON the key switch again, and start the engine.
- 2-Make sure no error is detected in the current fault indication.

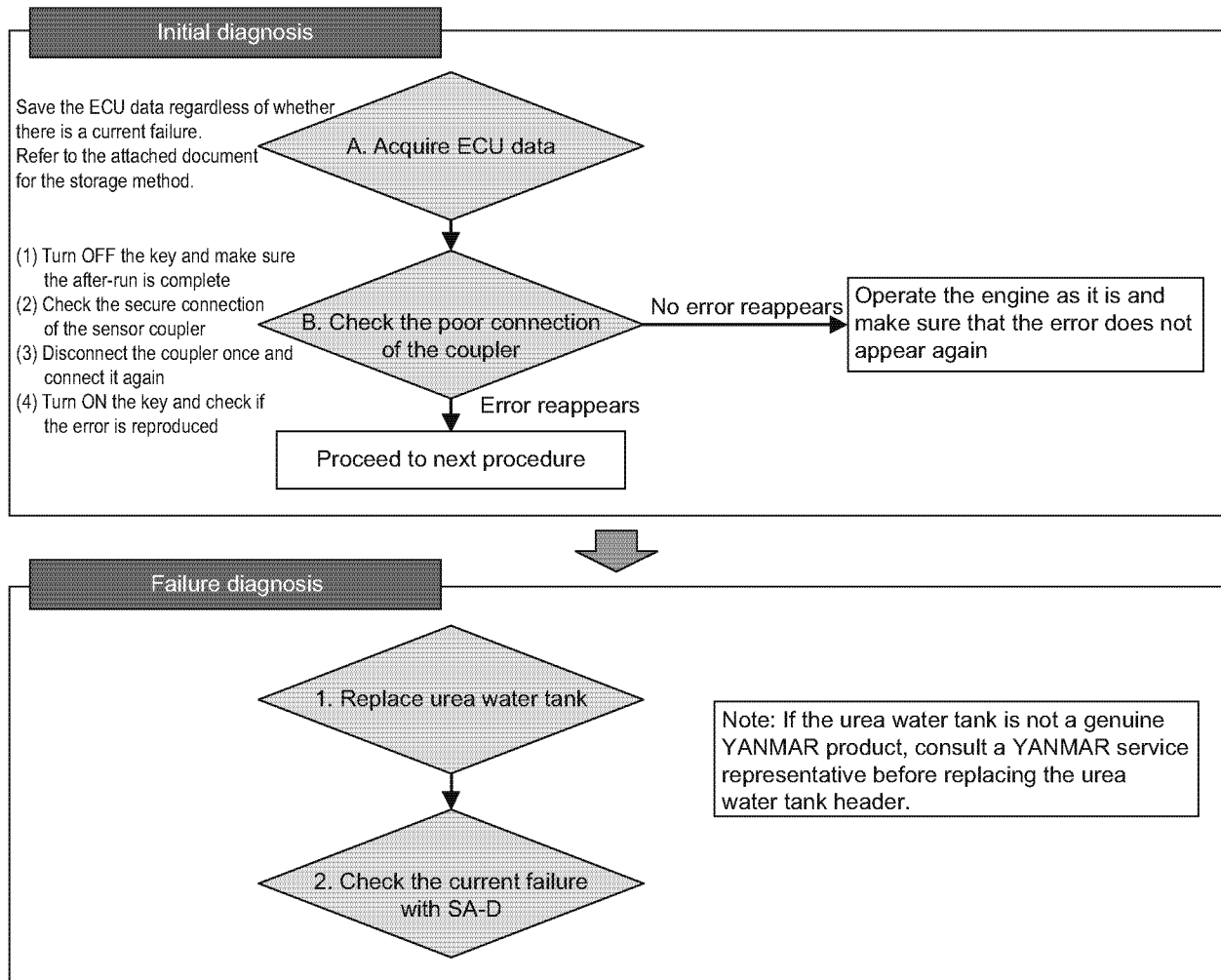
3.3.17. Urea water tank temperature sensor (A1DEFI)

Related DTC

P code	P1551	Urea water tank temperature sensor (A1DEFI) internal circuit disconnection
	P1552	Urea water tank temperature sensor (A1DEFI) internal circuit short circuit
	P1550	Urea water tank temperature sensor (A1DEFI) controller internal failure

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155078-00EN

Work description

1. Replacing the urea water tank header.

Internal of urea water tank header may be defective.
 Replace the urea water tank header.

If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.

2. Checking the current failure with SA-D

- 1-Turn OFF the key switch, turn ON the key switch again, and start the engine.
- 2-Make sure no error is detected in the current fault indication.

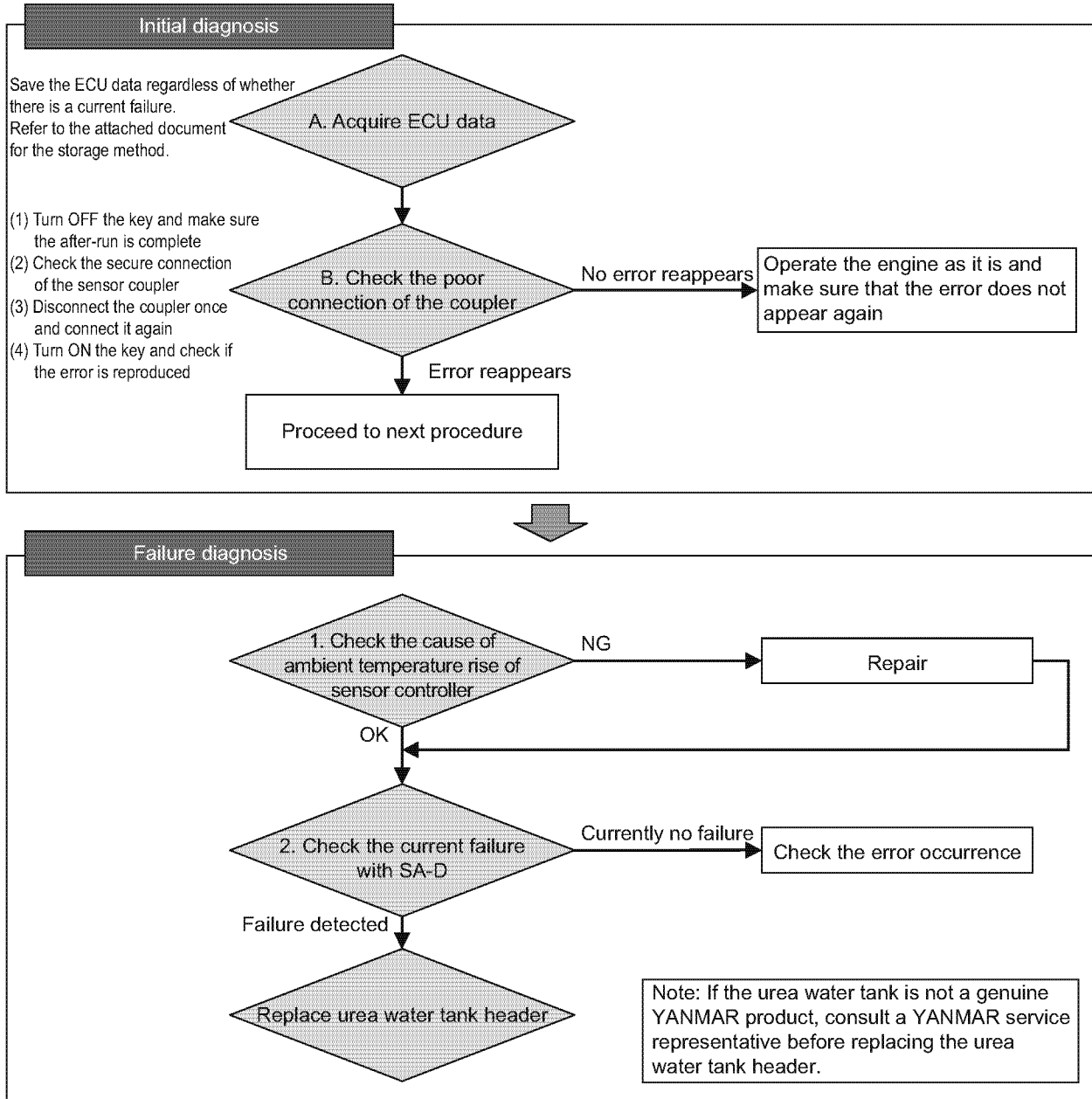
3.3.18. Urea water tank temperature sensor/Urea water tank level sensor (AT1T1I)

Related DTC

P code	P1557	Urea water tank temperature sensor/Urea water tank level sensor (AT1T1I) controller temperature rise error
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Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



155076-00EN

Work description

1. Checking the cause of ambient temperature rise of sensor controller

1-Make sure that there is no factors causing the temperature around the urea water tank temperature sensor and urea water tank level sensor controller to rise.

NG	<ul style="list-style-type: none"> • Take measures against the temperature rise. • Perform failure diagnosis using SA-D after treatment.
OK	Go to "Checking the current failure with SA-D"

2. Checking the current failure with SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	Replace the urea water tank header.

If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.

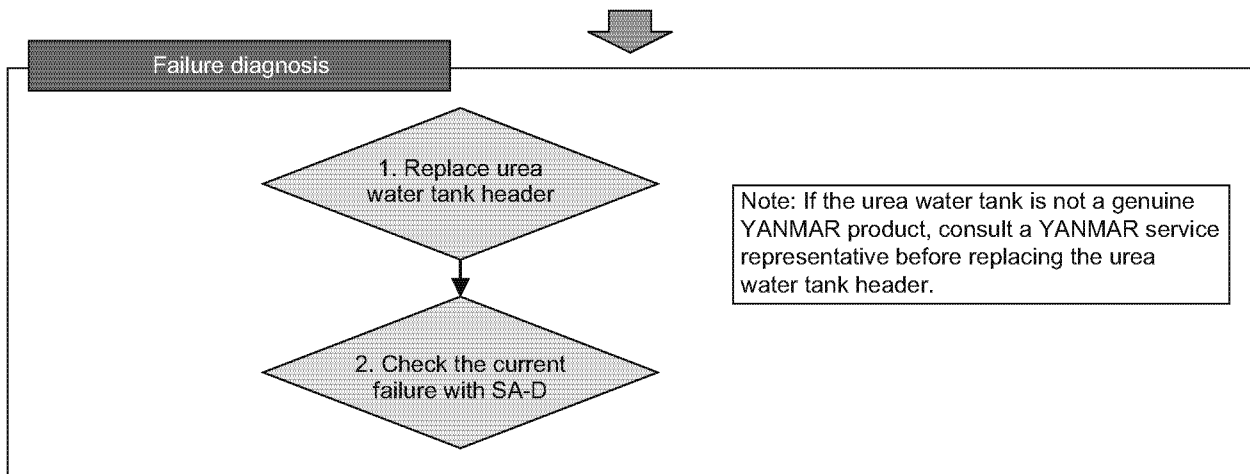
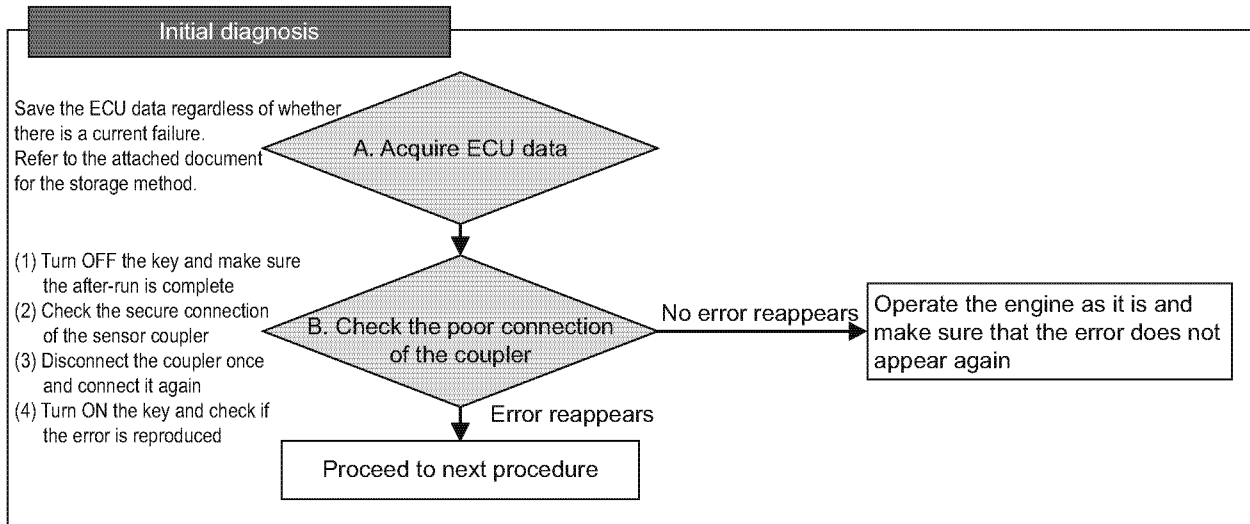
3.3.19. Urea water tank level sensor (AT1T1I)

Related DTC

P code	P203D	Urea water tank level sensor (AT1T1I) internal circuit disconnection
	P203C	Urea water tank level sensor (AT1T1I) internal circuit short circuit
	P155A	Urea water tank level sensor (AT1T1I) controller internal failure

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155077-00EN

Work description

1. Replacing the urea water tank header.

Internal of urea water tank header may be defective.
 Replace the urea water tank header.

If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.

2. Checking the current failure with SA-D

- 1-Turn OFF the key switch, turn ON the key switch again, and start the engine.
- 2-Make sure no error is detected in the current fault indication.

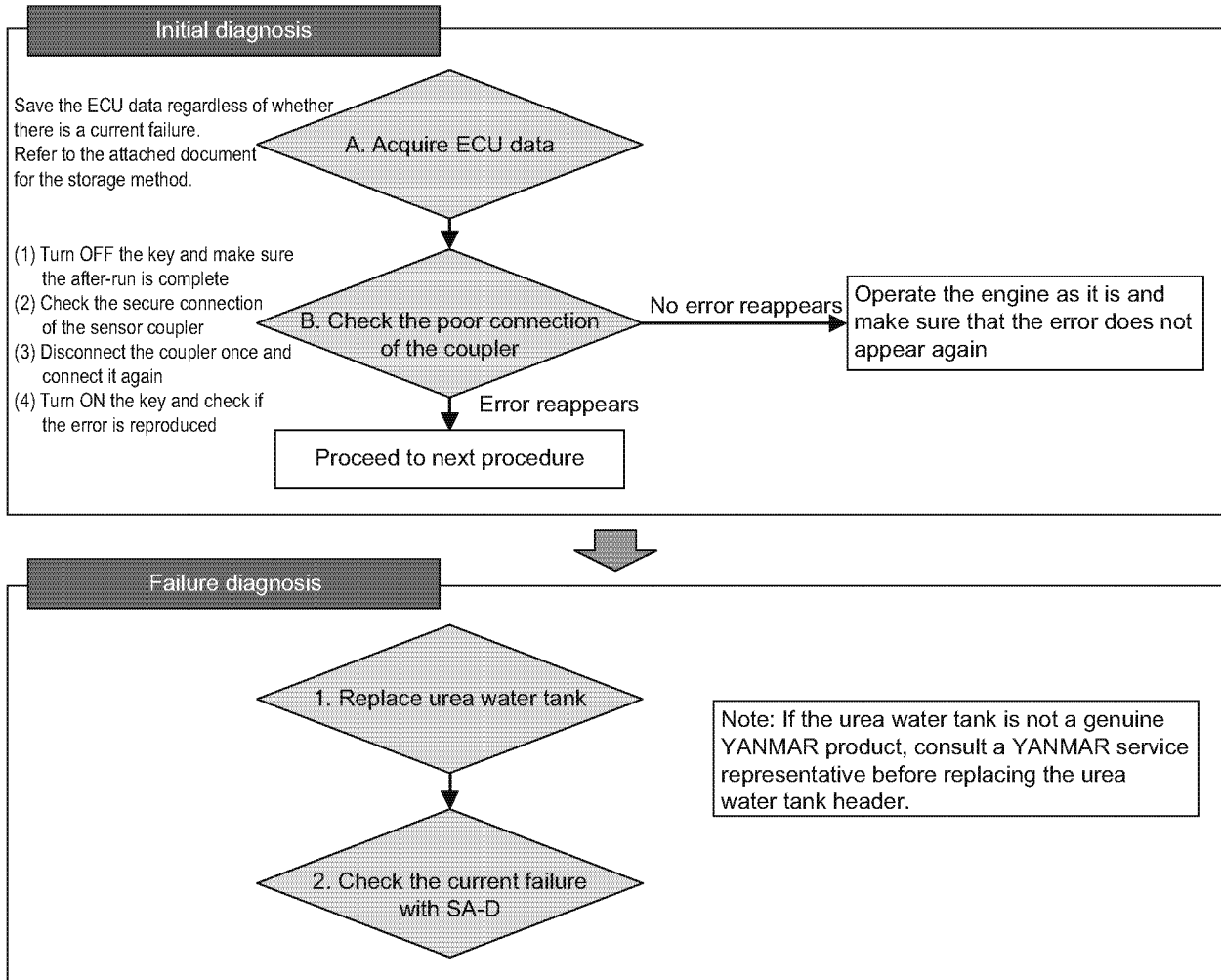
3.3.20. Urea water tank temperature sensor (AT1T1I)

Related DTC

P code	P205D	Urea water tank temperature sensor (AT1T1I) internal circuit disconnection
	P205C	Urea water tank temperature sensor (AT1T1I) internal circuit short circuit
	P1556	Urea water tank temperature sensor (AT1T1I) controller internal failure

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



1.55078-00EN

Work description

1. Replacing the urea water tank header.

Internal of urea water tank header may be defective.
 Replace the urea water tank header.

If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.

2. Checking the current failure with SA-D

- 1-Turn OFF the key switch, turn ON the key switch again, and start the engine.
- 2-Make sure no error is detected in the current fault indication.

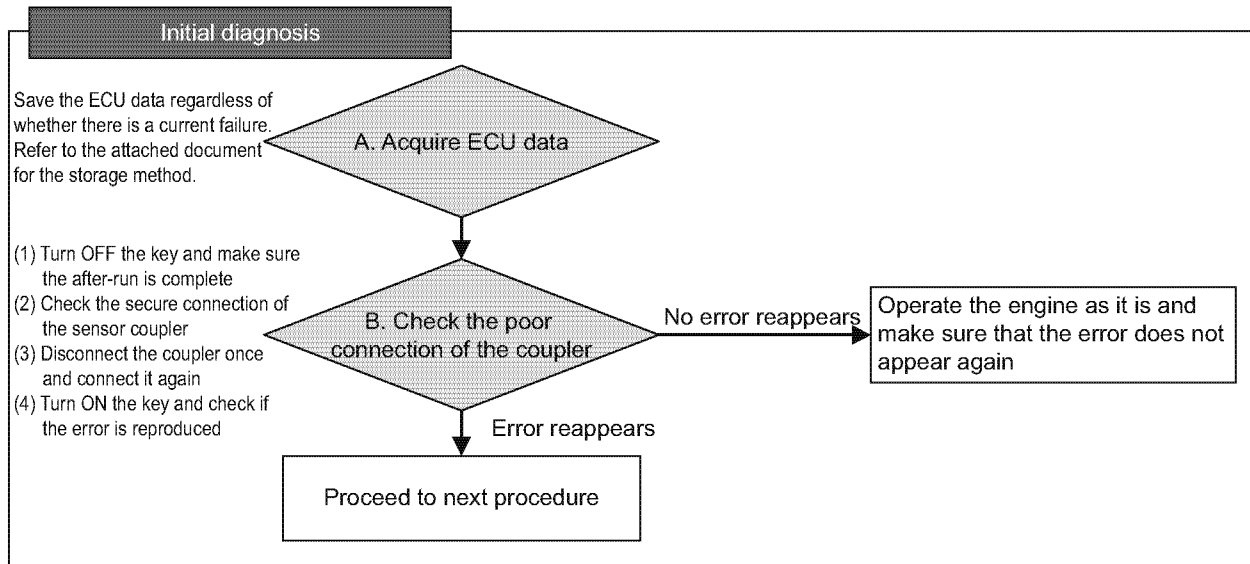
3.3.21. Urea water tank level sensor

Related DTC

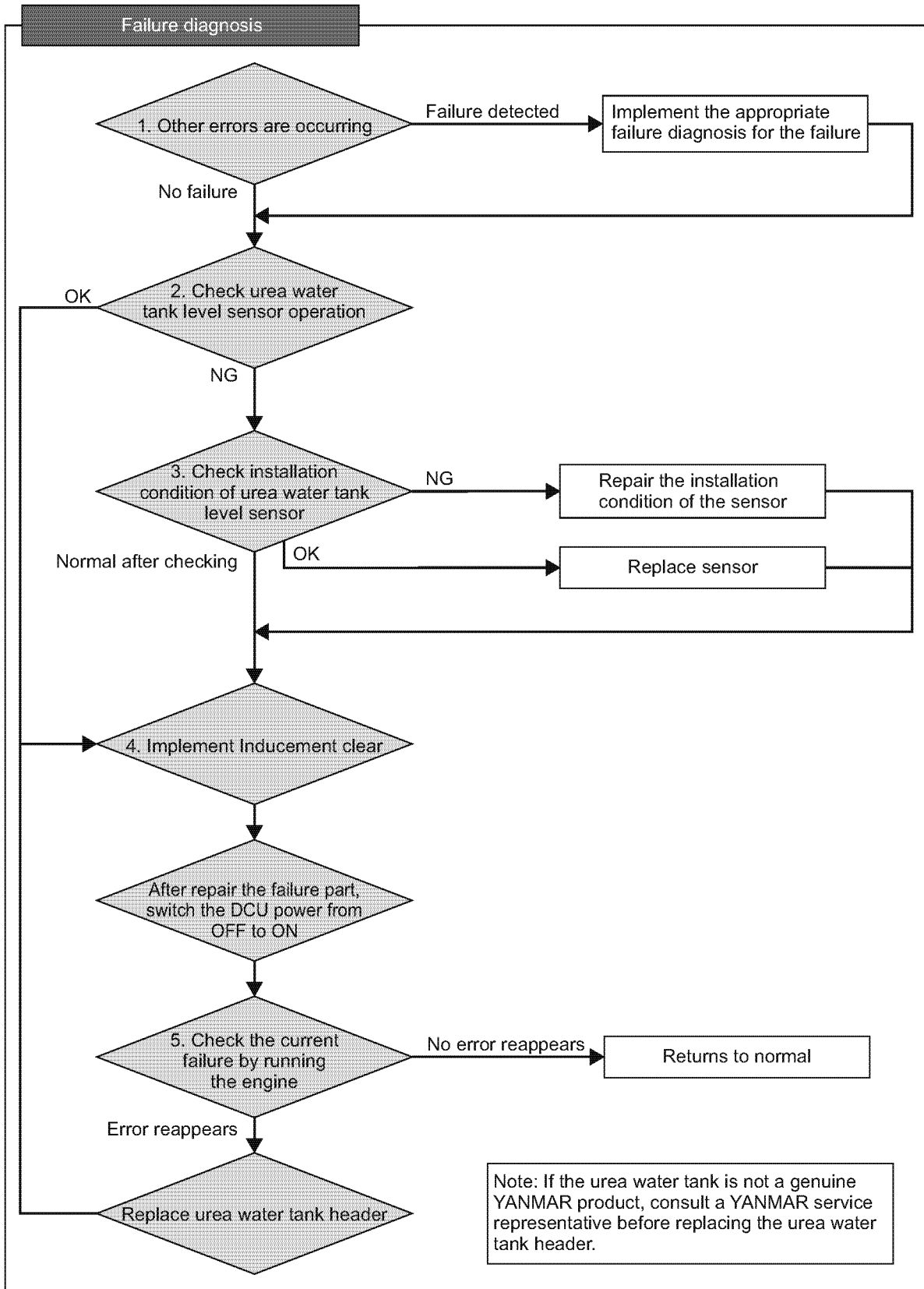
P code	P155B	Urea water tank level sensor detected value error
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155020-00EN



155079-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the urea water tank level sensor operation" after treatment.
No error detected	Go to "Checking the urea water tank level sensor operation".

2. Checking the urea water tank level sensor operation

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Refill the urea water tank with urea water.
- 3-Turn ON the key switch.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, and monitor each indicated item. Then make sure that the urea water tank level is changing slowly between the reference values, while draining the urea water from urea water tank (e.g. by opening the drain of the tank)

Item	Reference value
Urea water tank level	Fluctuates between 0 to 100%

NG	Go to "Checking installation condition of urea water tank level sensor".
OK	Go to "Implementation of Inducement clear".

3. Checking installation condition of urea water tank level sensor

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check the installation condition of urea water tank level sensor.
- 3-Make sure that there is no sliding malfunction in the float of the urea water tank level sensor.

NG	<ul style="list-style-type: none"> • Repair the failure part. • After repairing, clear Inducement.
OK	<ul style="list-style-type: none"> • Replace the urea water tank level sensor. • After repairing, clear Inducement.

4. Implementation of Inducement clear

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU).
- 3-Turn ON the key switch again.
- 4-Activate "Configuration of settings" of SA-D, and implement the Inducement clear. (Write "1" in data.)
- 5-Go to "Checking the current failure with SA-D".

When Inducement clear is implemented, the current malfunction is temporarily released. To check that no error is detected, make sure to perform "Checking the current failure with SA-D".

5. Checking the current failure with SA-D

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.
- 3-Turn ON the key switch again, start the engine, and check if the error reappears.
- 4-Make sure no error is detected in the current fault indication.

No	<ul style="list-style-type: none"> • When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences. • No error reappears: Returns to normal
Yes	<ul style="list-style-type: none"> • Replace the urea water tank header. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.

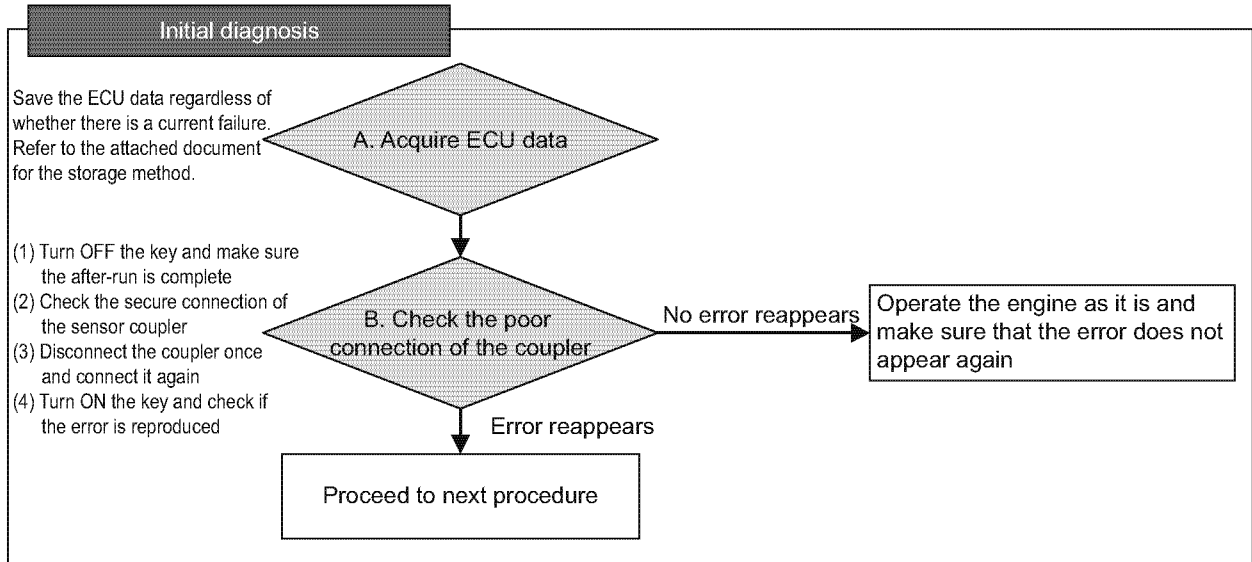
3.3.22. Urea water tank temperature sensor 1

Related DTC

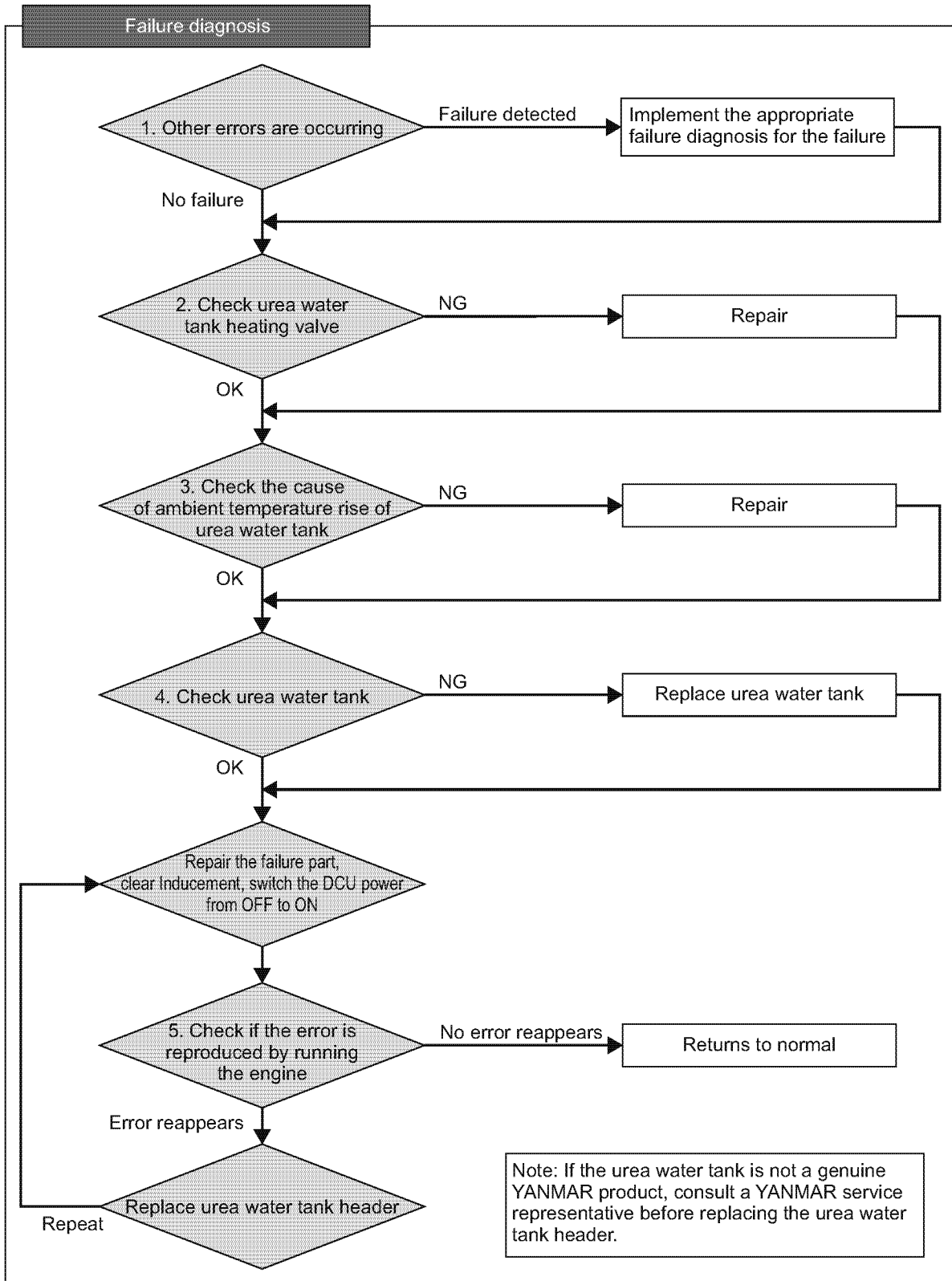
P code	P205B	Urea water tank temperature rise error
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155020-00EN



155080-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to urea water tank heating valve are detected.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the urea water tank heating valve" after treatment.
No error detected	Go to "Checking the urea water tank heating valve".

2. Checking the urea water tank heating valve

- 1-Perform the failure diagnosis for "Urea water tank heating valve". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Urea water tank heating valve"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the cause of ambient temperature rise of urea water tank" after repair.
OK	Go to "Checking the cause of ambient temperature rise of urea water tank".

3. Checking the cause of ambient temperature rise of urea water tank

- 1-Make sure that there is no factors causing the temperature around the urea water tank to rise.

NG	<ul style="list-style-type: none"> • Take measures against the temperature rise. • Go to "Checking the urea water tank" after treatment.
OK	Go to "Checking the urea water tank".

4. Checking the urea water tank

- 1-Make sure that the cooling water does not flow into the urea water tank, which is caused by cracks or damages of cooling water piping circulating in the tank.

NG	<ul style="list-style-type: none"> • Replace the urea water tank. • Go to "Checking the current failure with SA-D" after replacement.
OK	Go to "Checking the current failure with SA-D".

5. Checking the current failure with SA-D

- 1-Clear the Inducement, turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.
- 3-Turn ON the key switch again to start the engine.
- 4-Make sure no error is detected in the current fault indication.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Replace the urea water header. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

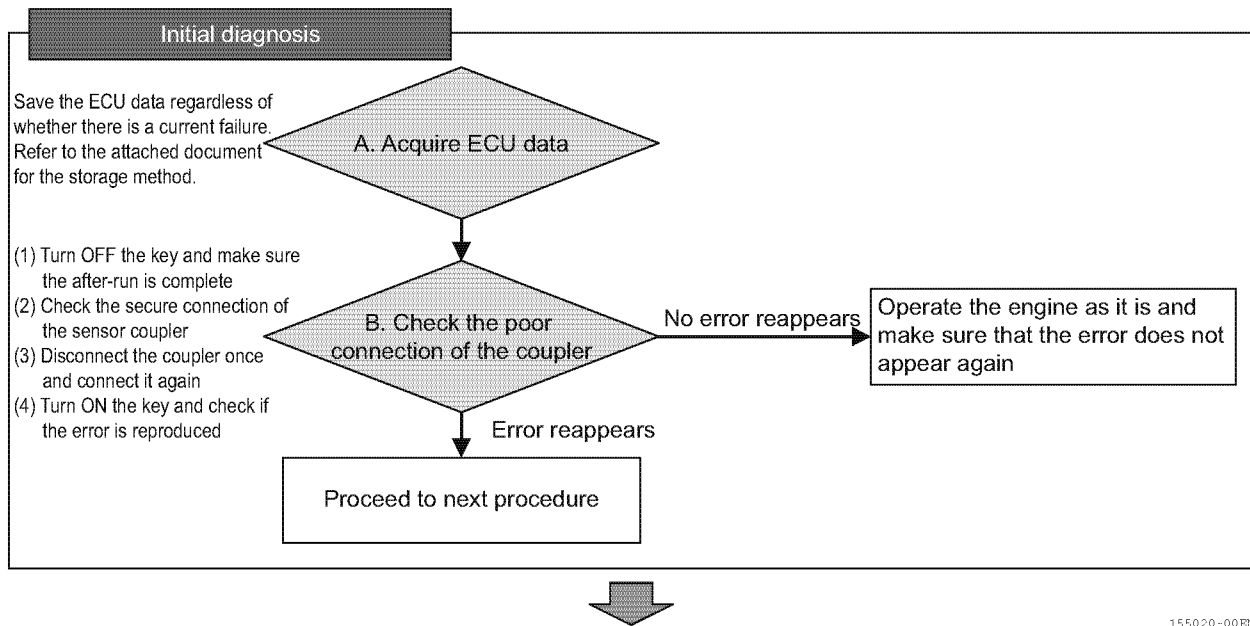
3.3.23. Urea water tank temperature sensor 2

Related DTC

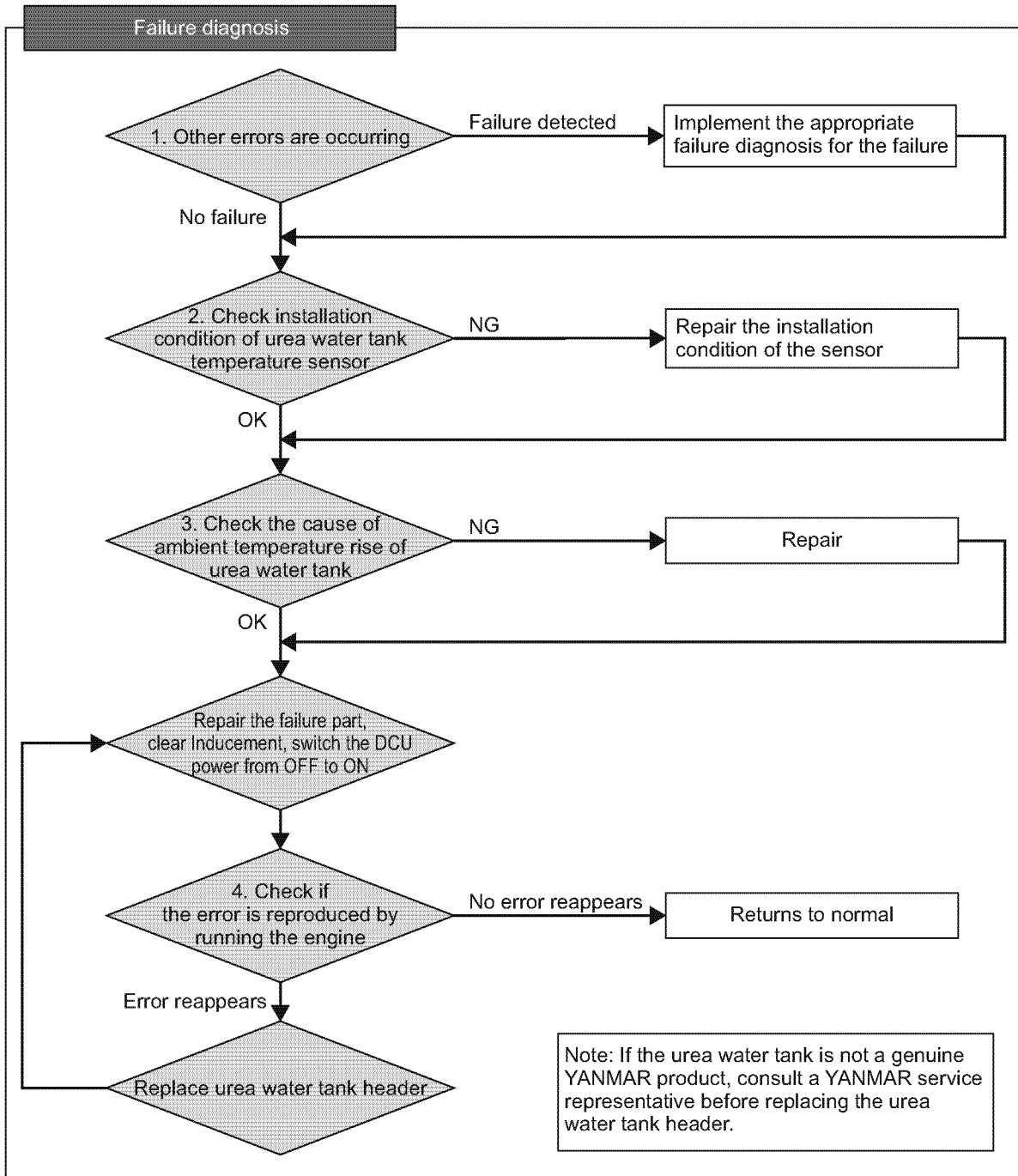
P code	P1539	Urea water tank temperature sensor detected value error (upper limit error)
	P153A	Urea water tank temperature sensor detected value error (lower limit error)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155020-00EN



155081-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to the followings are not detected: cooling water temperature sensor, fresh air temperature sensor on ECU side, and SCR catalyst temperature sensor on DCU side.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the installation condition of urea water tank temperature sensor" after treatment.
No error detected	Go to "Checking the installation condition of urea water tank temperature sensor".

2. Checking the installation condition of urea water tank temperature sensor

- 1-Turn OFF the key switch, and wait until power supplies of DCU is turned OFF.
- 2-Check the installation condition of urea water tank temperature sensor.

NG	<ul style="list-style-type: none"> • Repair the installation condition of sensor. • Go to "Checking the cause of ambient temperature rise of urea water tank" after repair.
OK	Go to "Checking the cause of ambient temperature rise of urea water tank".

3. Checking the cause of ambient temperature rise of urea water tank.

- 1-Make sure that there is no factors causing the temperature around the urea water tank to rise.

NG	<ul style="list-style-type: none"> • Take measures against the temperature rise. • After correcting the problem, clear Inducement, turn OFF the DCU power, and check the completion of after-run.
OK	Go to "Checking if the error is reproduced by running the engine".

4. Checking if the error is reproduced by running the engine

- 1-Turn OFF the key switch, and wait until power supplies of DCU is turned OFF.
- 2-Connect all couplers (sensor, wire-harness, DCU).
- 3-Turn ON the key switch again, check if the error is reproduced by running the engine.

No error reappears	Returns to normal.
Error reappears	<ul style="list-style-type: none"> • Replace the urea water tank header. • After replacement, switch the DCU power from OFF to ON for failure diagnosis using SA-D.

If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.

When the reference value in 4. above cannot be met due to the ambient environmental factors, activate "Configuration of settings" of SA-D, and implement the Inducement clear. (Write "1" in data.)

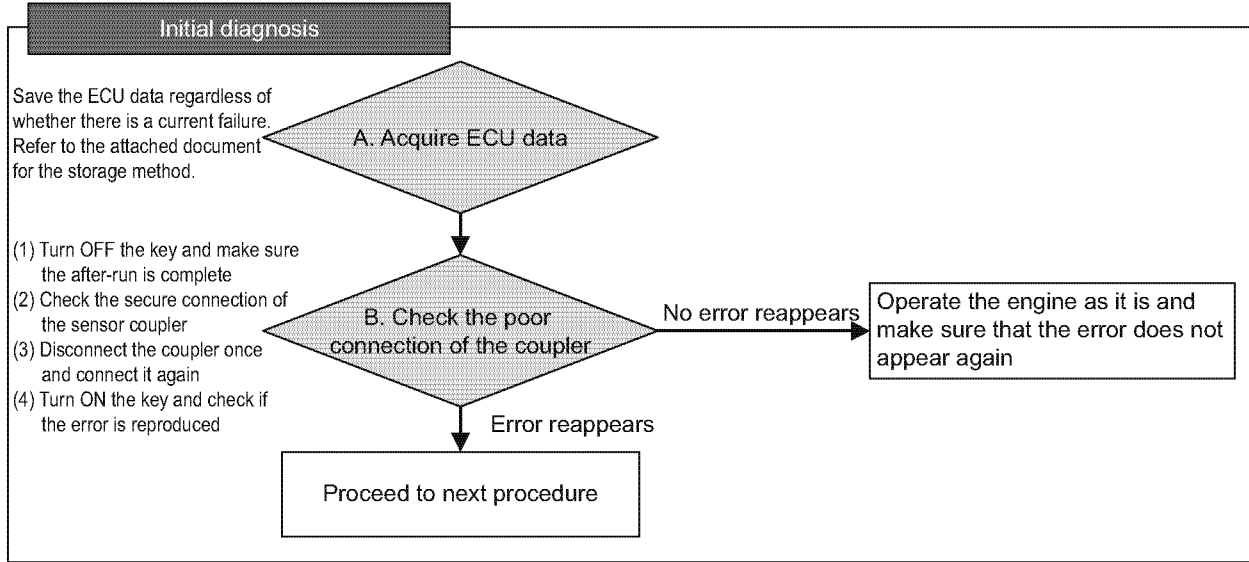
3.3.24. Urea water tank temperature sensor 3

Related DTC

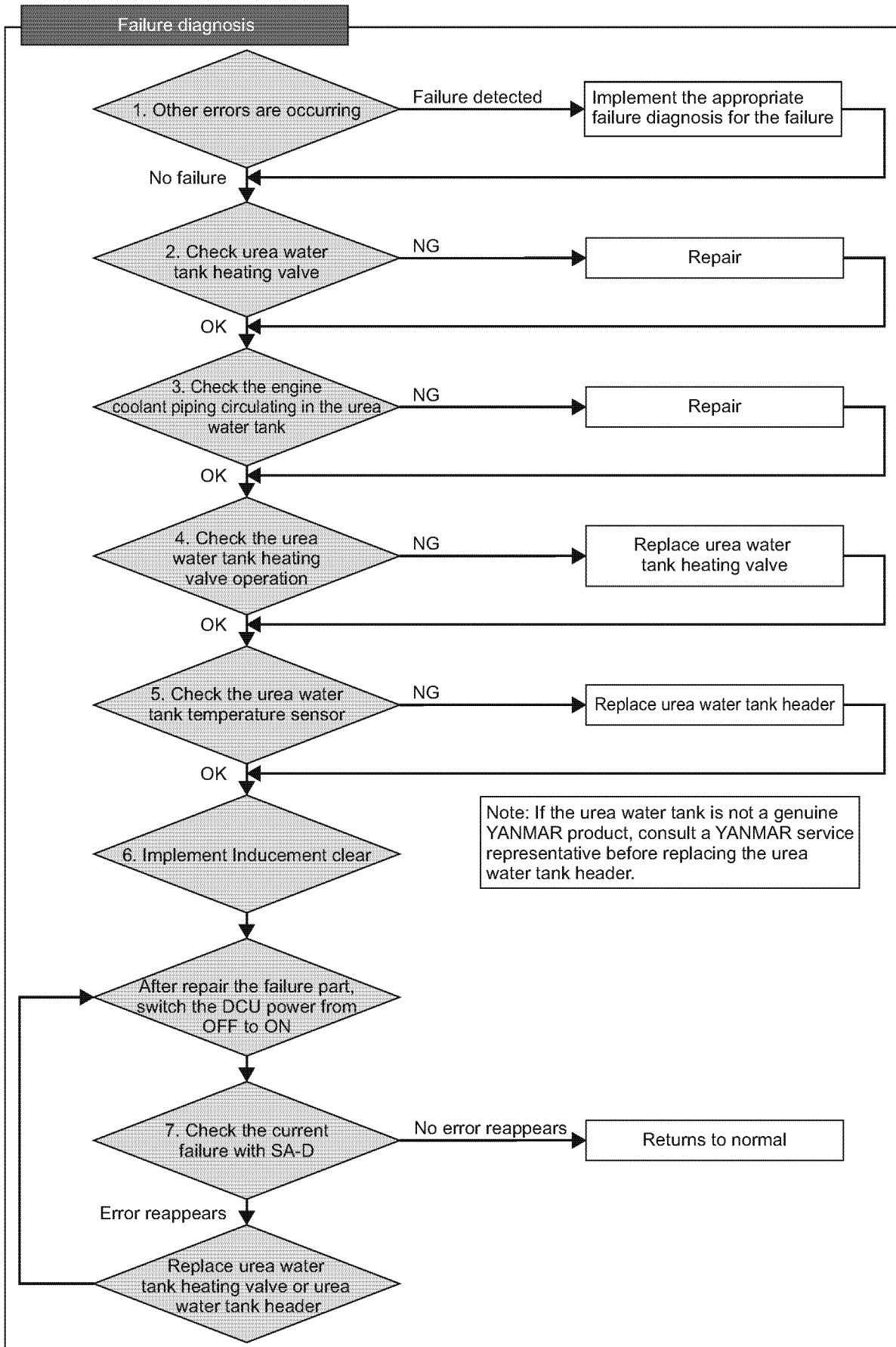
P code	P154B	Urea water tank temperature rise error
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155020-00EN



155082-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to urea water tank heating valve are detected.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the urea water tank heating valve" after treatment.
No error detected	Go to "Checking the urea water tank heating valve".

2. Checking the urea water tank heating valve

- 1-Perform the failure diagnosis for "Urea water tank heating valve". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Urea water tank heating valve"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts • After repairing, clear Inducement, turn the key OFF and make sure the after-run is completed, then turn the key ON again and run the engine to check whether the error has reappeared. No error reappears: Returns to normal. Error reappears: Go to "Checking the cooling water piping circulating in the urea water tank".
OK	Go to "Checking the cooling water piping circulating in the urea water tank".

3. Checking the cooling water piping circulating in the urea water tank

- 1-Check the coolant piping between the engine and the urea water tank to make sure that the coolant piping is not clogged by being twisted and bent, or contamination.
- 2-Check the cooling water piping circulating in the urea water tank to make sure that the coolant piping is not clogged by contamination.

NG	<ul style="list-style-type: none"> • Repair the defective parts. • After repairing, clear Inducement, turn the key OFF and make sure the after-run is completed, then turn the key ON again and run the engine to check whether the error has reappeared. No error reappears: Returns to normal. Error reappears: Go to "Checking the cooling water piping circulating in the urea water tank".
OK	Go to "Checking the urea water tank heating valve operation".

4. Checking the urea water tank heating valve operation

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine. Connect all coolant piping.
- 3-Turn ON the key switch, and start the engine.
- 4-Activate "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the urea water tank heating valve, and check if the coolant circulates in the urea water tank.

NG	<ul style="list-style-type: none"> • Replace the urea water tank heating valve. • After replacement, clear Inducement, turn the key OFF and make sure the after-run is completed, then turn the key ON again and run the engine to check whether the error has reappeared. No error reappears: Returns to normal. Error reappears: Go to "Checking the urea water tank temperature sensor".
OK	Go to "Checking the urea water tank heating valve operation".

5. Checking the urea water tank temperature sensor

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine. Connect all coolant piping.
- 3-Turn ON the key switch.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, and check if the urea water tank temperature indicates a correct temperature.

NG	<ul style="list-style-type: none"> • Replace the urea water tank header. • Go to "Implementation of Inducement clear" after replacement.
OK	Go to "Implementation of Inducement clear".

6. Implementation of Inducement clear

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU).
- 3-Turn ON the key switch again.
- 4-Activate "Configuration of settings" of SA-D, and implement the Inducement clear. (Write "1" in data.)
- 5-Go to "Checking the current failure with SA-D".

When Inducement clear is implemented, the current malfunction is temporarily released. To check that no error is detected, make sure to perform "Checking the current failure with SA-D".

7. Checking the current failure with SA-D

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.
- 3-Turn ON the key switch again to start the engine.
- 4-Make sure no error is detected in the current fault indication.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Replace the urea water tank heating valve, or the urea water tank header. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

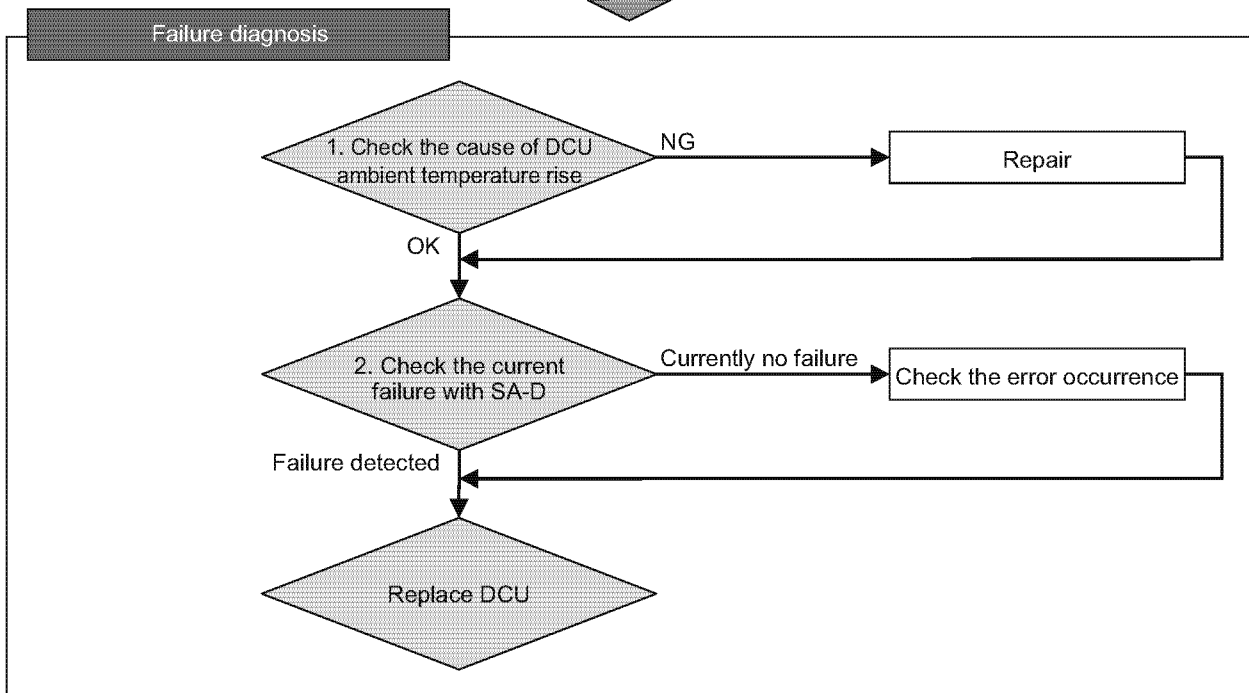
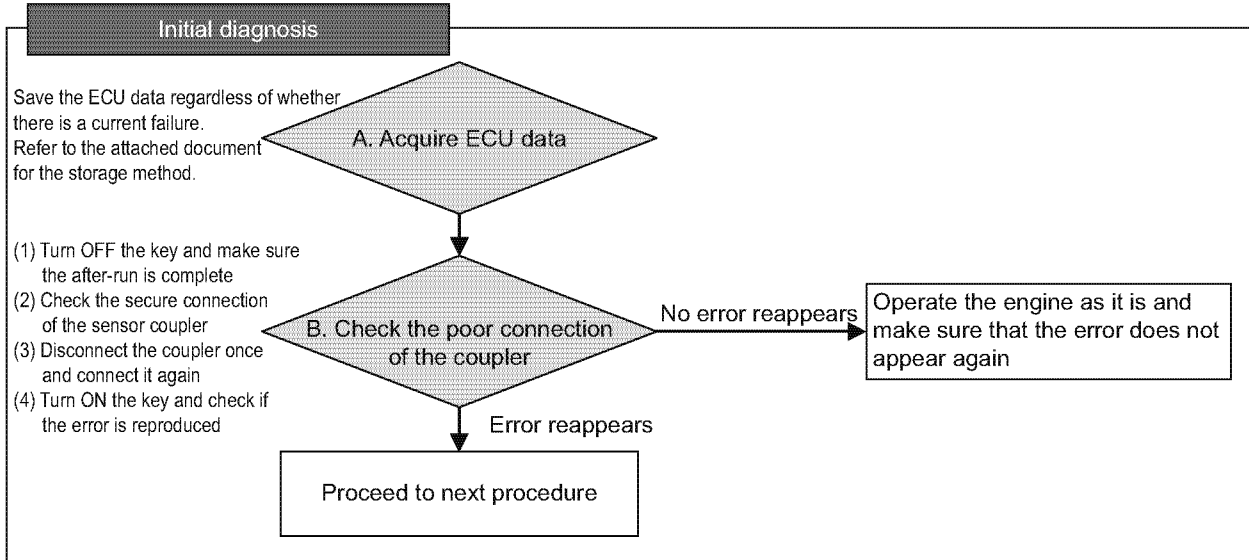
3.3.25. DCU internal temperature sensor

Related DTC

P code	P1504	DCU internal temperature rise error
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155083-00EN

Work description

1. Checking the cause of DCU ambient temperature rise

1-Make sure that there is no factors causing the temperature around the DCU to rise.

NG	<ul style="list-style-type: none"> • Take measures against the temperature rise. • Go to “Checking the current failure with SA-D” after treatment.
OK	Go to “Checking the current failure with SA-D”.

2. Checking the current failure with SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	Replace the DCU.

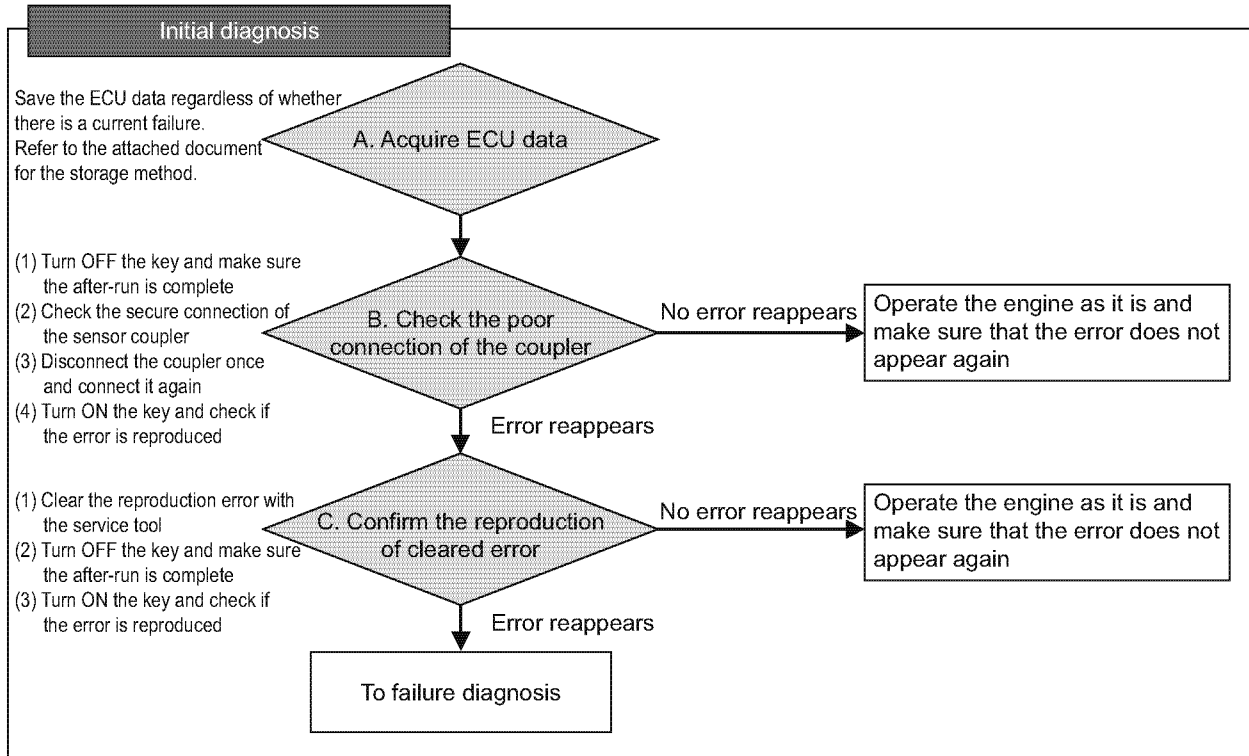
3.3.26. Heater relay 1

Related DTC

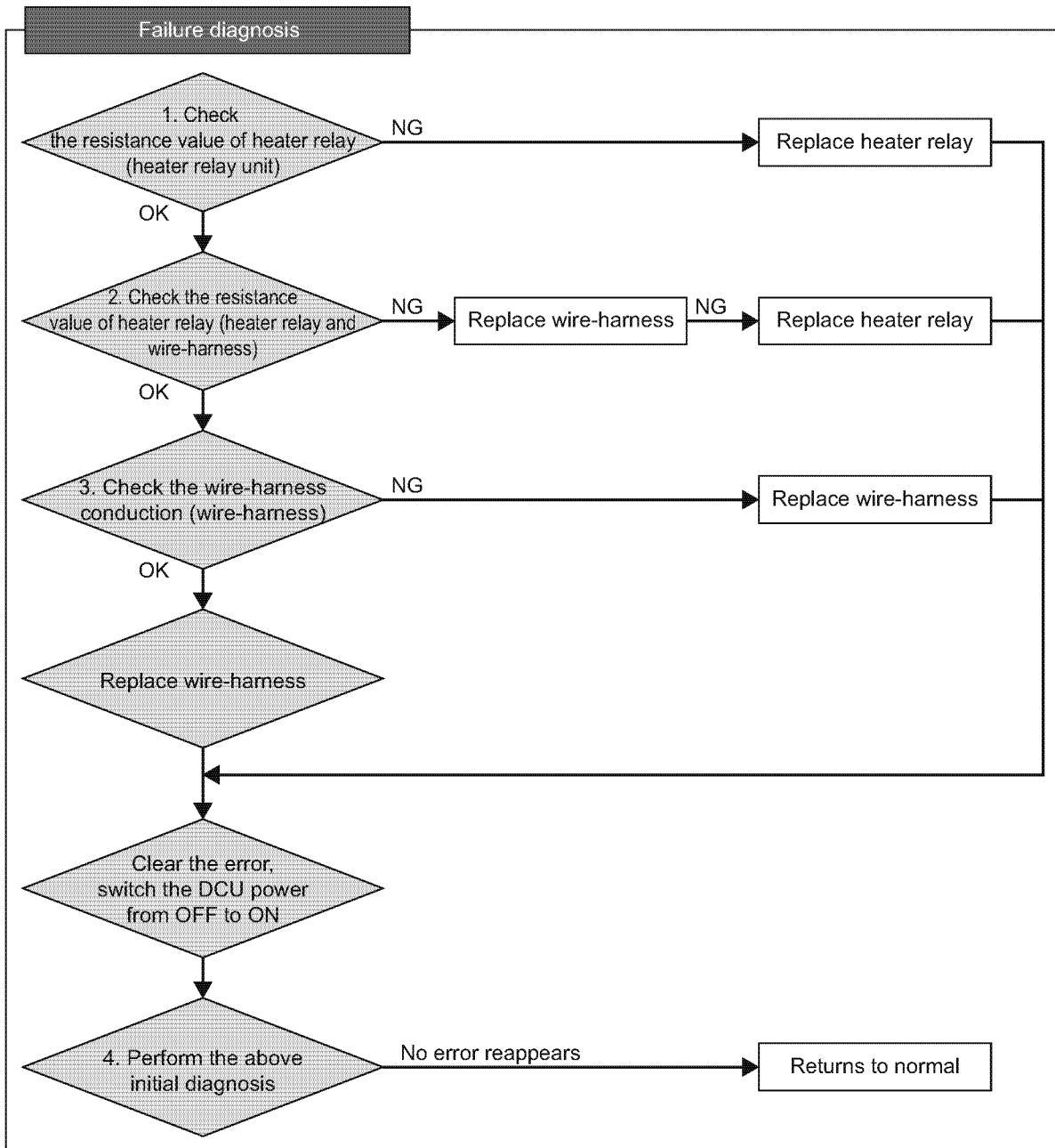
P code	P21C4	Heater relay L side VB short circuit
	P21C3	Heater relay L side GND short circuit
	P21C2	Heater relay disconnection

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

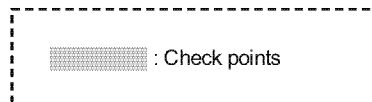
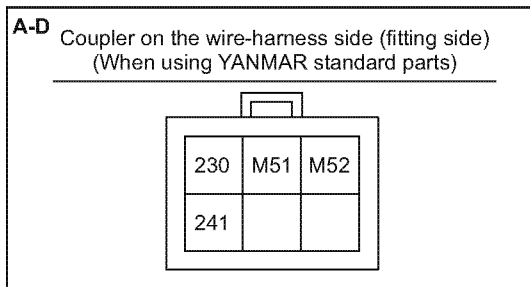
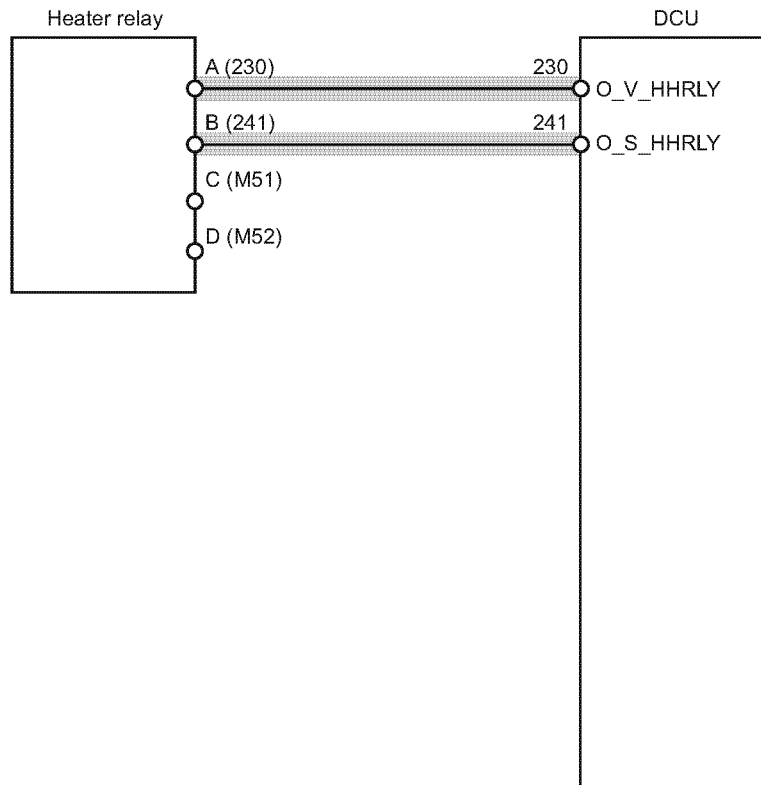


154810-00EN



155064-00EN

Wire diagram



080124-01EN00

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of heater relay (heater relay unit)

1-Remove the wire-harness from the heater relay.

2-Using a circuit tester, measure the resistance value (overall resistance value) between the heater relay terminals A and B.

Reference: Overall resistance value of heater relay

Terminal	Specifications
Between heater relay terminals.	Specifications of heater relay vary depending on the driven machine. See the Operation Manual of the driven machine.

NG	Replace the heater relay, switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of heater relay (heater relay and wire-harness)"

2. Checking the resistance value of heater relay (heater relay and wire-harness)

1-Connect the heater relay and the wire-harness, and remove the wire-harness from the DCU.

2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 230 and 241 on DCU side.

See the above "Reference: Overall resistance value of heater relay".

NG	<ul style="list-style-type: none"> The coupler between the heater relay and the wire-harness may be defective. Replace the wire-harness, clear the error, turn OFF the power, and turn the power back ON after the after-run is completed to check whether the error reappears. If the error repeats, replace the heater relay. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the heater relay and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Heater relay conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on heater relay side)	Conduction	State
230	Heater relay terminal A	Yes	OK: Normal
		No	NG: Error
241	Heater relay terminal B	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Heater relay conduction check pattern 1", carry out the below, too.

Reference: Heater relay conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
230	All terminals other than 230 and 180	Yes	NG: Error
		No	OK: Normal
241	All terminals other than 241	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	<ul style="list-style-type: none"> The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

4. Checking the current failure with SA-D

1-Clear the error.

2-Turn OFF the key switch and turn ON the key switch again.

3-Make sure no error is detected in the current fault indication.

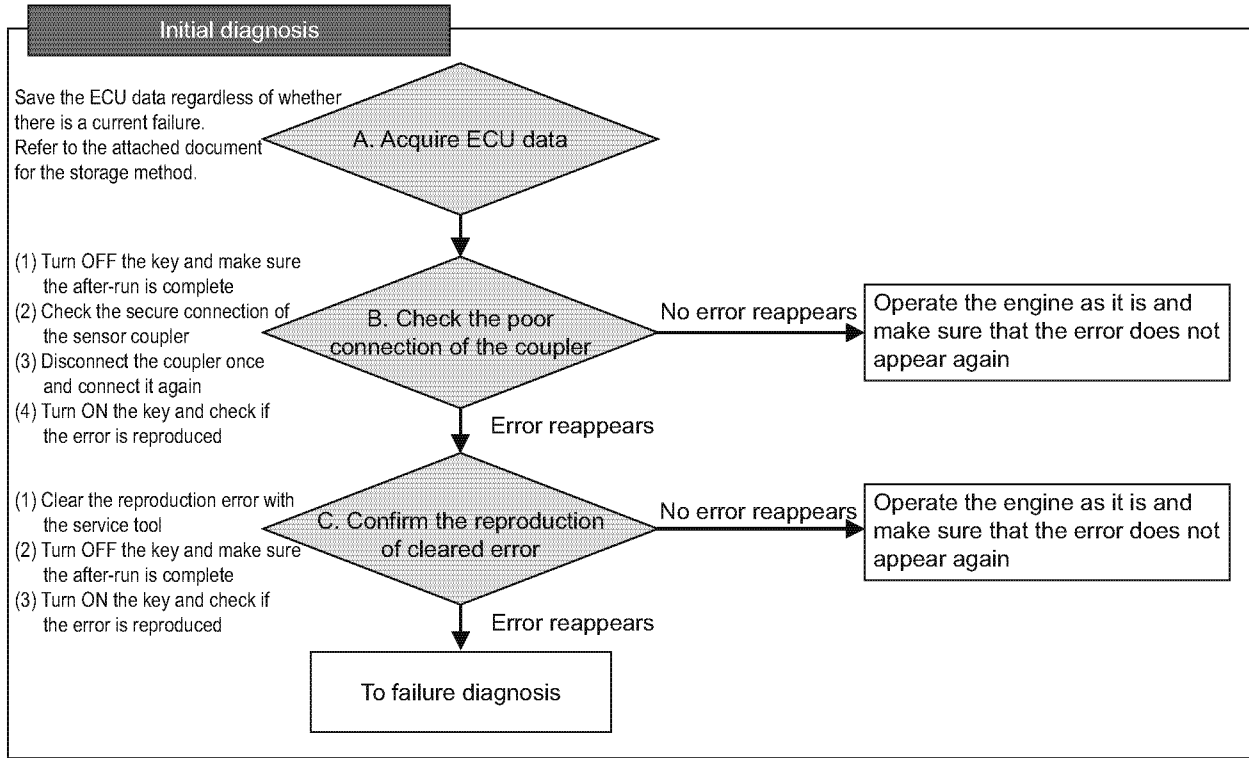
3.3.27. Heater relay 2

Related DTC

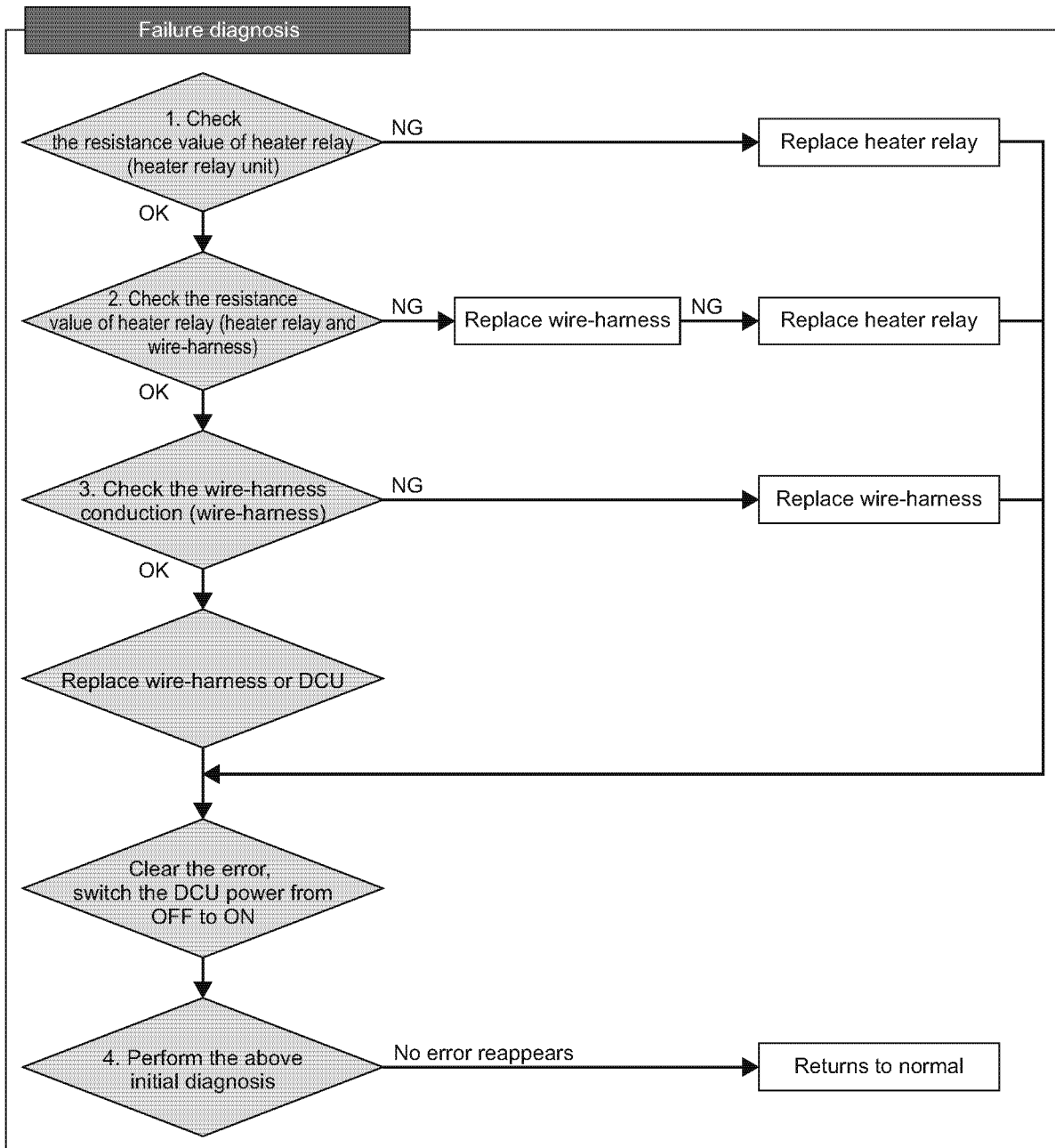
P code	P1509	Heater relay power stage temperature rise error
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

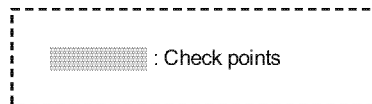
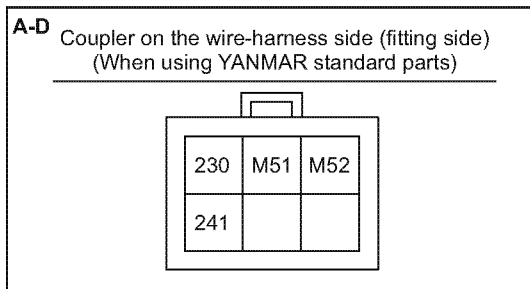
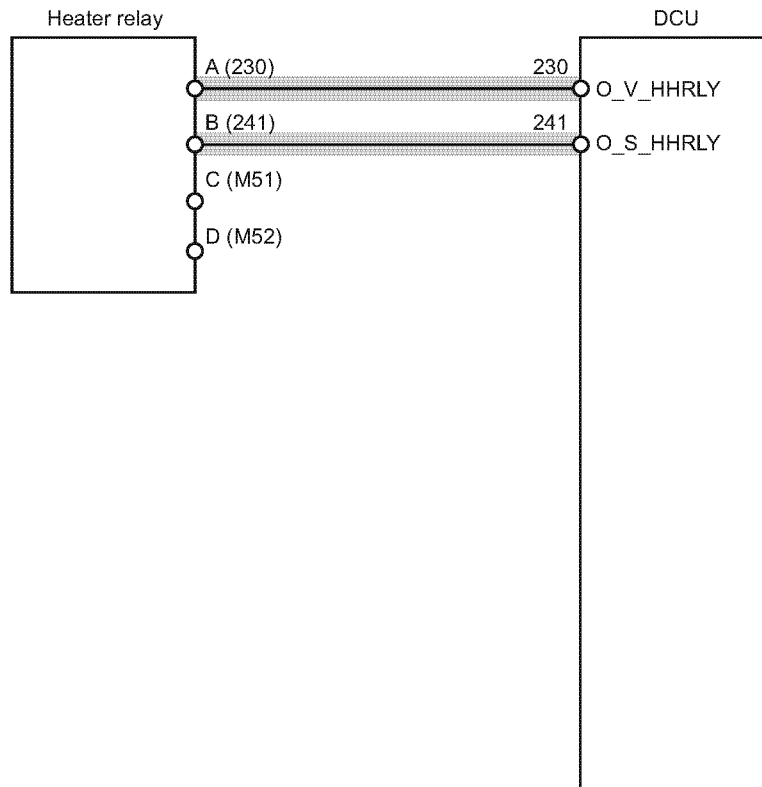


154810-00EN



155065-00EN

Wire diagram



080124-01EN00

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of heater relay (heater relay unit)

1-Remove the wire-harness from the heater relay.

2-Using a circuit tester, measure the resistance value (overall resistance value) between the heater relay terminals A and B.

Reference: Overall resistance value of heater relay

Terminal	Specifications
Between heater relay terminals	Specifications of heater relay vary depending on the driven machine. See the Operation Manual of the driven machine.

NG	Replace the heater relay, switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of heater relay (heater relay and wire-harness)".

2. Checking the resistance value of heater relay (heater relay and wire-harness)

1-Connect the heater relay and the wire-harness, and remove the wire-harness from the DCU.

2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 230 and 241 on DCU side.

See the above "Reference: Overall resistance value of heater relay".

NG	<ul style="list-style-type: none"> The coupler between the heater relay and the wire-harness may be defective. Replace the wire-harness, clear the error, turn OFF the power, and turn the power back ON after the after-run is completed to check whether the error reappears. If the error repeats, replace the heater relay. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the heater relay and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Heater relay conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on heater relay side)	Conduction	State
230	Heater relay terminal A	Yes	OK: Normal
		No	NG: Error
241	Heater relay terminal B	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Heater relay conduction check pattern 1", carry out the below, too.

Reference: Heater relay conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
230	All terminals other than 230 and 180	Yes	NG: Error
		No	OK: Normal
241	All terminals other than 241	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	<ul style="list-style-type: none"> The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. Replace the DCU. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

4. Checking the current failure with SA-D

1-Clear the error.

2-Turn OFF the key switch and turn ON the key switch again.

3-Make sure no error is detected in the current fault indication.

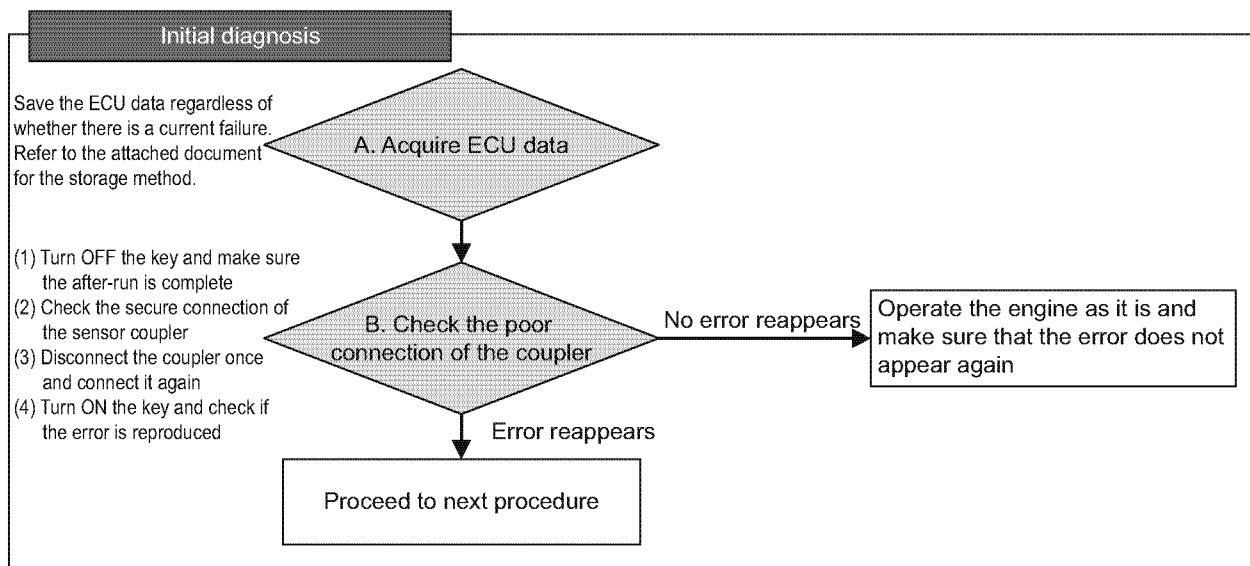
3.3.28. Dosing module 1

Related DTC

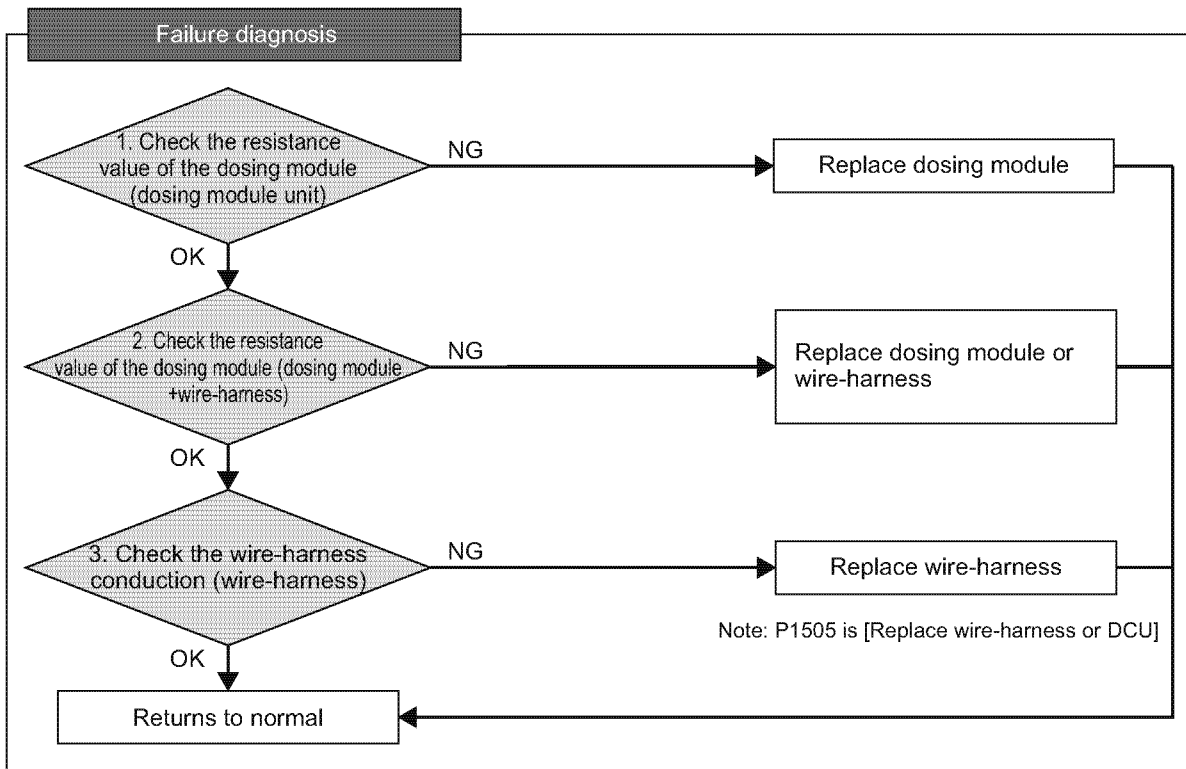
P code	P2049	Dosing module H side VB short circuit/disconnection
	P2047	Dosing module H side GND short circuit
	P151B (4TNV94FHT, 4TN101FHT, FDT)	Dosing module H side - L side short circuit
	P151B (4TN107FHT, FTT)	Dosing module L side VB short circuit
	P2048	Dosing module L side GND short circuit
	P1771	Dosing module disconnection
	P1770	Dosing module VB short circuit
	P1772	Dosing module GND short circuit
	P1505	Dosing module power stage temperature rise error

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

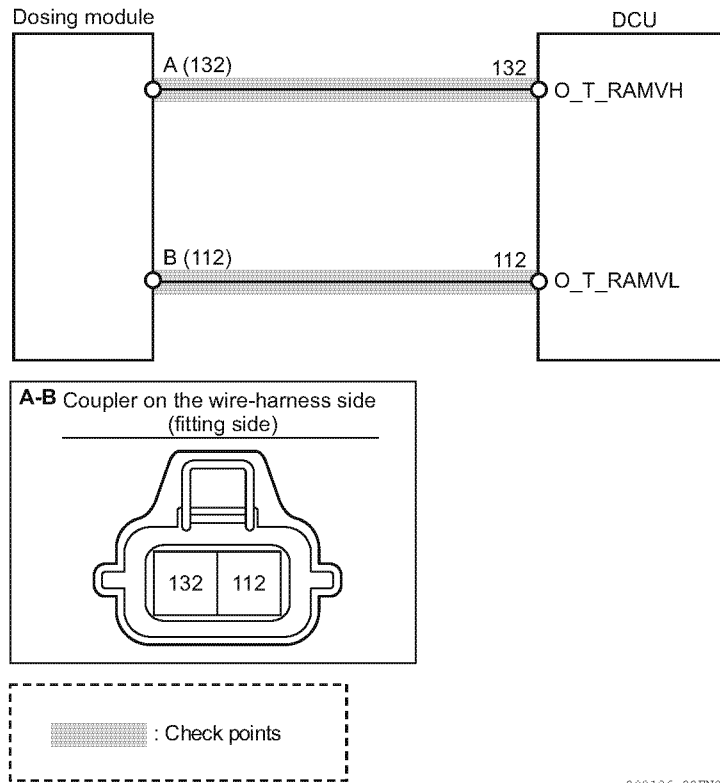


155020-00EN



155086-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of dosing module (dosing module unit)
 - 1-Remove the wire-harness from the dosing module.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between the dosing module terminals A and B.

Reference: Overall resistance value of dosing module

Terminal	Specifications
Between dosing module terminals.	12 ± 0.6 Ω (at 20 °C)

NG	Replace the dosing module, switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of dosing module. (Dosing module and wire-harness)".

2. Checking the resistance value of dosing module (dosing module and wire-harness)
 - 1-Connect the dosing module and the wire-harness, and remove the wire-harness from the DCU.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 132 and 112 on DCU side.

See the above "Reference: Overall resistance value of dosing module".

NG	<ul style="list-style-type: none"> • The coupler between the dosing module and the wire-harness may be defective. After replacing the dosing module, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the wire-harness. • Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the dosing module and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Dosing module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on dosing module side)	Conduction	State
132	Dosing module terminal A	Yes	OK: Normal
		No	NG: Error
112	Dosing module terminal B	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Dosing module conduction check pattern 1", carry out the below, too.

Reference: Dosing module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
132	All terminals other than 132	Yes	NG: Error
		No	OK: Normal
112	All terminals other than 112	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Replace the DCU. (P1505 only). Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	<ul style="list-style-type: none"> The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

4. Checking the current failure with SA-D

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)

3-Turn ON the key switch again to start the engine.

4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Dosing system state	"4" (During the urea water injection)
Dosing system sub-state	"16" (During the urea water injection)
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

5-Operate the engine under conditions meeting the above reference value, and make sure no error is detected in the current fault indication.

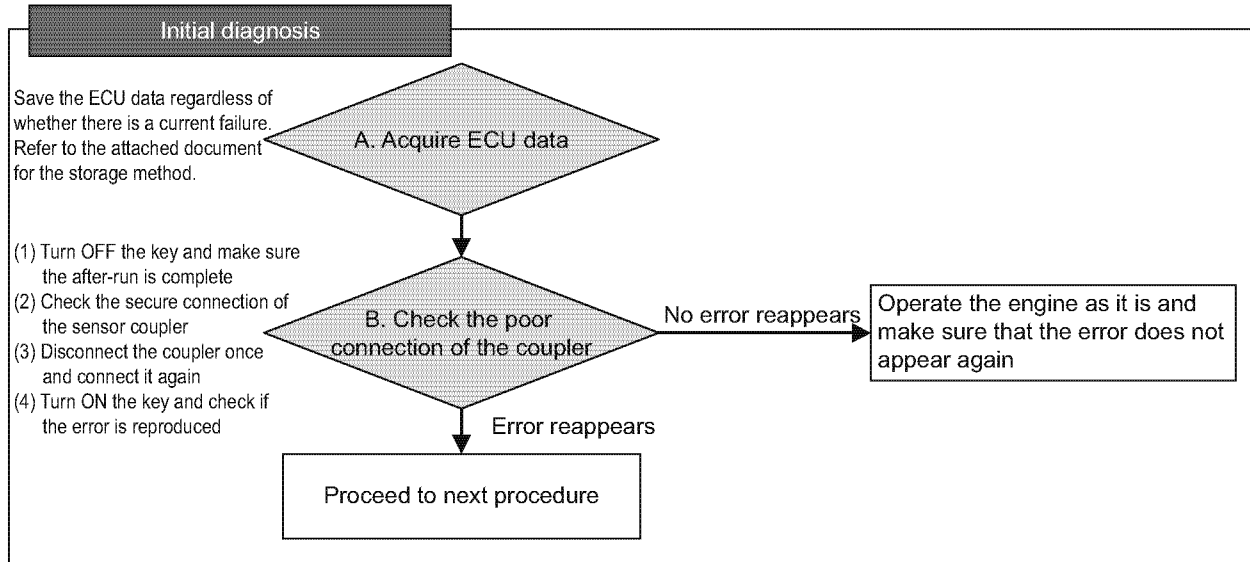
3.3.29. Dosing module 2

Related DTC

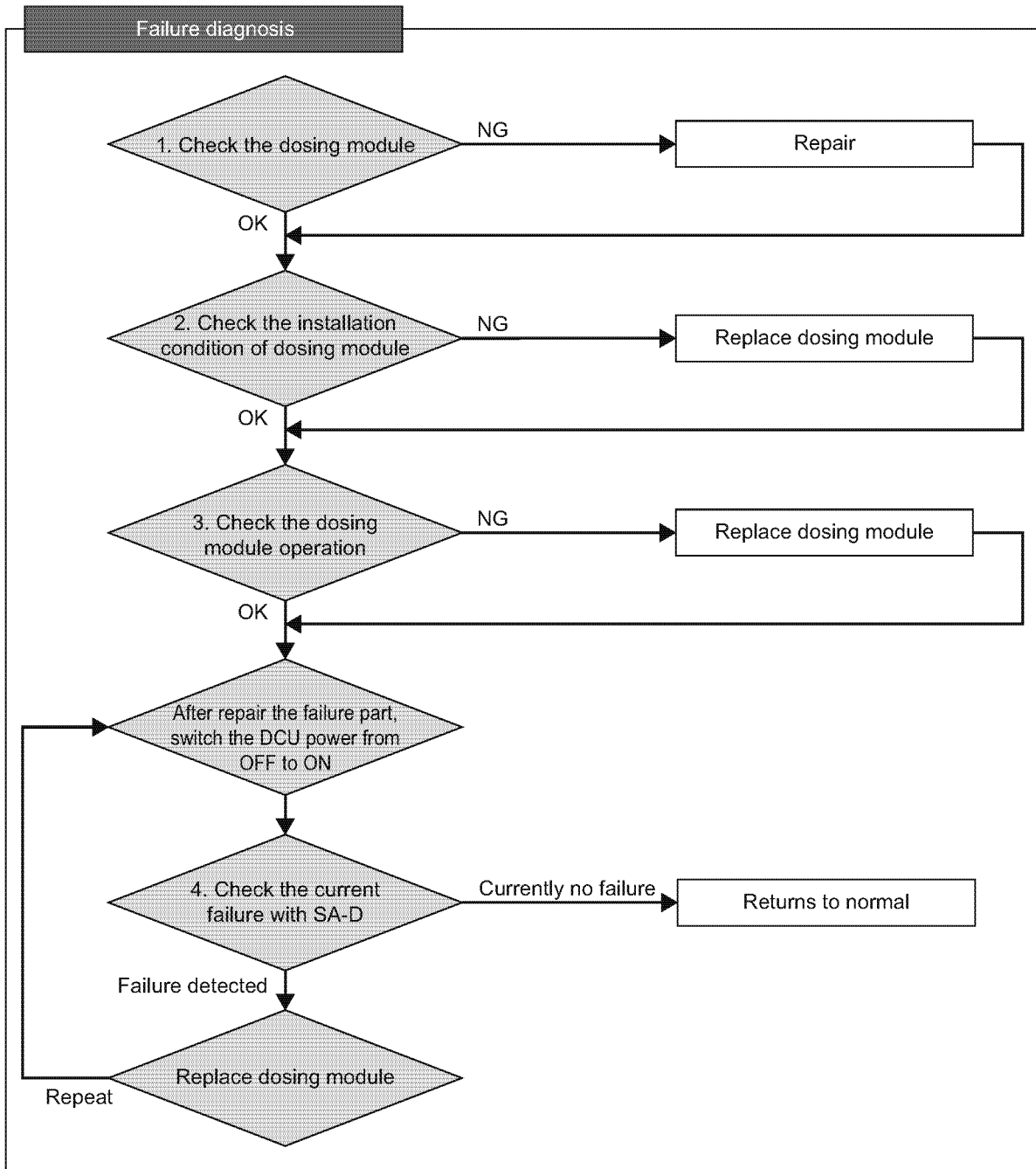
P code	P208E	Dosing module valve sticking
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155020-00EN



155087-00EN

Work description

1. Checking the dosing module

1-Perform the failure diagnosis for "Dosing module 1". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Dosing module 1"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> Repair the defective parts. Go to "Checking the installation condition of dosing module" after repair.
OK	Go to "Checking the installation condition of dosing module".

2. Checking the installation condition of dosing module

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Remove the dosing module from the engine.

3-Make sure that the dosing module is not damaged or deformed.

NG	<ul style="list-style-type: none"> Replace the dosing module. Go to "Checking the operation of dosing module" after replacement.
OK	Go to "Checking the operation of dosing module".

3. Checking the operation of dosing module

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module).

3-Remove the dosing module from the engine.

4-Turn ON the key switch.

5-Activate the urea water injection test (injection pattern = "3") of "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the dosing module, and check if the dosing module injects the urea water.

NG	<ul style="list-style-type: none"> Replace the dosing module. Go to "Checking the current failure with SA-D" after replacement.
OK	Go to "Checking the current failure with SA-D".

4. Checking the current failure with SA-D

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Attach the dosing module to the engine.
- 3-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine. Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 4-Turn ON the key switch again to start the engine.
- 5-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Dosing system state	"4" (During the urea water injection)
Dosing system sub-state	"16" (During the urea water injection)
Supply module pressure	350 to 1500 kPa
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 6-Keep on operating the engine under conditions meeting the reference value for 2 minutes or more, and make sure no error is detected in the current fault indication.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Replace the dosing module or DCU. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

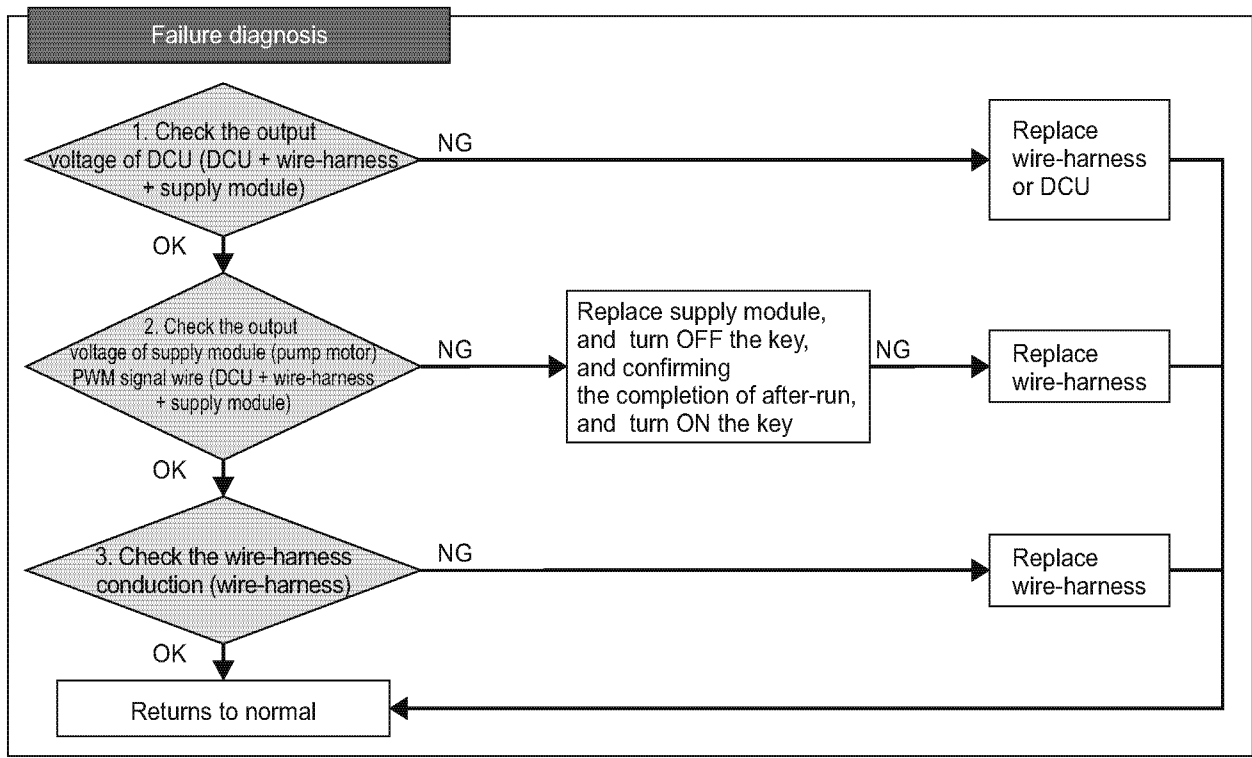
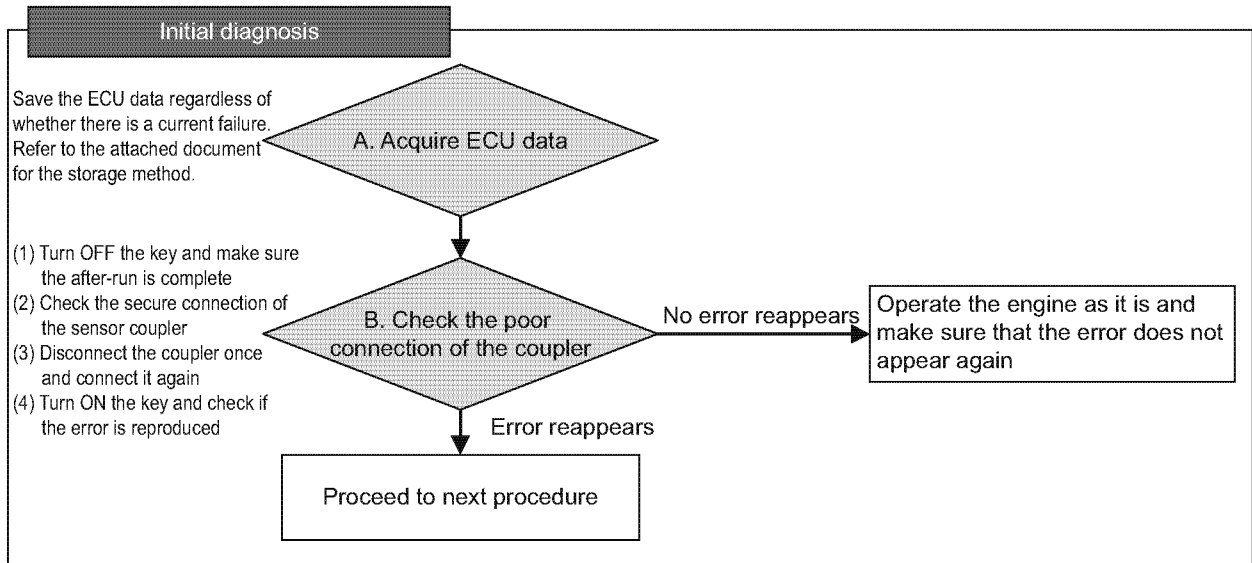
3.3.30. Supply module 1

Related DTC

P code	P208D	Supply module (pump motor) PWM signal wire VB short circuit
	P208C	Supply module (pump motor) PWM signal wire GND short circuit
	P208A	Supply module (pump motor) PWM signal wire disconnection
	P20AD	Not starting to measure temperature of supply module (pump motor)

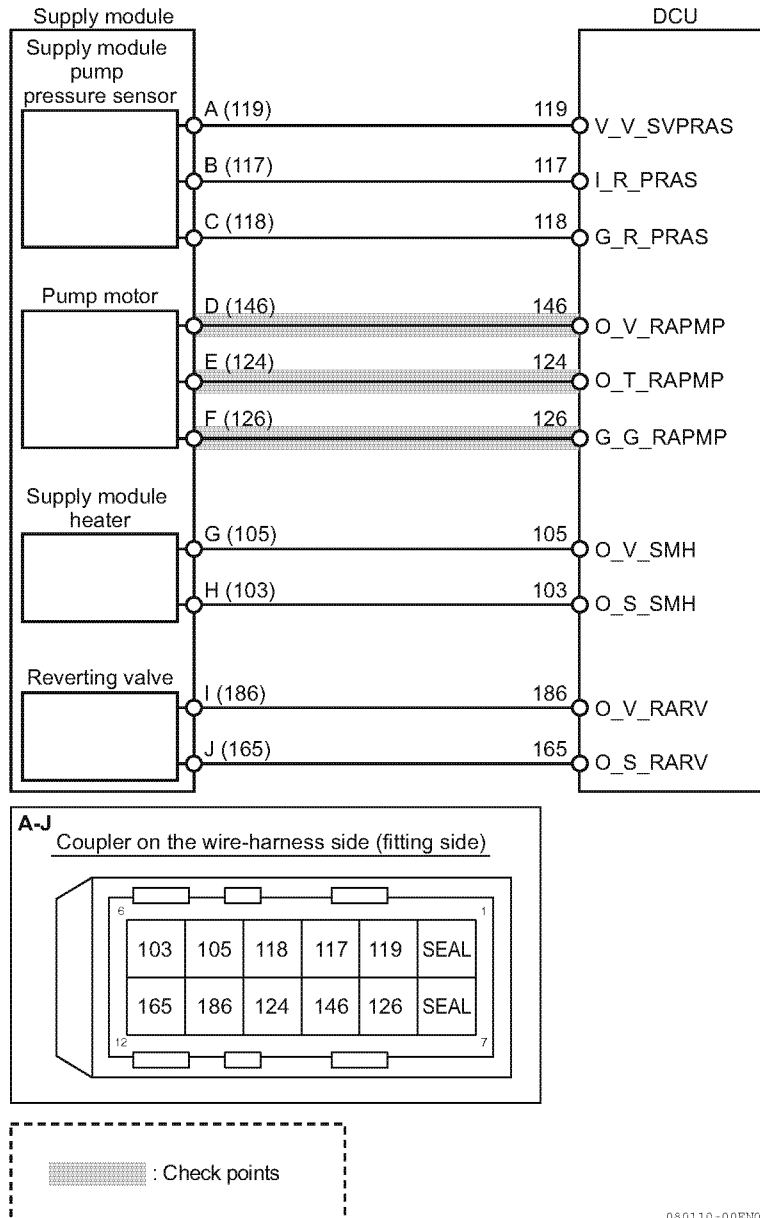
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155088-00EN

Wire diagram



080110-00EN02

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the output voltage of DCU

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between supply module (pump motor) power supply 146 to 126.

Voltage	State	Corrective action
146 ≈ Battery voltage	OK (normal range)	Check the output voltage of supply module (pump motor) PWM signal wire.
146 ≈ 0 V	NG	Replace the wire-harness.

NG	Replace the wire-harness, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the output voltage of supply module (pump motor) PWM signal wire".

2. Checking the output voltage of supply module (pump motor) PWM signal wire

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between supply module (pump motor) PWM signal wire 124 to 126.

Voltage	State	Corrective action
124 ≈ Battery voltage	OK (normal range)	Check the conduction of the wire-harness.
124 ≈ 0 V	NG	<ul style="list-style-type: none"> • Replace the supply module. • After replacing the supply module, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the wire-harness.

NG	Replace the supply module or the wire-harness, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the supply module and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Supply module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on dosing module side)	Conduction	State
146	Supply module terminal D	Yes	OK: Normal
		No	NG: Error
124	Supply module terminal E	Yes	OK: Normal
		No	NG: Error
126	Supply module terminal F	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Supply module conduction check pattern 1", carry out the below, too.

Reference: Supply module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
146	All terminals other than 146 and 186	Yes	NG: Error
		No	OK: Normal
124	All terminals other than 124	Yes	NG: Error
		No	OK: Normal
126	All terminals other than GND	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Returns to normal.

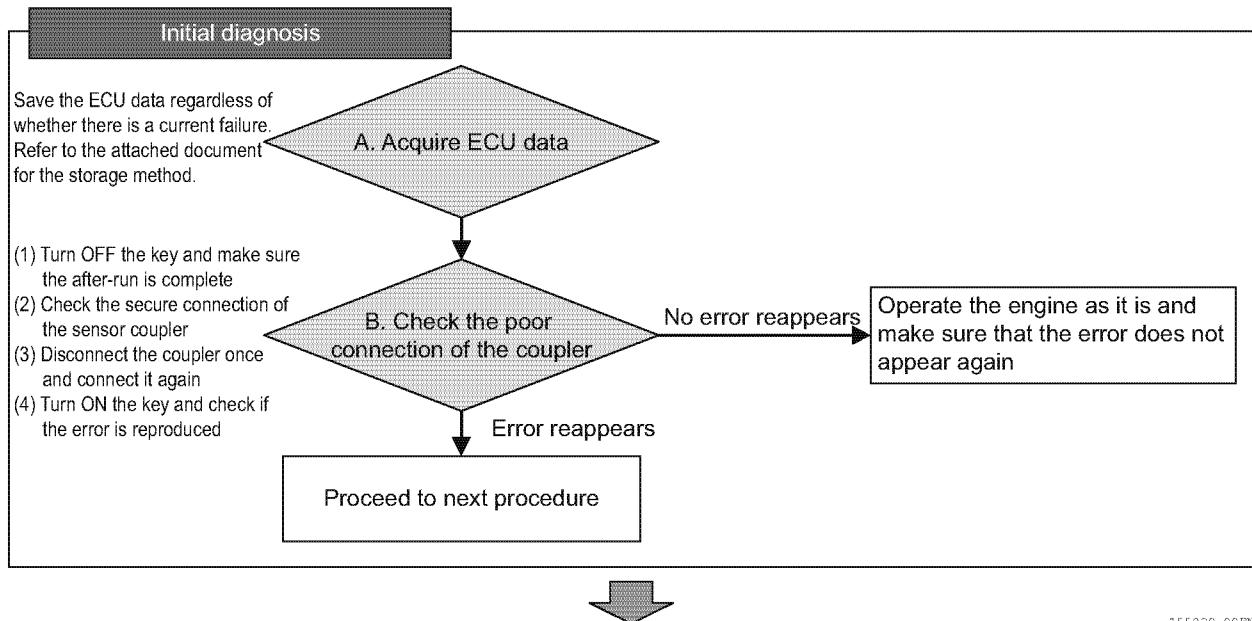
3.3.31. Supply module 2

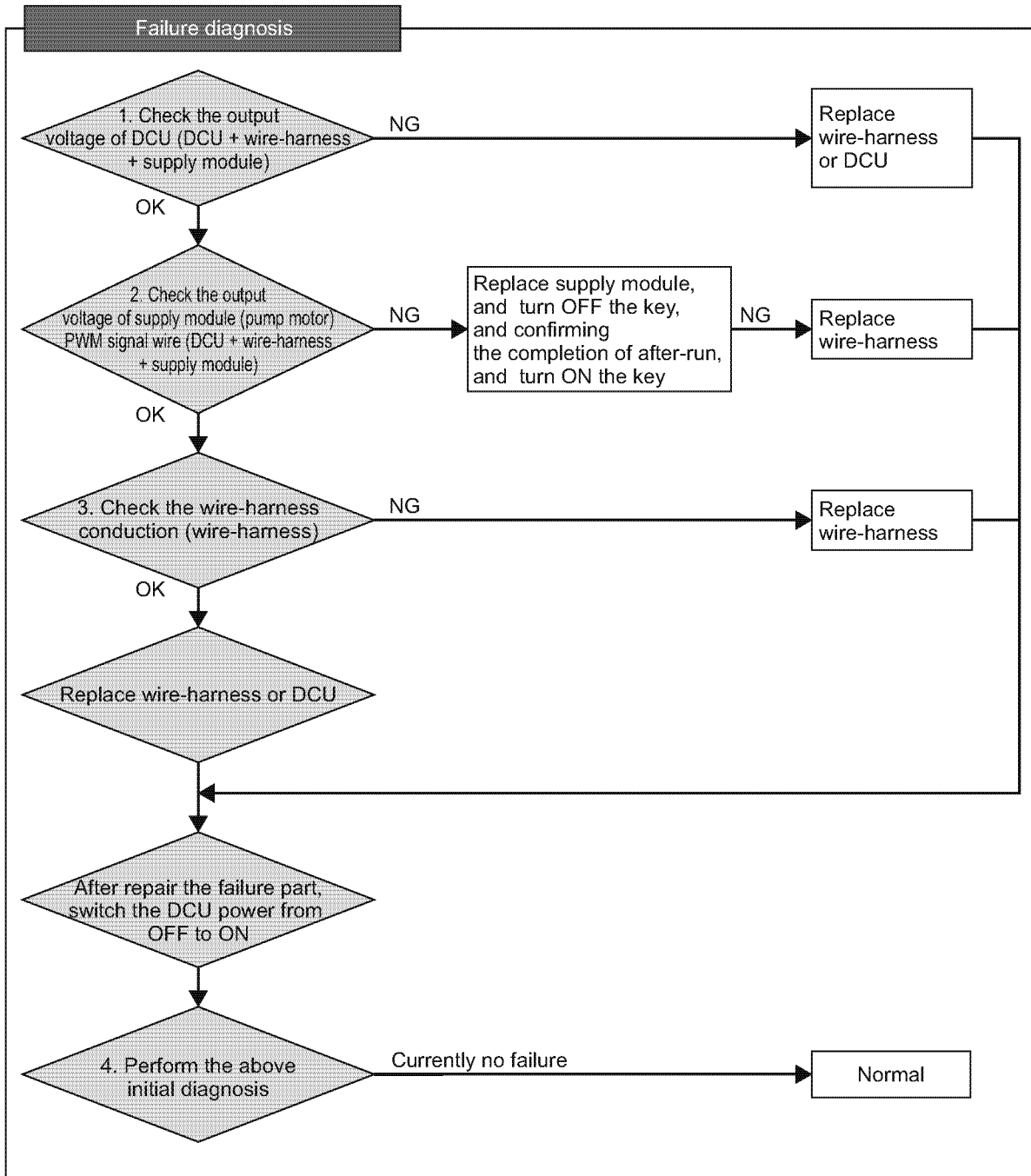
Related DTC

P code	P150D	Supply module (pump motor) power stage temperature rise error
	P151F	Supply module (pump motor) pump motor drive error 1
	P208B	Supply module (pump motor) pump motor drive error 2

Workflow

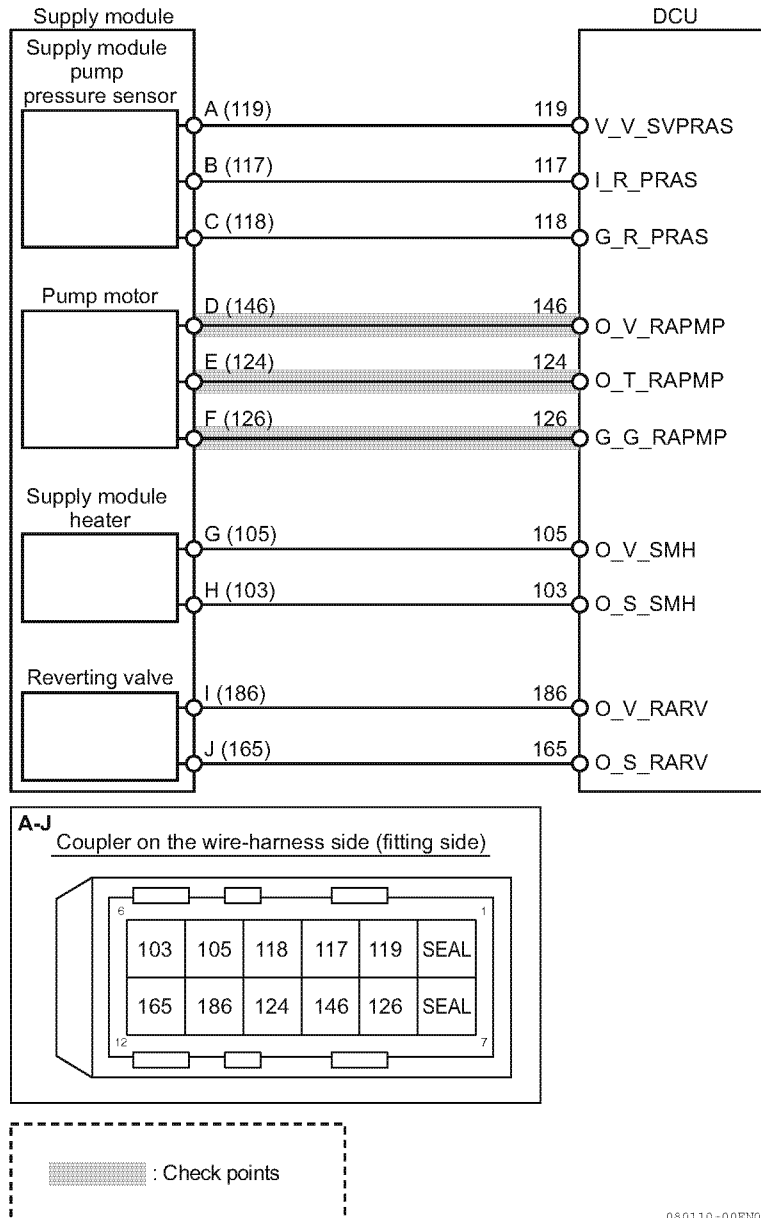
See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





155089-00EN

Wire diagram



080110-00EN02

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the output voltage of DCU

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between supply module (pump motor) power supply 146 to 126.

Voltage	State	Corrective action
146 ≈ Battery voltage	OK (normal range)	Check the output voltage of supply module (pump motor) PWM signal wire.
146 ≈ 0 V	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the DCU.

NG	Replace the wire-harness or DCU, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.	
OK	Go to "Checking the output voltage of supply module (pump motor) PWM signal wire".	

2. Checking the output voltage of supply module (pump motor) PWM signal wire

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between supply module (pump motor) PWM signal wire 124 to 126.

Voltage	State	Corrective action
124 ≈ Battery voltage	OK (normal range)	Check the conduction of the wire-harness.
124 ≈ 0 V	NG	<ul style="list-style-type: none"> • Replace the supply module. • After replacing the supply module, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the wire-harness.

NG	Replace the supply module or the wire-harness, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.	
OK	Go to "Checking the wire-harness conduction".	

3. Checking the wire-harness conduction

1-Remove the wire-harness from the supply module and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Supply module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on dosing module side)	Conduction	State
146	Supply module terminal D	Yes	OK: Normal
		No	NG: Error
124	Supply module terminal E	Yes	OK: Normal
		No	NG: Error
126	Supply module terminal F	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Supply module conduction check pattern 1", carry out the below, too.

Reference: Supply module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
146	All terminals other than 146 and 186	Yes	NG: Error
		No	OK: Normal
124	All terminals other than 124	Yes	NG: Error
		No	OK: Normal
126	All terminals other than GND	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> • Wire-harness disconnection or short circuit. Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	<ul style="list-style-type: none"> • The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. • Replace the DCU. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

4. Checking the current failure with SA-D

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)

3-Turn ON the key switch again to start the engine.

4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Dosing system state	"4" (During the urea water injection)
Dosing system sub-state	"16" (During the urea water injection)
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

5-Operate the engine under conditions meeting the above reference value, and make sure no error is detected in the current fault indication.

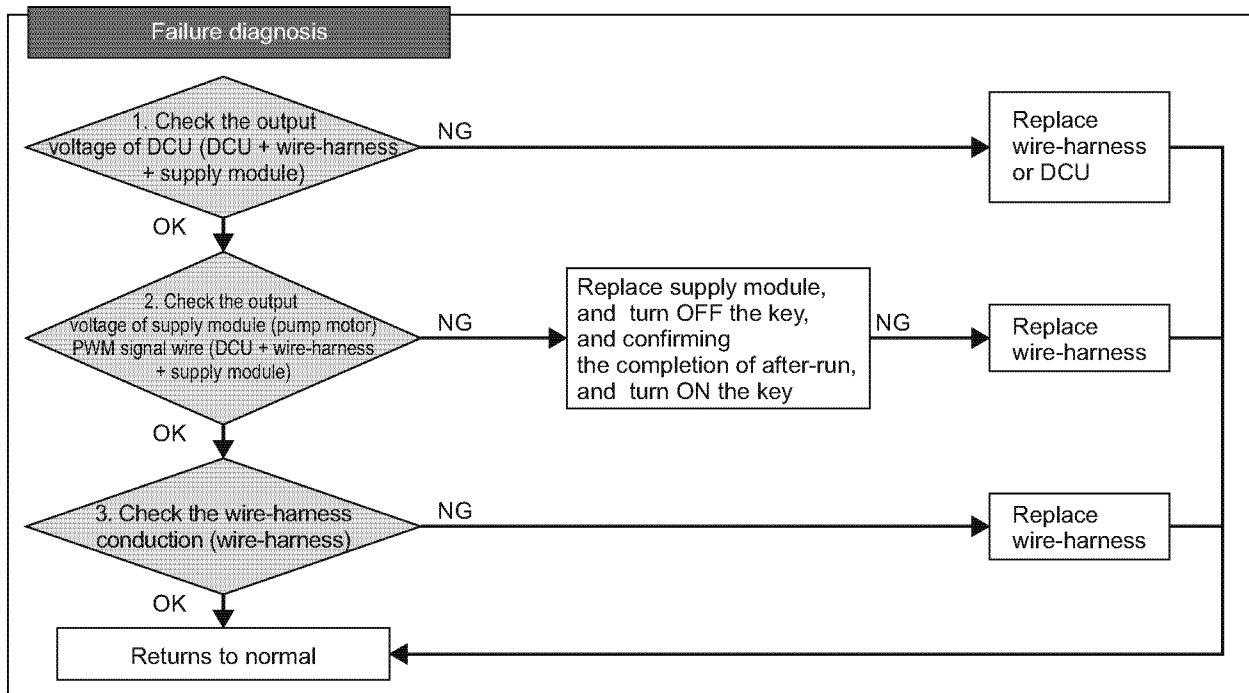
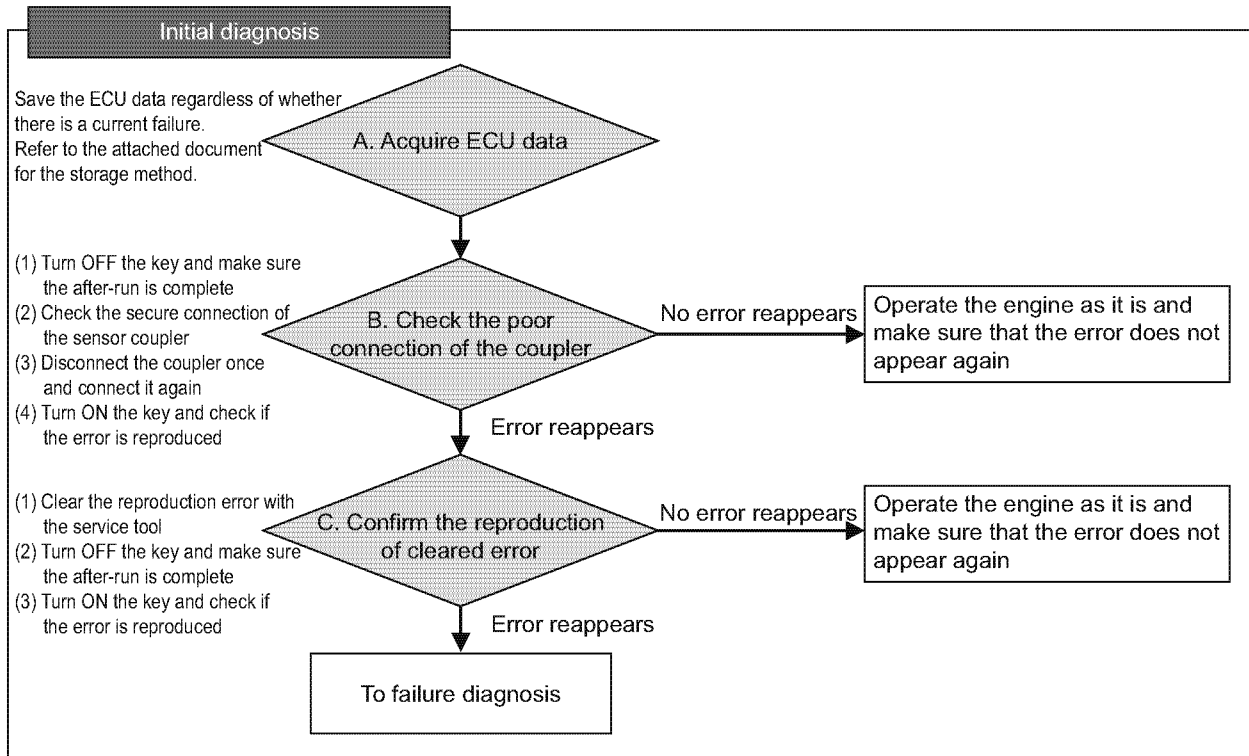
3.3.32. Supply module 3

Related DTC

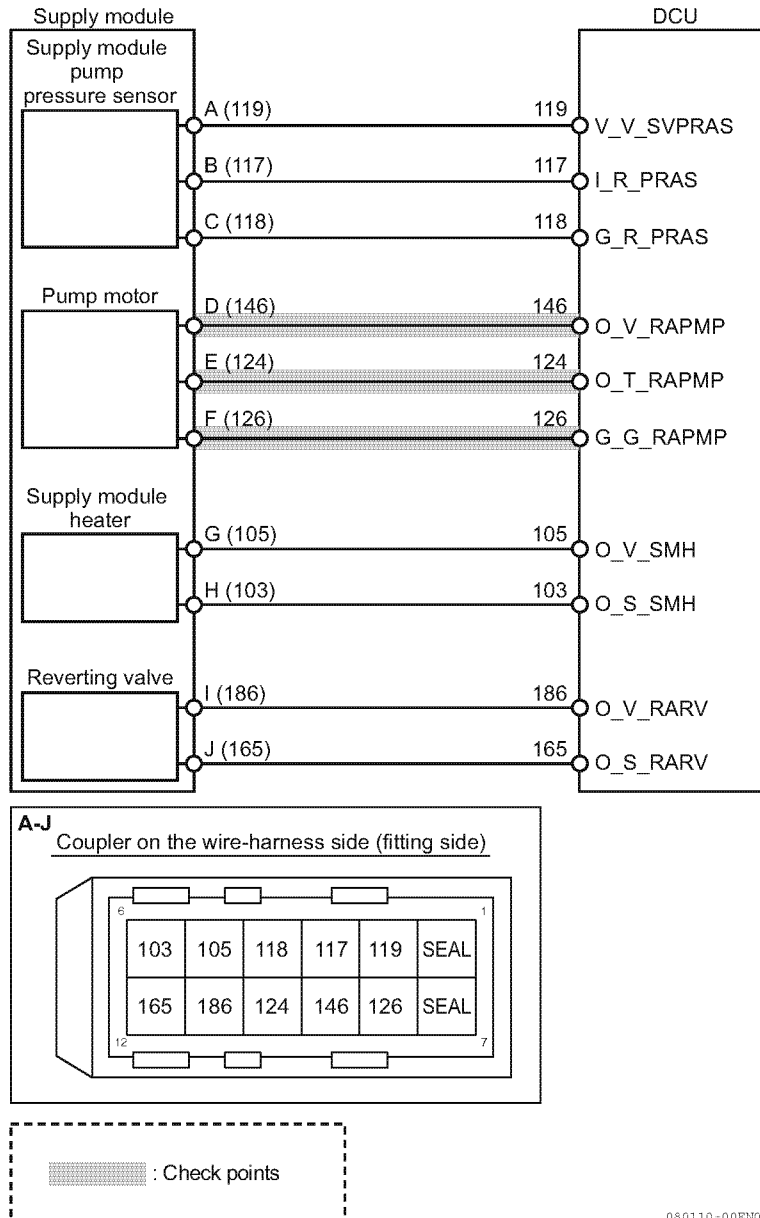
P code	P152F	Supply module temperature information PWM cycle error
	P152E	Supply module temperature information PWM signal error

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



Wire diagram



080110-00EN02

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the output voltage of DCU

- 1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).
- 2-Using a circuit tester, measure the voltage between supply module (pump motor) power supply 146 to 126.

Voltage	State	Corrective action
146 ≈ Battery voltage	OK (normal range)	Check the output voltage of supply module (pump motor) PWM signal wire.
146 ≈ 0 V	NG	Replace the wire-harness.

NG	Replace the wire-harness or DCU, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the output voltage of supply module (pump motor) PWM signal wire".

2. Checking the output voltage of supply module (pump motor) PWM signal wire

- 1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).
- 2-Using a circuit tester, measure the voltage between supply module (pump motor) PWM signal wire 124 to 126.

Voltage	State	Corrective action
124 ≈ Battery voltage	OK (normal range)	Check the conduction of the wire-harness.
124 ≈ 0 V	NG	<ul style="list-style-type: none"> • Replace the supply module. • After replacing the supply module, turn the key OFF and after the after-run is completed, turn the key ON again, and if the error reappears, replace the wire-harness.

NG	Replace the supply module or the wire-harness, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the supply module and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Supply module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on dosing module side)	Conduction	State
146	Supply module terminal D	Yes	OK: Normal
		No	NG: Error
124	Supply module terminal E	Yes	OK: Normal
		No	NG: Error
126	Supply module terminal F	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Supply module conduction check pattern 1", carry out the below, too.

Reference: Supply module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
146	All terminals other than 146 and 186	Yes	NG: Error
		No	OK: Normal
124	All terminals other than 124	Yes	NG: Error
		No	OK: Normal
126	All terminals other than GND	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Returns to normal.

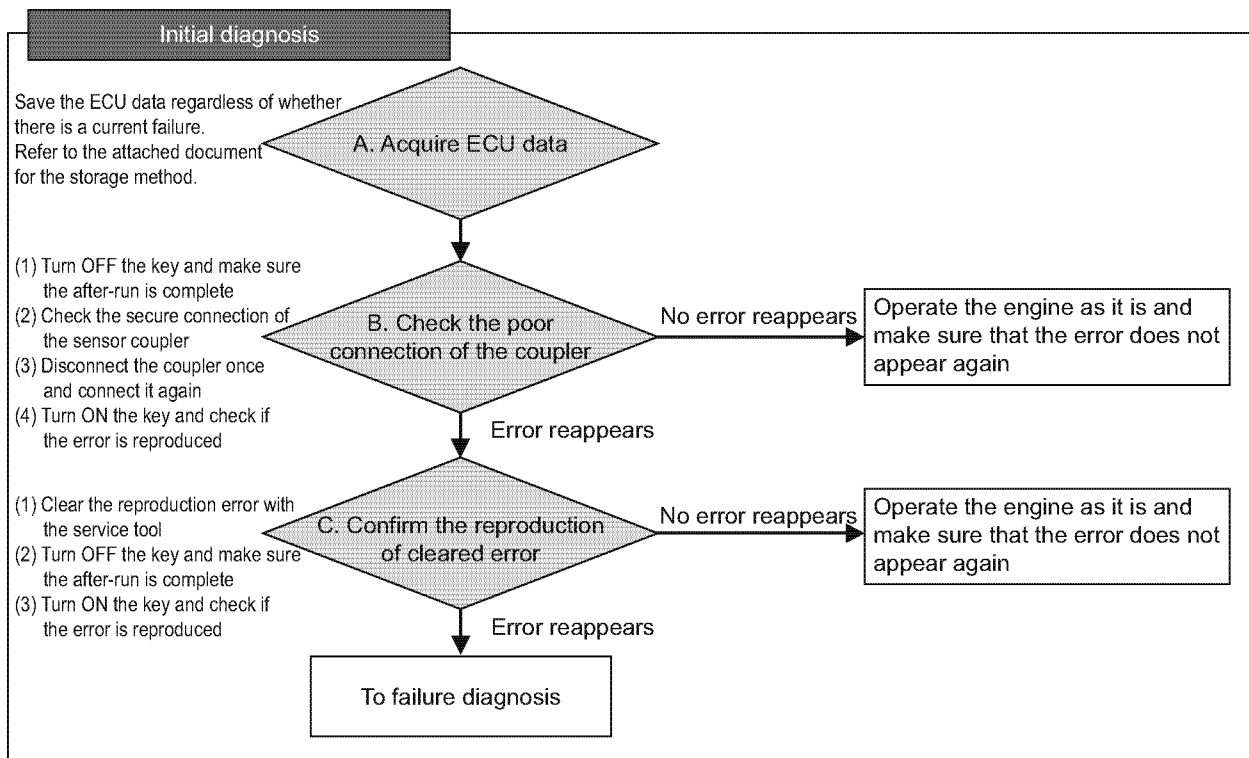
3.3.33. Supply module 4

Related DTC

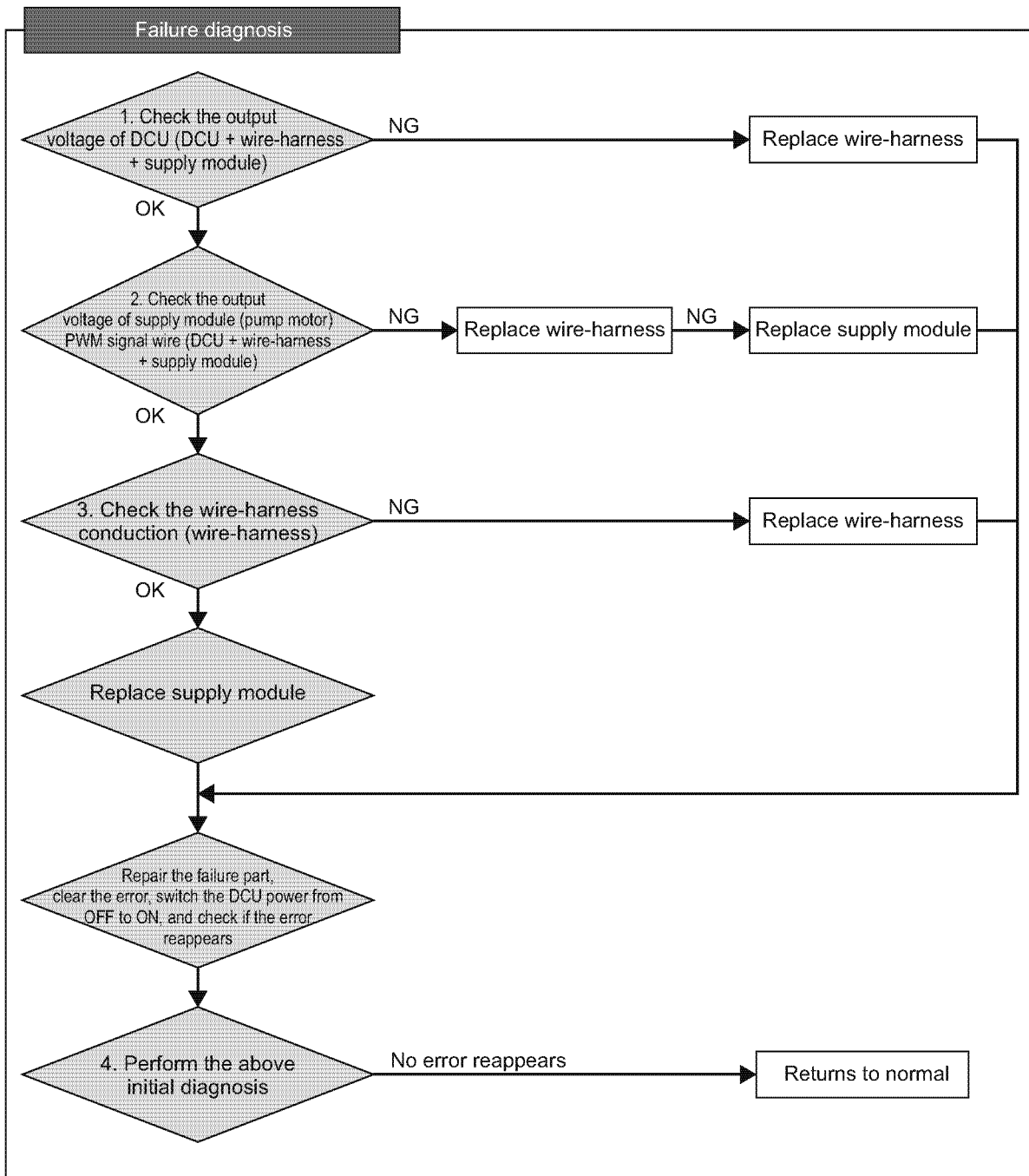
P code	P1530	Supply module (supply module temperature sensor) fault value for temperature information duty value received
	P1531	Supply module (supply module temperature sensor) invalid value for temperature information duty value received
	P152C	Supply module (supply module heater temperature sensor) fault value for temperature information duty value received
	P152D	Supply module (supply module heater temperature sensor) invalid value for temperature information duty value received

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

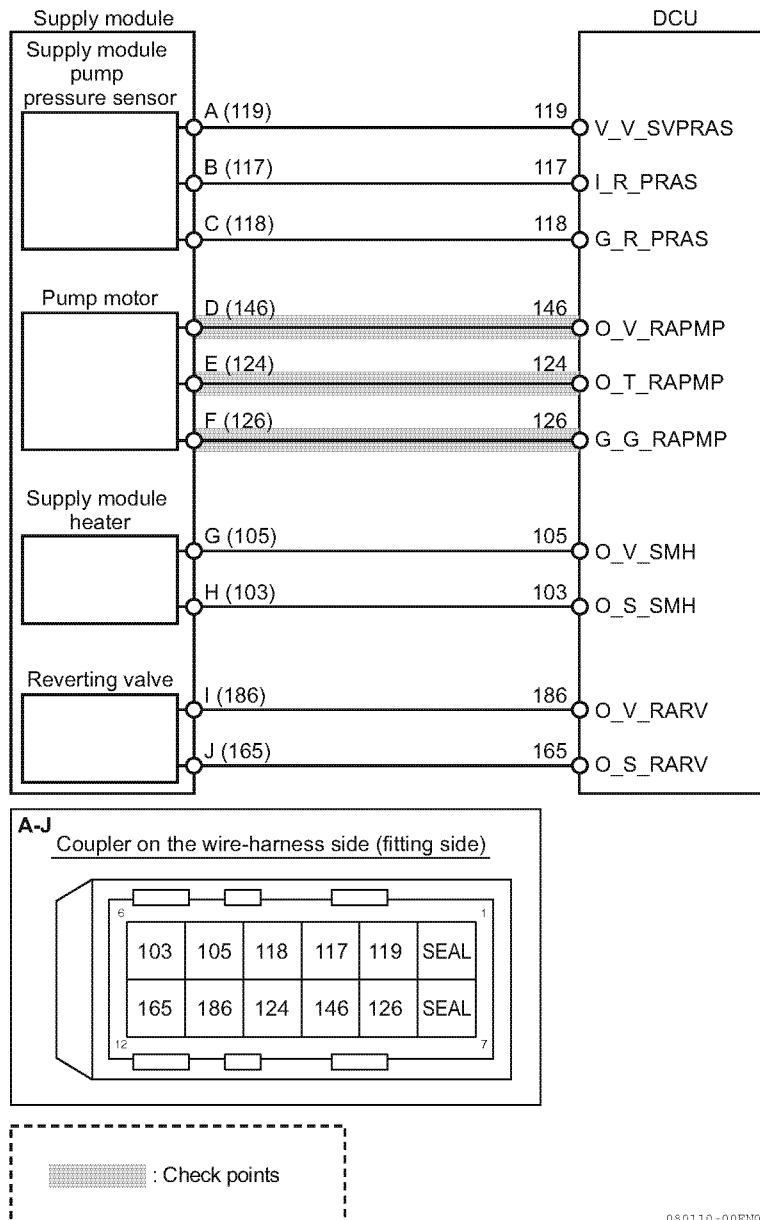


154810-00EN



155090-00EN

Wire diagram



080110-00EN02

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the output voltage of DCU

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between supply module (pump motor) power supply 146 to 126.

Voltage	State	Corrective action
146 ≈ Battery voltage	OK (normal range)	Check the output voltage of supply module (pump motor) PWM signal wire.
146 ≈ 0 V	NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the DCU.

NG	Replace the wire-harness or DCU, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the output voltage of supply module (pump motor) PWM signal wire".

2. Checking the output voltage of supply module (pump motor) PWM signal wire

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between supply module (pump motor) PWM signal wire 124 to 126.

Voltage	State	Corrective action
124 ≈ Battery voltage	OK (normal range)	Check the conduction of the wire-harness.
124 ≈ 0 V	NG	<ul style="list-style-type: none"> • Replace the supply module. • Replace the wire-harness.

NG	Replace the supply module or the wire-harness, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the supply module and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Supply module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on dosing module side)	Conduction	State
146	Supply module terminal D	Yes	OK: Normal
		No	NG: Error
124	Supply module terminal E	Yes	OK: Normal
		No	NG: Error
126	Supply module terminal F	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Supply module conduction check pattern 1", carry out the below, too.

Reference: Supply module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
146	All terminals other than 146 and 186	Yes	NG: Error
		No	OK: Normal
124	All terminals other than 124	Yes	NG: Error
		No	OK: Normal
126	All terminals other than GND	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	<ul style="list-style-type: none"> The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. Replace the supply module. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

4. Checking the current failure with SA-D

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)

3-Turn ON the key switch again to start the engine.

4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Dosing system state	"4" (During the urea water injection)
Dosing system sub-state	"16" (During the urea water injection)
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

5-Operate the engine under conditions meeting the above reference value, and make sure no error is detected in the current fault indication.

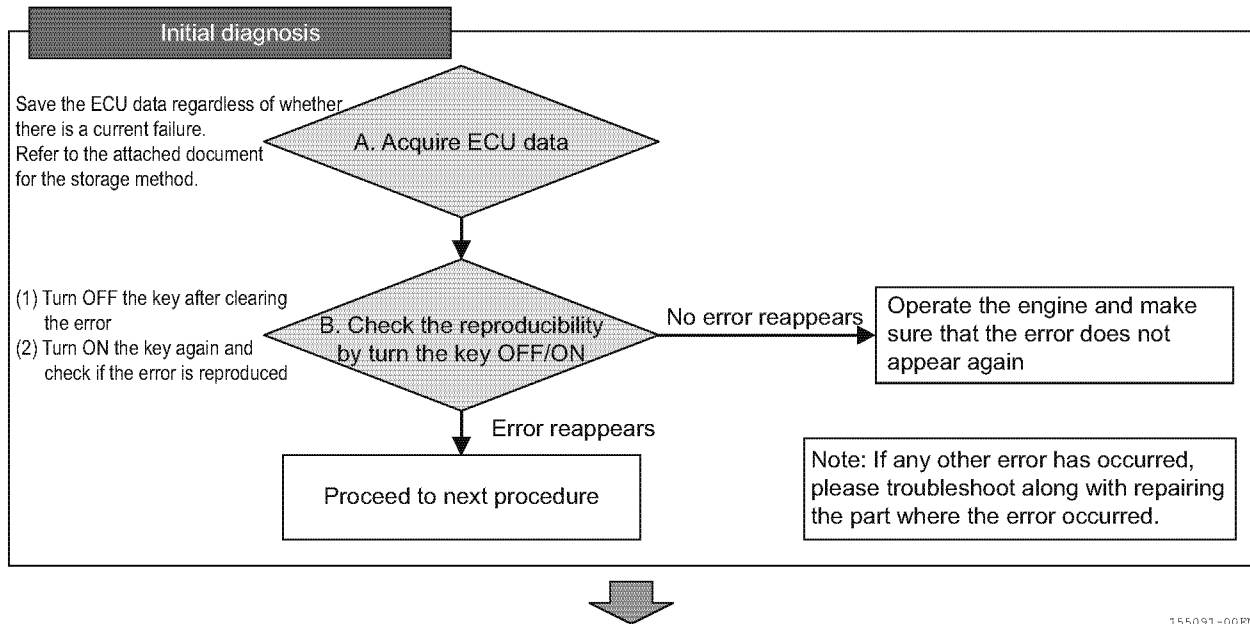
3.3.34. Supply module 5

Related DTC

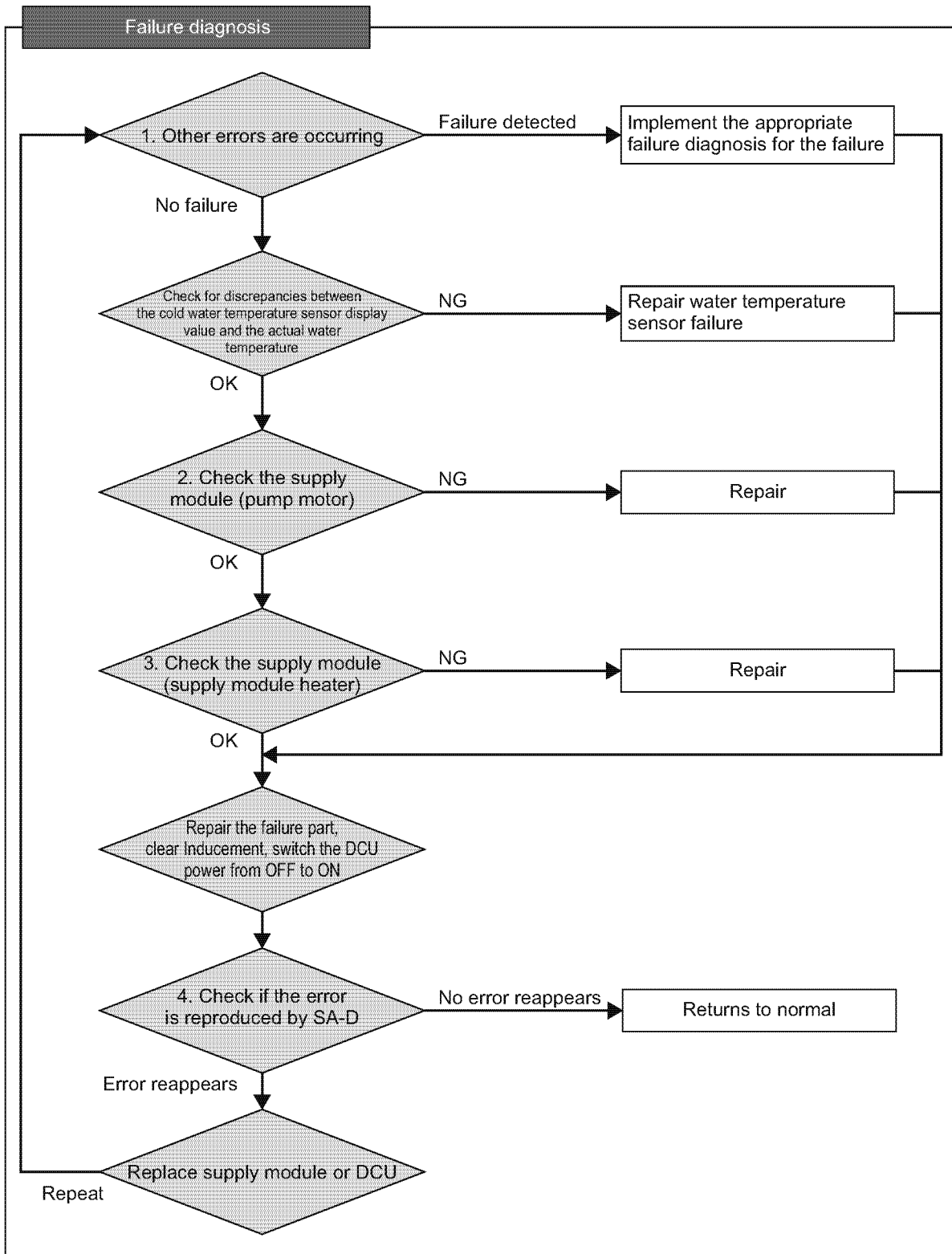
P code	P20B6	Supply module (supply module heater) detected value error
	P152B	Supply module (supply module temperature sensor) detected value error
	P152A	Supply module (supply module heater temperature sensor) detected value error

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155091-00EN



155092-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the supply module (pump motor)" after treatment.
No error detected	Go to "Checking the supply module (pump motor)".

2. Checking the supply module (pump motor)

- 1-Perform the failure diagnosis for "Supply module 1". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Supply module 1"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the supply module (supply module heater)" after repair.
OK	Go to "Checking the supply module (supply module heater)".

3. Checking the supply module (supply module heater)

- 1-Perform the failure diagnosis for "Supply module (supply module heater)". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Supply module (supply module heater)"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the current failure with SA-D" after repair.
OK	Go to "Checking the current failure with SA-D".

4. Checking the current failure with SA-D

1-Implement the Inducement clear.

2-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

3-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.

4-Turn ON the key switch again.

5-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor each indicated item, and check the reference value is met. When the reference value is not met, turn OFF the key switch, wait until the supply module temperature and the supply module heater temperature drops, turn ON the key again.

Item	Reference value
Supply module temperature	60 °C or lower
Supply module heater temperature	60 °C or lower

6-Start the engine.

7-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor each indicated item, and operate the engine under conditions where the reference value is met.

Item	Reference value
Cooling water temperature	55 °C or higher
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

8-Keep on operating the engine under conditions meeting the reference value for 10 minutes or more, and make sure no error is detected in the current fault indication.

No	Returns to normal.
Yes	<ul style="list-style-type: none"> • Replace the supply module or DCU. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

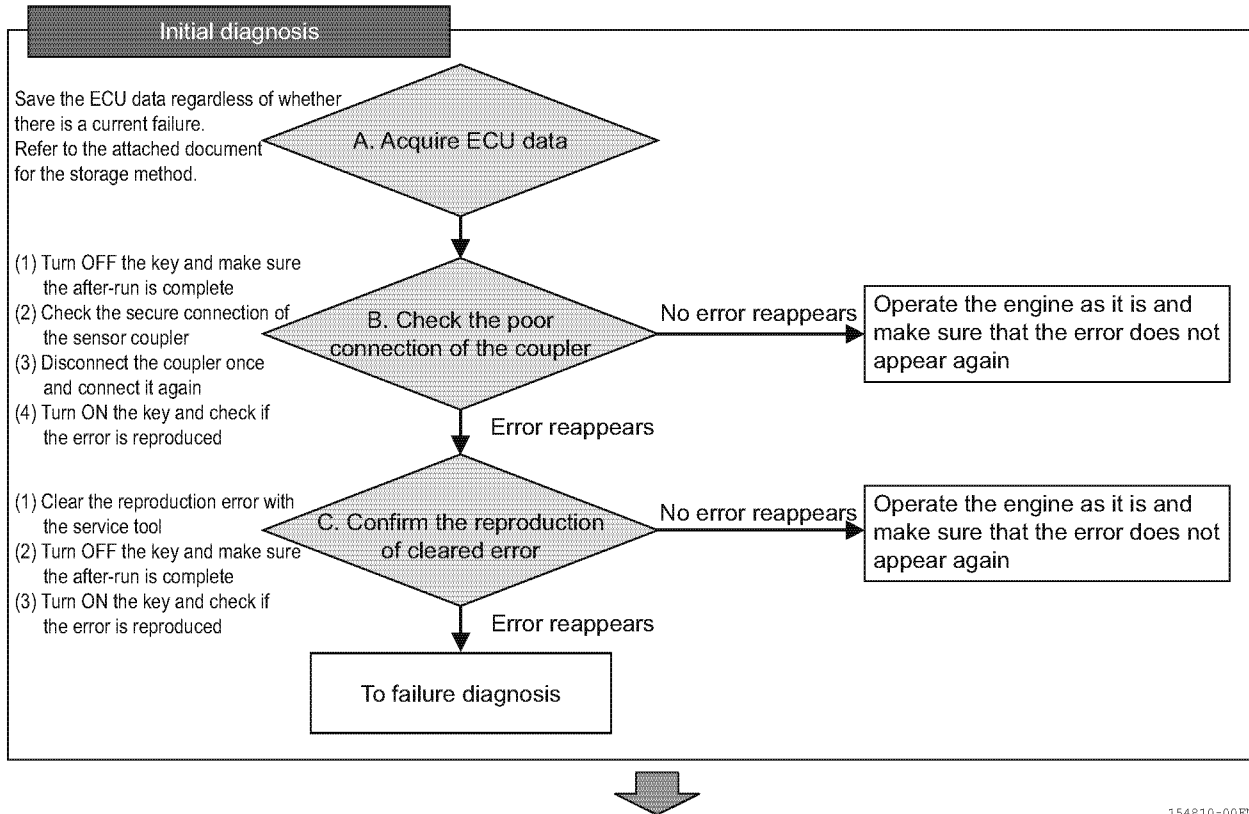
3.3.35. Supply module 6

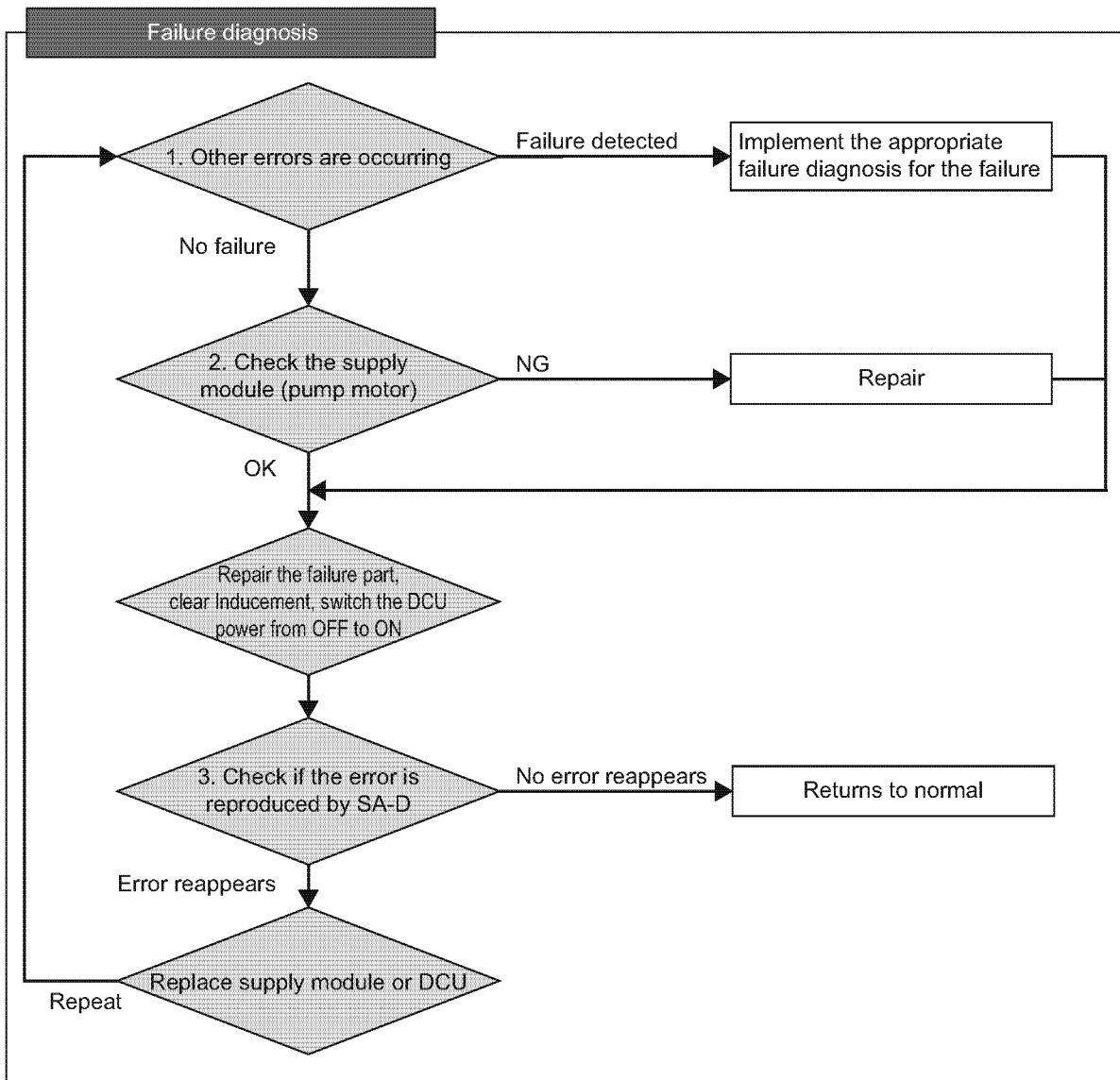
Related DTC

P code	P1544	Supply module (supply module temperature sensor) detected value error (at cold start check)
	P1543	Supply module (supply module heater temperature sensor) detected value error (at cold start check)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





155093-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to the followings are not detected: cooling water temperature sensor, fresh air temperature sensor on ECU side, and SCR catalyst temperature sensor on DCU side.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the supply module (pump motor)" after treatment.
No error detected	Go to "Checking the supply module (pump motor)".

2. Checking the supply module (pump motor)

- 1-Perform the failure diagnosis for "Supply module 1". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Supply module 1"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the current failure with SA-D" after repair.
OK	Go to "Checking the current failure with SA-D".

3. Checking the current failure with SA-D

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.
- 3-Turn ON the key switch again. In this case, do not start the engine.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor each indicated item, and wait until the reference value is met.

Item	Reference value
Fresh air temperature	40 °C or lower
Cooling water temperature	Temperature difference among fresh air, cooling water and SCR catalyst upstream is within ± 8 °C.
SCR catalyst temperature	
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 5-Clear the Inducement, turn OFF the key switch, and wait until power supplies of DCU is turned OFF.
- 6-Turn ON the key switch again, and check if the error reappears.

No	Returns to normal.
Yes	<ul style="list-style-type: none"> • Replace the supply module or DCU. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

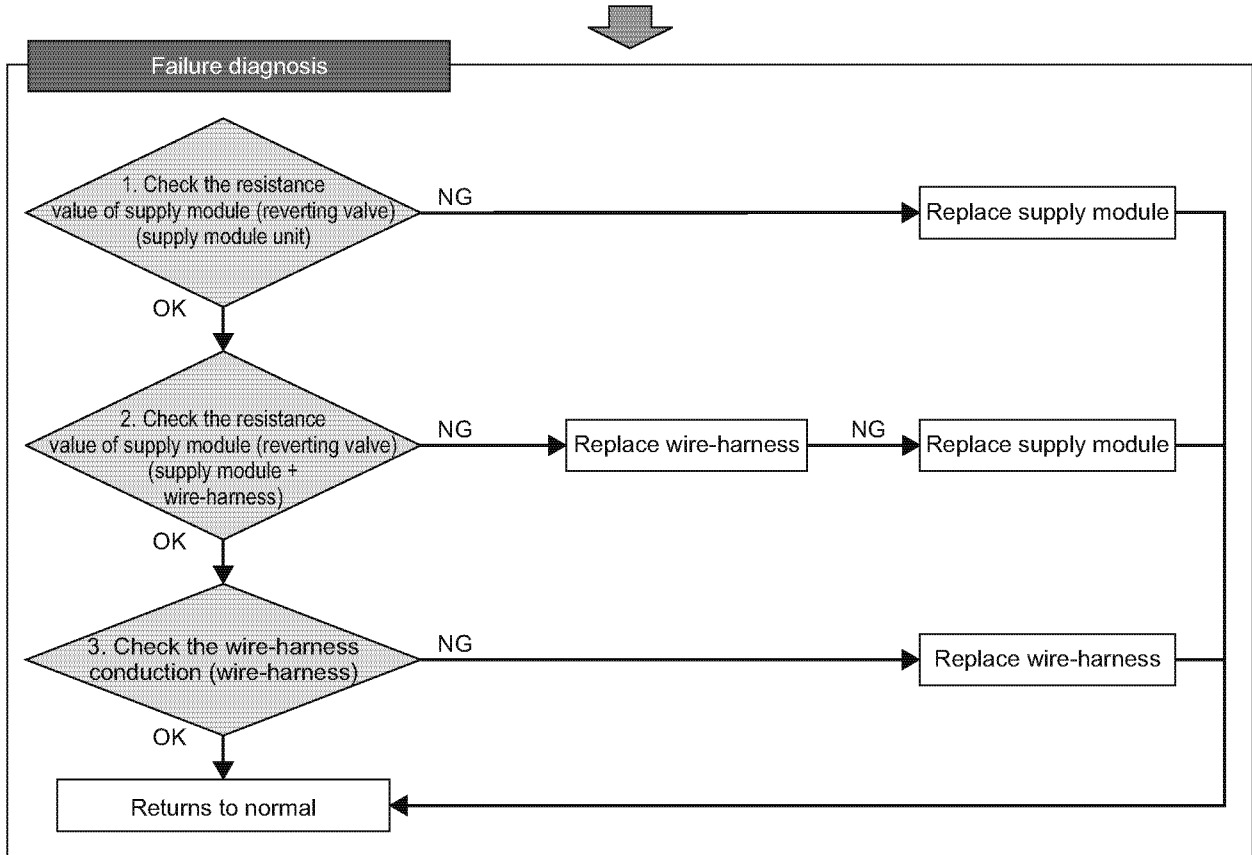
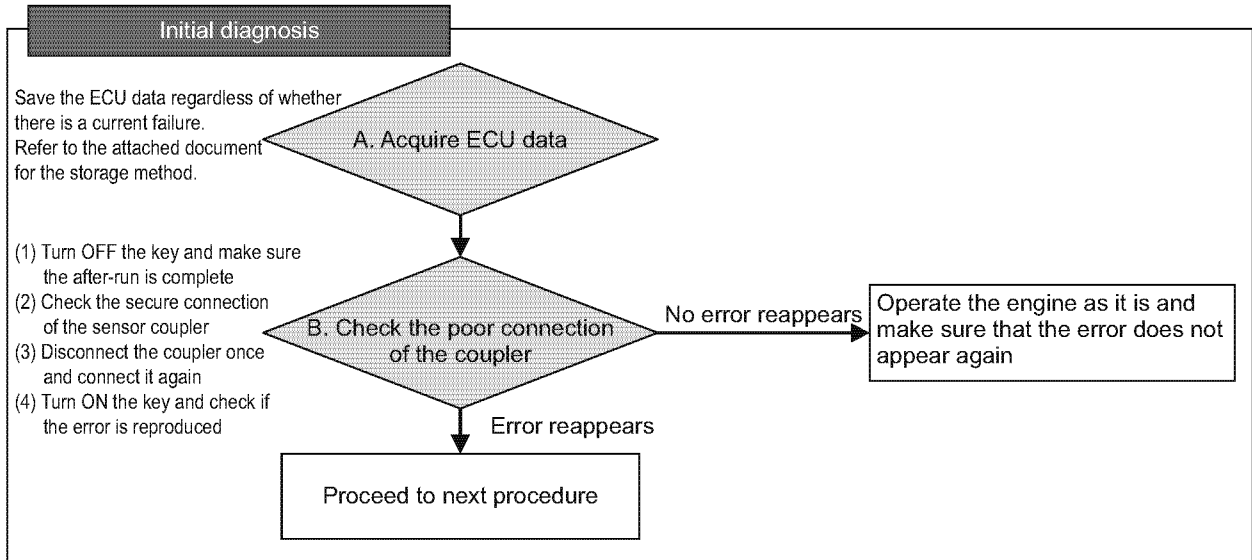
3.3.36. Supply module (reverting valve) 1

Related DTC

P code	P20A3	Supply module (reverting valve) L side VB short circuit
	P20A2	Supply module (reverting valve) L side GND short circuit

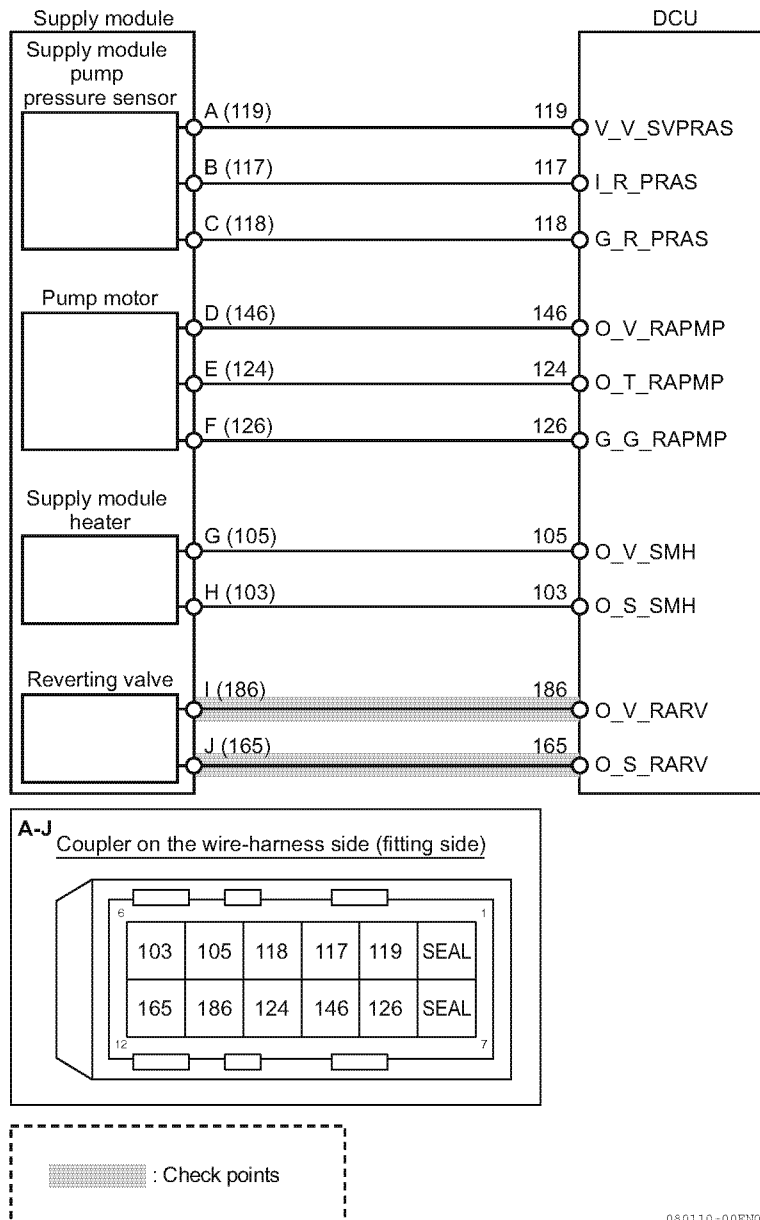
Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



155094-00 EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of supply module (reverting valve) (supply module unit)

1-Remove the wire-harness from the supply module.

2-Using a circuit tester, measure the resistance value (overall resistance value) between the supply module terminals I and J.

Reference: Overall resistance value of supply module (reverting valve)

Terminal	Specifications
Between the supply module terminals	12 V specification: $6.6 \pm 0.46 \Omega$ (at 20 °C) 24 V specification: $20.6 \pm 1.44 \Omega$ (at 20 °C)

NG	Replace the supply module, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of supply module (reverting valve) (supply module and wire-harness)".

2. Checking the resistance value of supply module (reverting valve) (supply module and wire-harness)

1-Connect the supply module and the wire-harness, and remove the wire-harness from the DCU.

2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 186 and 165 on DCU side.

See the above "Reference: Overall resistance value of supply module (reverting valve)"

NG	<ul style="list-style-type: none"> Replace the wire-harness. After replacing the wire-harness and clear the error, ECU power OFF, turn ON the power after the after-run is completed, and if the error reappears, replace the supply module. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the supply module and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Supply module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on supply module)	Conduction	State
186	Supply module terminal I	Yes	OK: Normal
		No	NG: Error
165	Supply module terminal J	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Supply module conduction check pattern 1", carry out the below, too.

Reference: Supply module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
186	All terminals other than 146 and 186	Yes	NG: Error
		No	OK: Normal
165	All terminals other than 165	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Returns to normal.

4. Checking the current failure with SA-D

1-After clearing the error, turn OFF the key switch and after the after-run is completed, turn ON the key switch again.

2-Activate "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the supply module (reverting valve), and make sure no error is detected in the current fault indication.

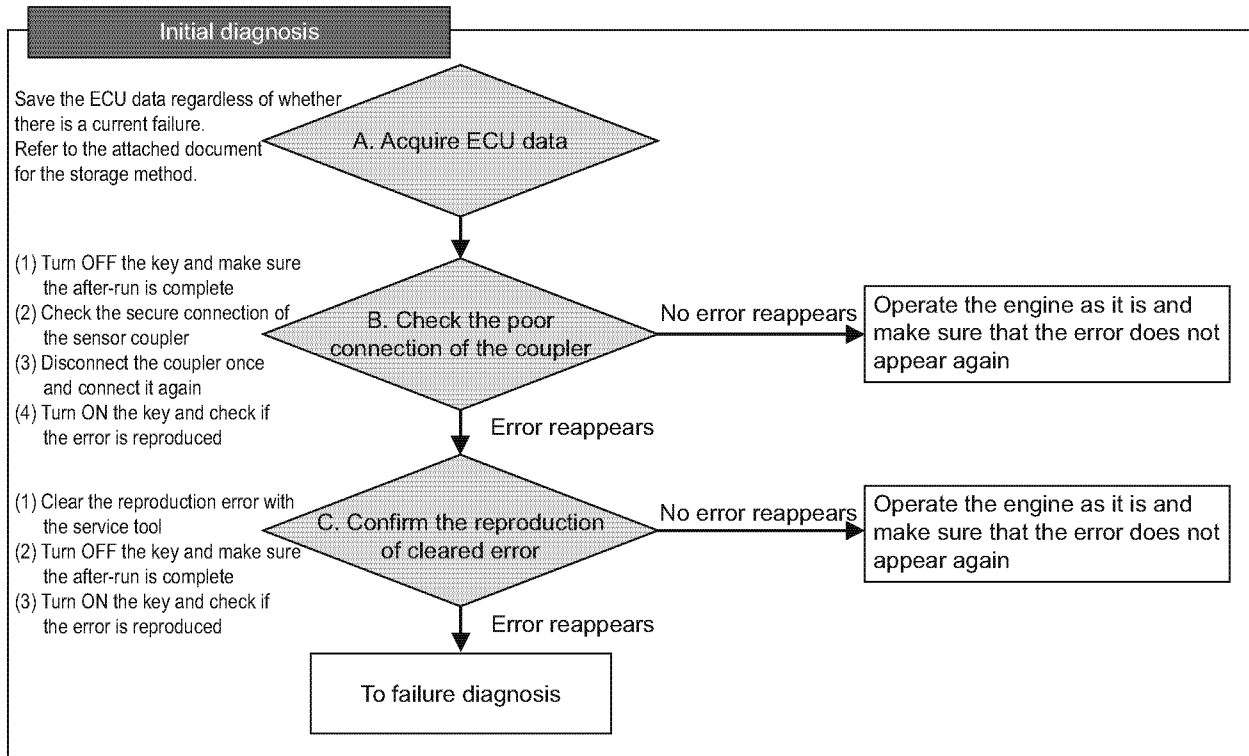
3.3.37. Supply module (reverting valve) 2

Related DTC

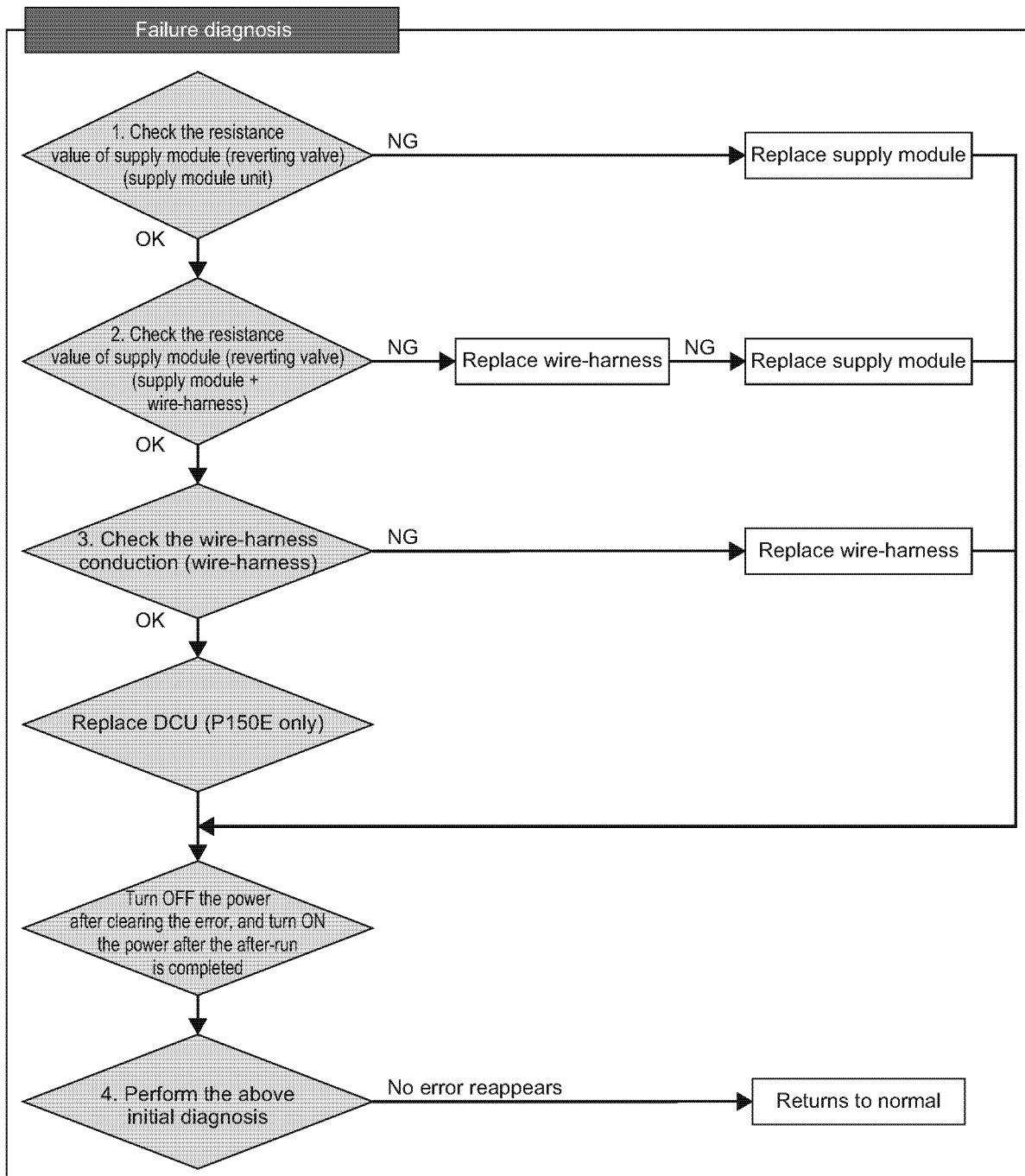
P code	P20A0	Supply module (reverting valve) disconnection
	P150E	Supply module (reverting valve) power stage temperature rise error

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

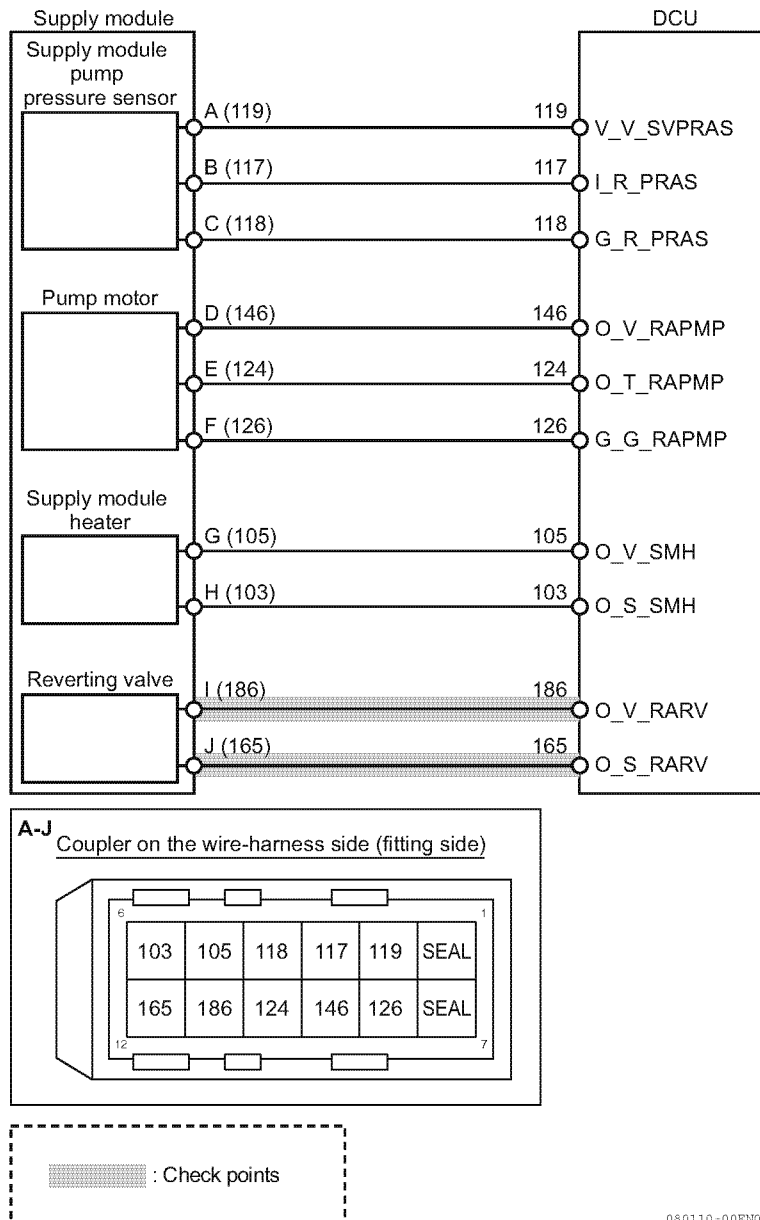


154810-00EN



155095-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of supply module (reverting valve) (supply module unit)

1-Remove the wire-harness from the supply module.

2-Using a circuit tester, measure the resistance value (overall resistance value) between the supply module terminals I and J.

Reference: Overall resistance value of supply module (reverting valve)

Terminal	Specifications
Between the supply module terminals	12 V specification: $6.6 \pm 0.46 \Omega$ (at 20 °C) 24 V specification: $20.6 \pm 1.44 \Omega$ (at 20 °C)

NG	Replace the supply module, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of supply module (reverting valve) (supply module and wire-harness)".

2. Checking the resistance value of supply module (reverting valve) (supply module and wire-harness)

1-Connect the supply module and the wire-harness, and remove the wire-harness from the DCU.

2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 186 and 165 on DCU side.

See the above "Reference: Overall resistance value of supply module (reverting valve)"

NG	<ul style="list-style-type: none"> Replace the wire-harness. After replacing the wire-harness and clear the error, ECU power OFF, turn ON the power after the after-run is completed, and if the error reappears, replace the supply module.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the supply module and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Supply module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on supply module)	Conduction	State
186	Supply module terminal I	Yes	OK: Normal
		No	NG: Error
165	Supply module terminal J	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Supply module conduction check pattern 1", carry out the below, too.

Reference: Supply module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
186	All terminals other than 146 and 186	Yes	NG: Error
		No	OK: Normal
165	All terminals other than 165	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> • Wire-harness disconnection or short circuit. Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	<ul style="list-style-type: none"> • Replace the DCU. (P150E only) • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

4. Checking the current failure with SA-D

1-After clearing the error, turn OFF the key switch and after the after-run is completed, turn ON the key switch again.

2-Activate "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the supply module (reverting valve), and make sure no error is detected in the current fault indication.

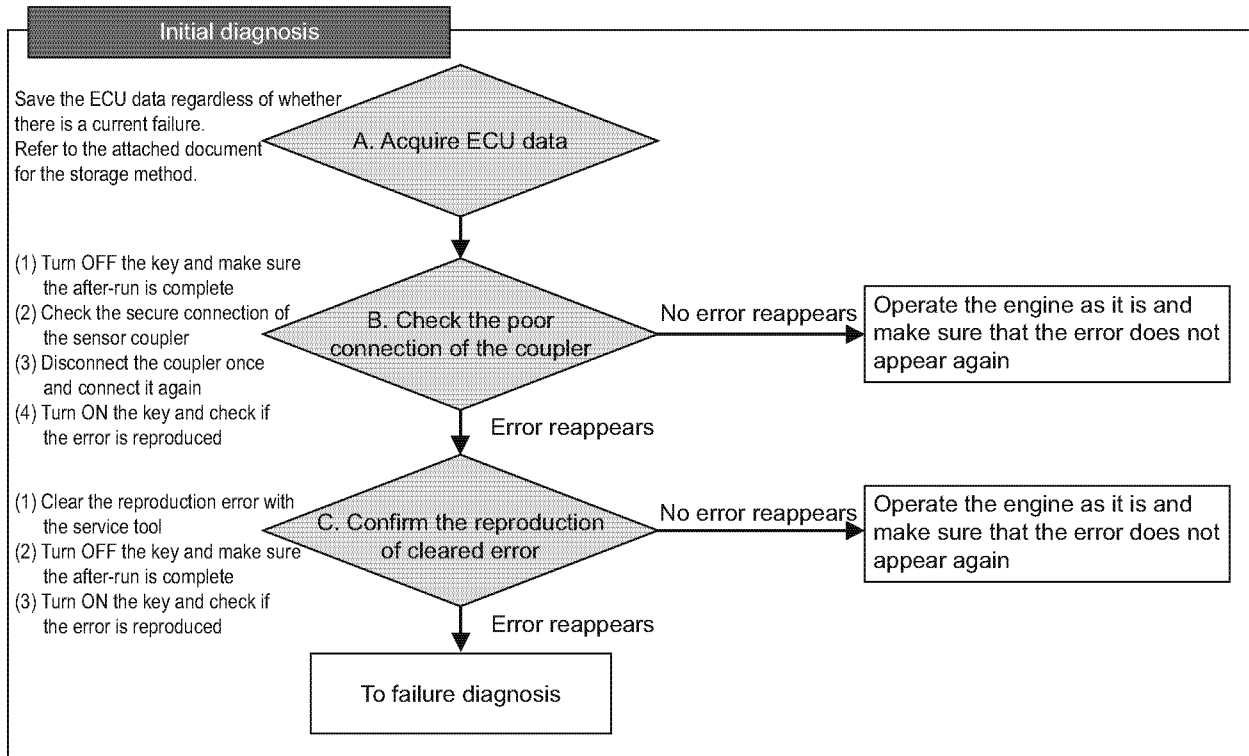
3.3.38. Supply module (supply module heater) 1

Related DTC

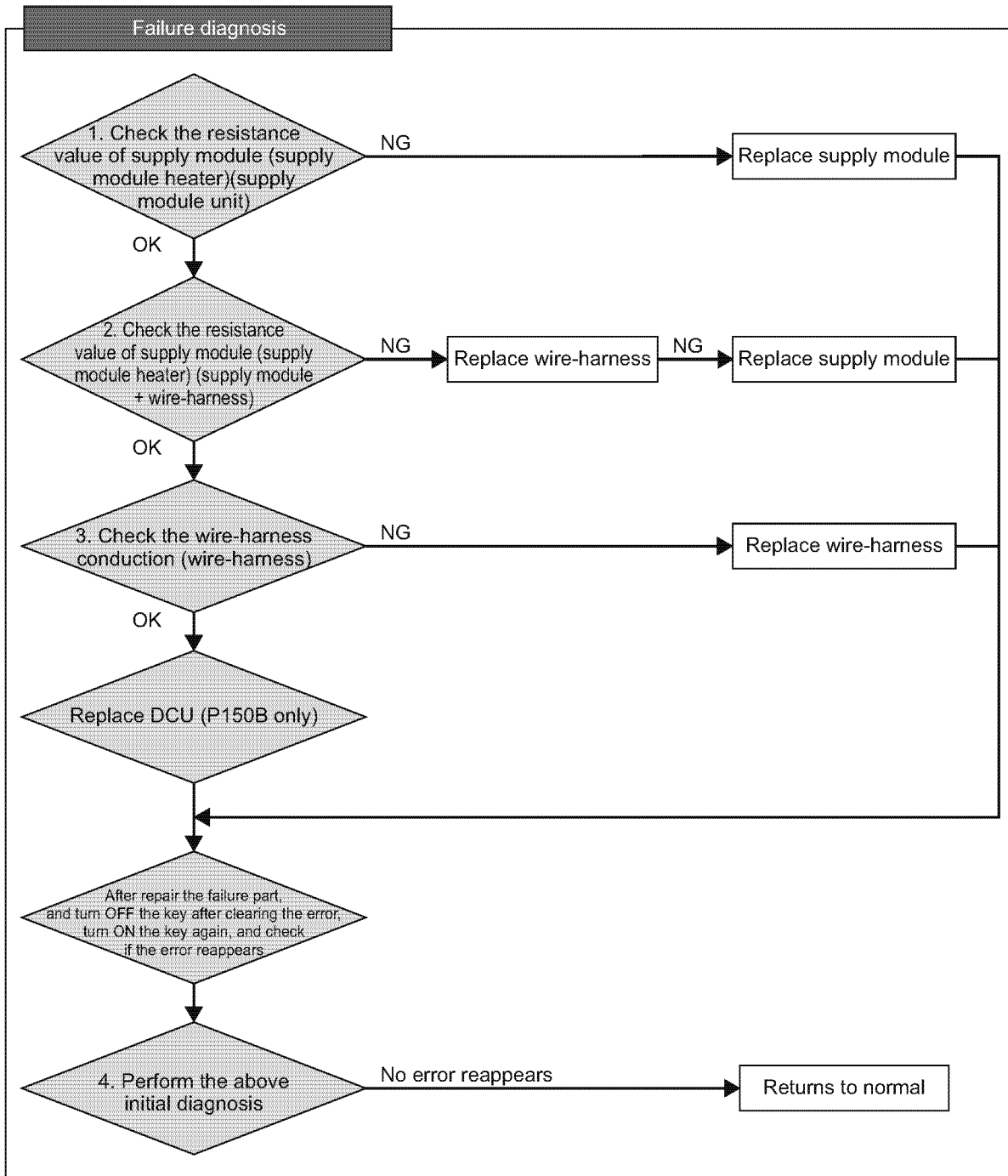
P code	P26E9	Supply module (supply module heater) H side VB short circuit
	P150B	Supply module (supply module heater) power stage temperature rise error

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

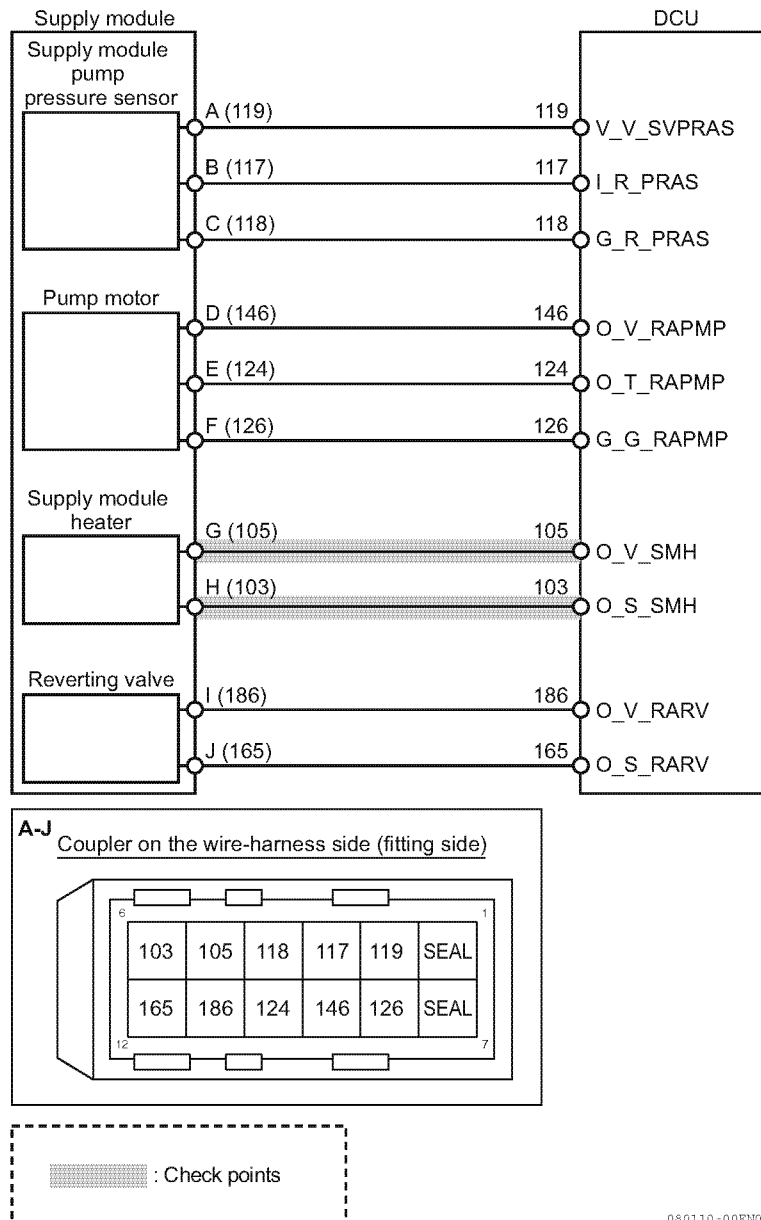


154810-00EN



155209-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of supply module (supply module heater) (supply module heater unit)
 - 1-Remove the wire-harness from the supply module.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between the supply module terminals G and H.

Reference: Overall resistance value of supply module (supply module heater)

Terminal	Specifications
Between the supply module terminals	12 V specification: $1.51 \pm 0.9 \Omega$ (at 20 °C) 24 V specification: $6.0 \pm 1.0 \Omega$ (at 20 °C)

NG	Replace the supply module, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of supply module (supply module heater) (supply module and wire-harness)".

2. Checking the resistance value of supply module (supply module heater) (supply module and wire-harness)
 - 1-Connect the supply module and the wire-harness, and remove the wire-harness from the DCU.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 105 and 103 on DCU side.

See the above "Reference: Overall resistance value of supply module (supply module heater)".

NG	<ul style="list-style-type: none"> • The coupler between the supply module and the wire-harness may be defective. Replace the supply module. • Replace the wire-harness. • After replacing the wire-harness and clear the error, ECU power OFF, turn ON the power after the after-run is completed, and if the error reappears, replace the supply module.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the supply module and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Supply module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on supply module)	Conduction	State
105	Supply module terminal G	Yes	OK: Normal
		No	NG: Error
103	Supply module terminal H	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Supply module conduction check pattern 1", carry out the below, too.

Reference: Supply module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
105	All terminals other than 105	Yes	NG: Error
		No	OK: Normal
103	All terminals other than 103	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	<ul style="list-style-type: none"> Replace the DCU. (P150B only) Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

4. Checking the current failure with SA-D

1-After clearing the error, turn OFF the key switch and after the after-run is completed, turn ON the key switch again.

2-Activate "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the supply module (supply module heater), and make sure no error is detected in the current fault indication.

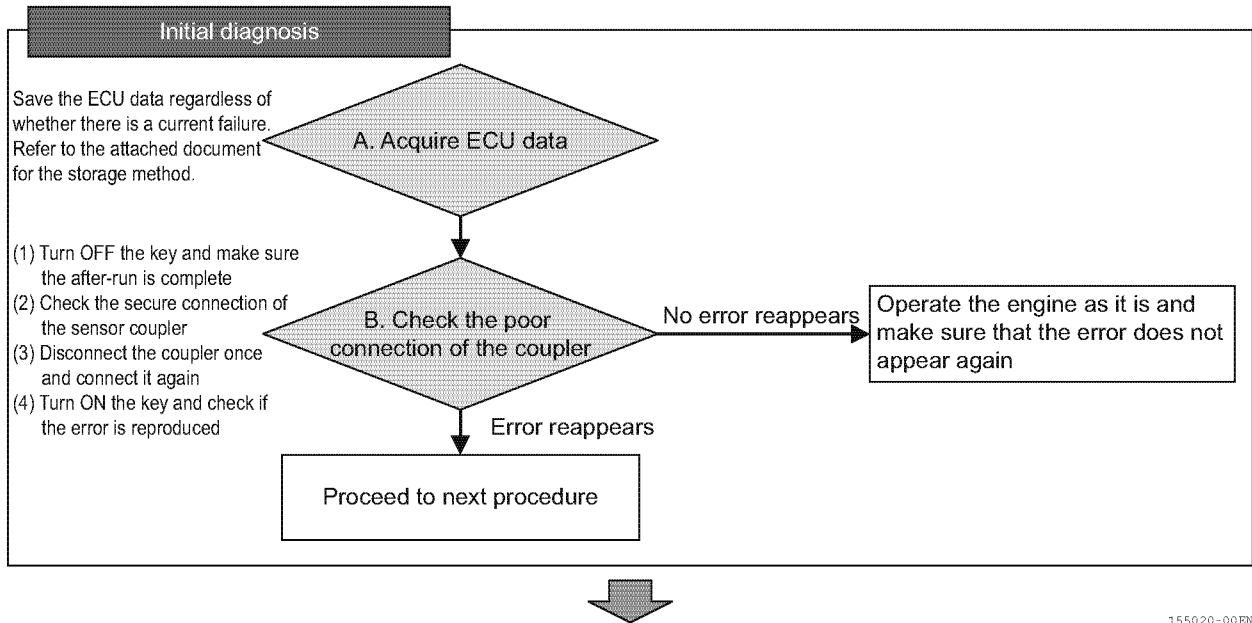
3.3.39. Supply module (supply module heater) 2

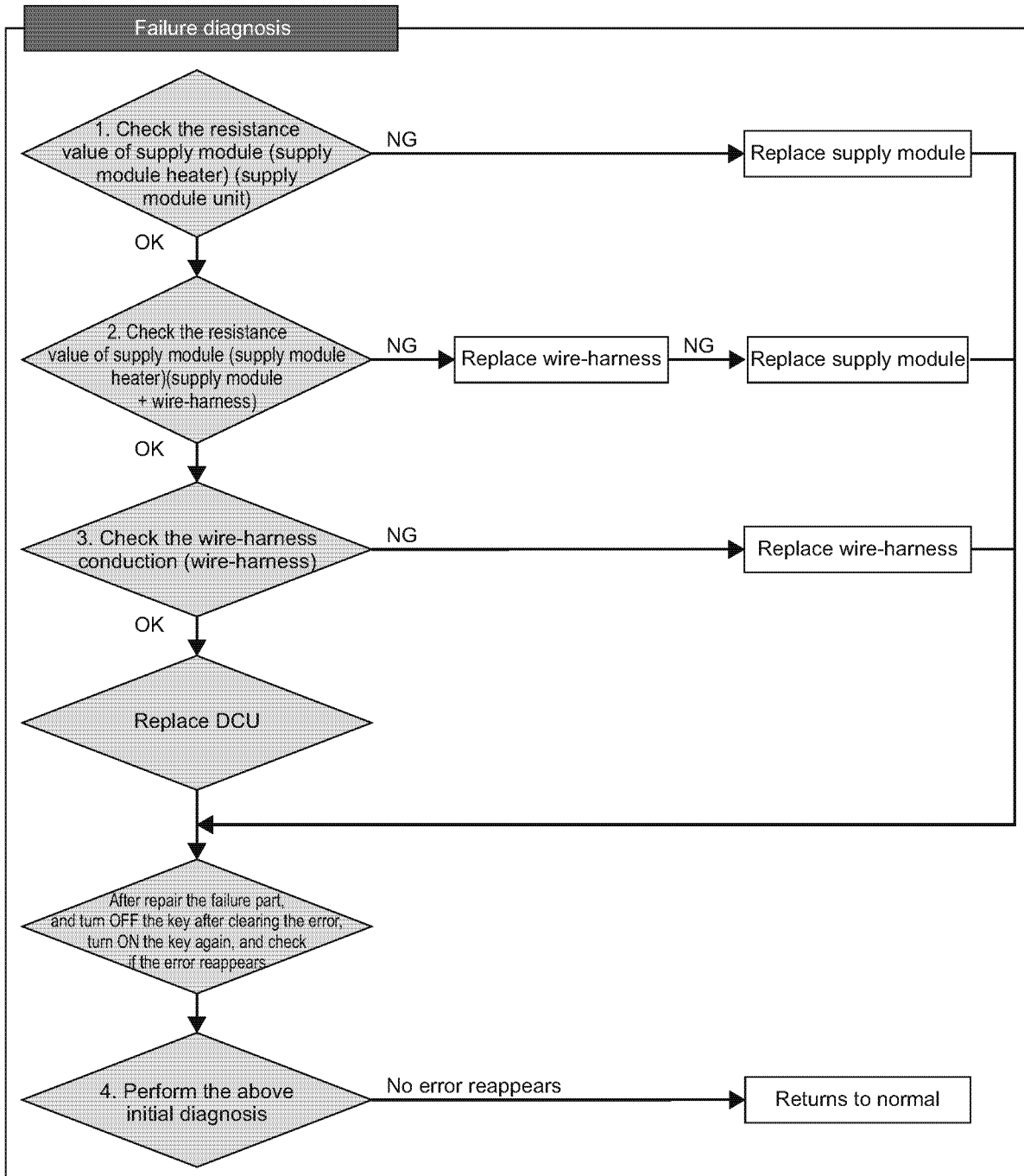
Related DTC

P code	P26E8	Supply module (supply module heater) H side GND short circuit
	P20C8	Supply module (supply module heater) L side VB short circuit
	P1773	Supply module (supply module heater) L side GND short circuit
	P20C5	Supply module (supply module heater) disconnection

Workflow

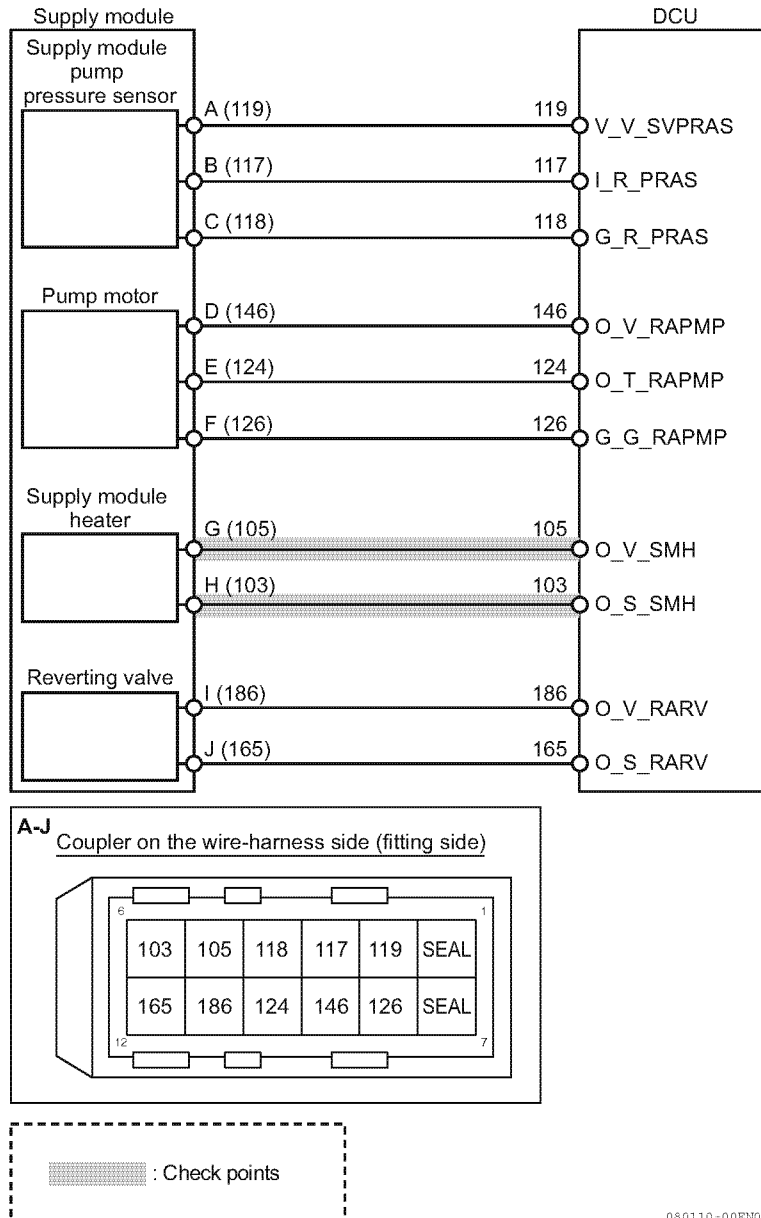
See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





155210-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of supply module (supply module heater) (supply module heater unit)
 - 1-Remove the wire-harness from the supply module.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between the supply module terminals G and H.

Reference: Overall resistance value of supply module (supply module heater)

Terminal	Specifications
Between the supply module terminals	12 V specification: $1.51 \pm 0.9 \Omega$ (at 20 °C) 24 V specification: $6.0 \pm 1.0 \Omega$ (at 20 °C)

NG	Replace the supply module, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of supply module (supply module heater) (supply module and wire-harness)".

2. Checking the resistance value of supply module (supply module heater) (supply module and wire-harness)
 - 1-Connect the supply module and the wire-harness, and remove the wire-harness from the DCU.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 105 and 103 on DCU side.

See the above "Reference: Overall resistance value of supply module (supply module heater)".

NG	<ul style="list-style-type: none"> • The coupler between the supply module and the wire-harness may be defective. Replace the supply module. • Replace the wire-harness. • After replacing the wire-harness and clear the error, ECU power OFF, turn ON the power after the after-run is completed, and if the error reappears, replace the supply module.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the supply module and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Supply module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on supply module)	Conduction	State
105	Supply module terminal G	Yes	OK: Normal
		No	NG: Error
103	Supply module terminal H	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Supply module conduction check pattern 1", carry out the below, too.

Reference: Supply module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
105	All terminals other than 105	Yes	NG: Error
		No	OK: Normal
103	All terminals other than 103	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> • Wire-harness disconnection or short circuit. Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	<ul style="list-style-type: none"> • The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

4. Checking the current failure with SA-D

1-After clearing the error, turn OFF the key switch and after the after-run is completed, turn ON the key switch again.

2-Activate "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the supply module (supply module heater), and make sure no error is detected in the current fault indication.

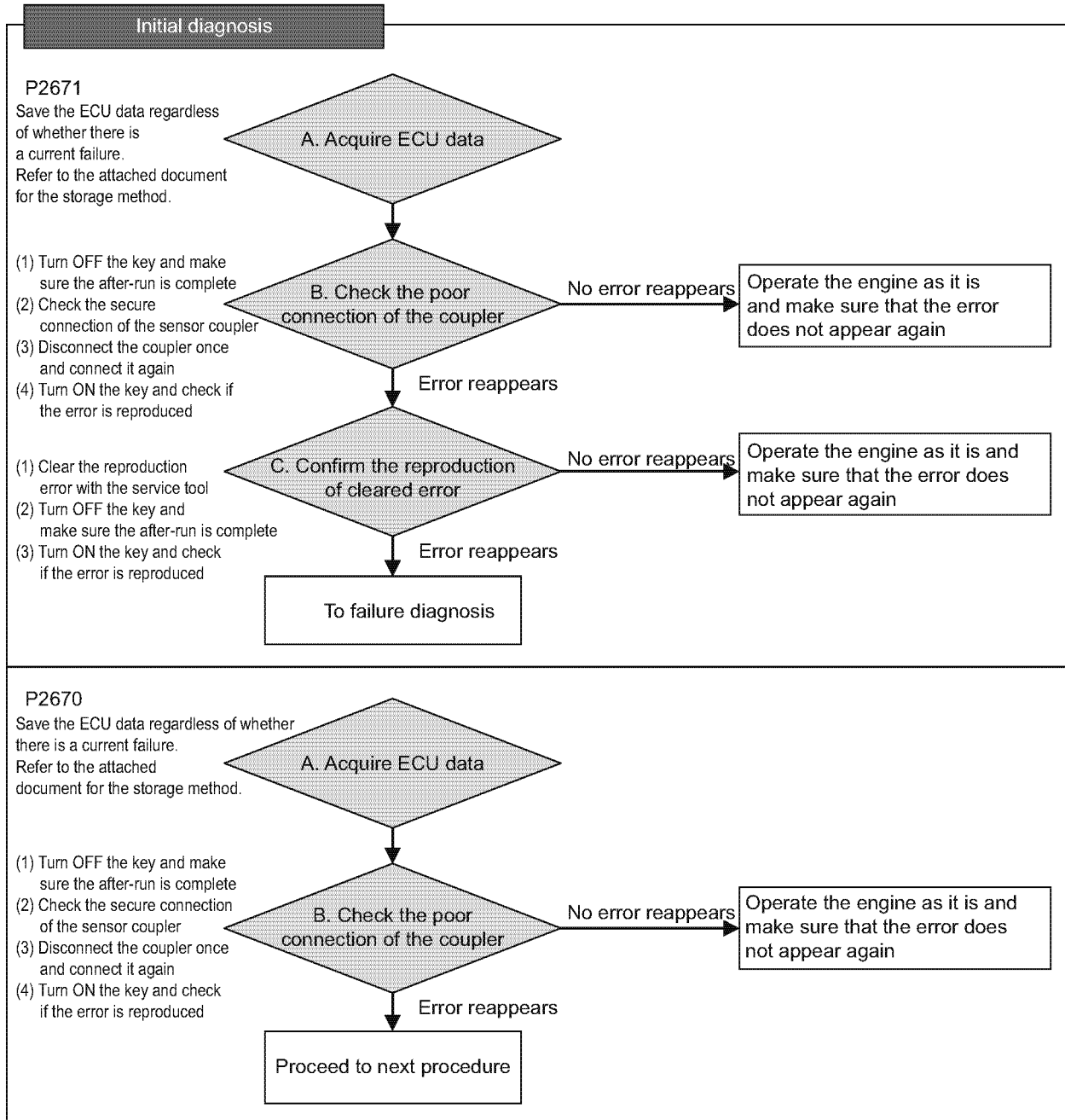
3.3.40. Supply module (reverting valve)

Related DTC

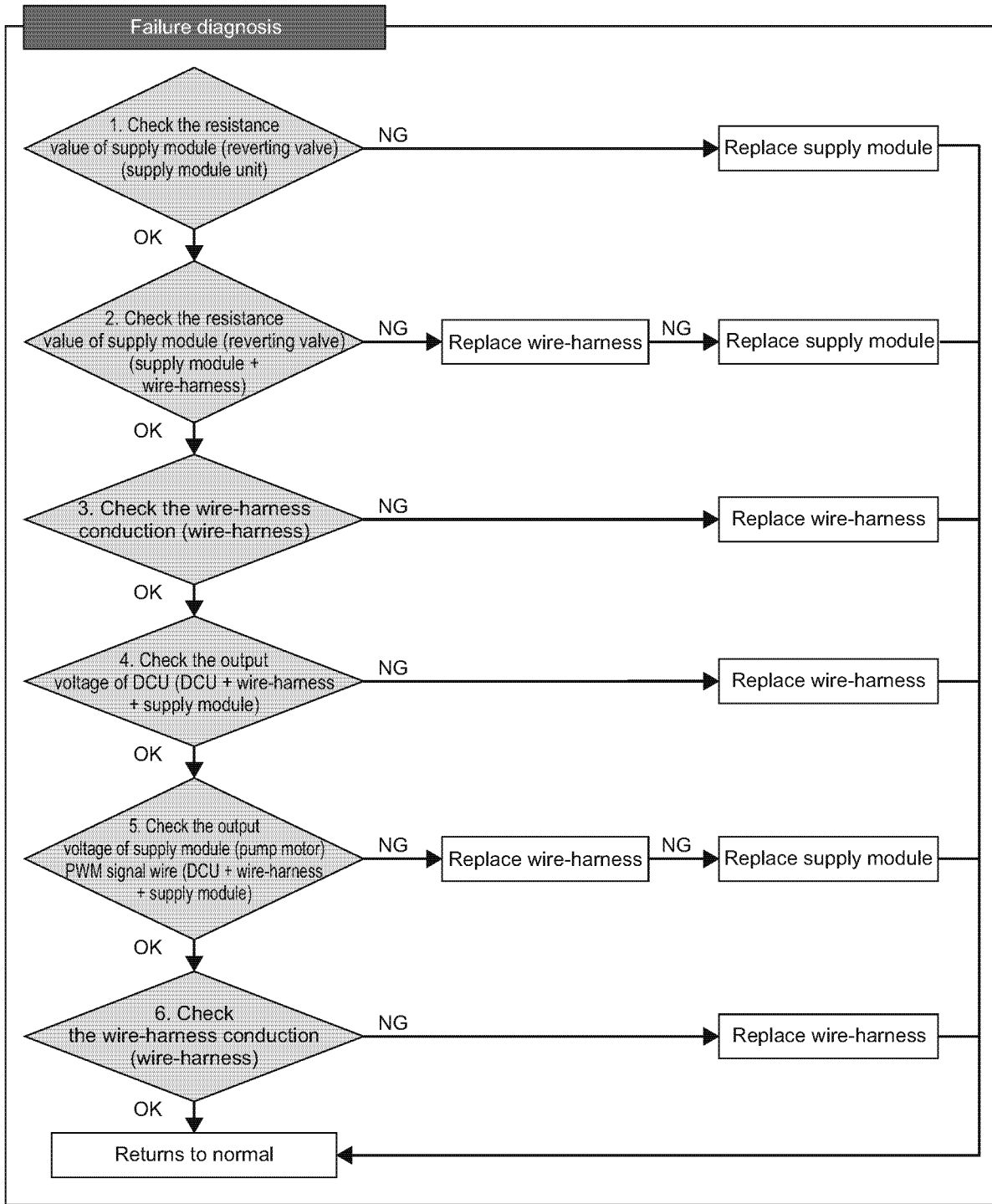
P code	P2671	Supply module (reverting valve) H side VB short circuit
	P2670	Supply module (reverting valve) H side GND short circuit

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

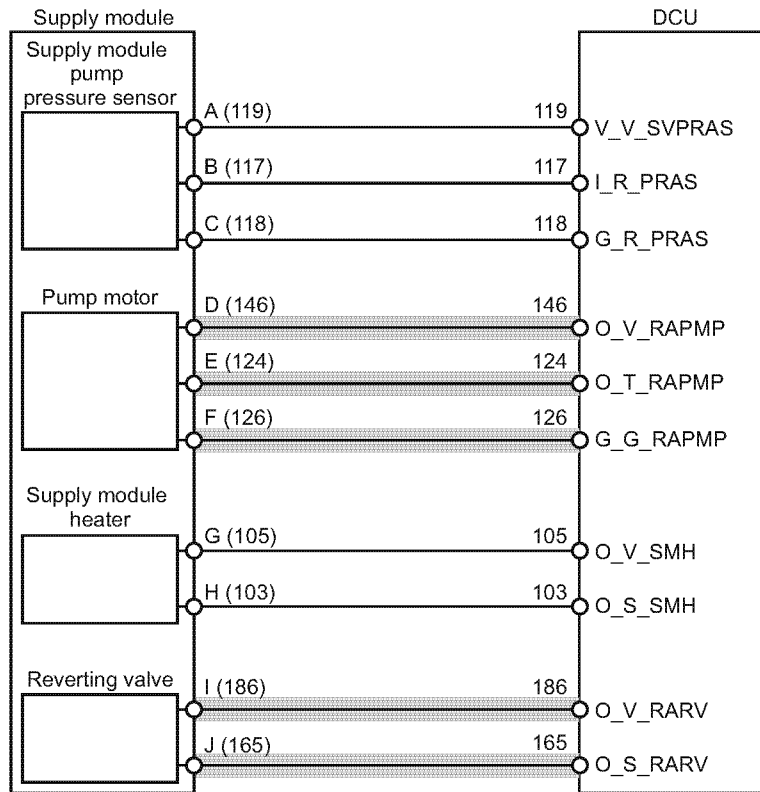


155298-00EN

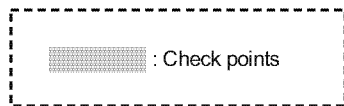
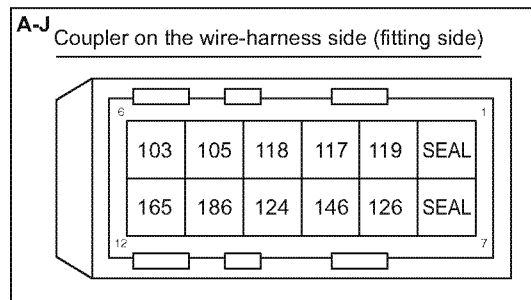


155211-00EN

Wire diagram



Note: The supply module high side (146) and the reverting valve high side (186) are connected inside the DCU. When this error occurs, check both supply module and reverting valve.



080110-00EN01

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of supply module (reverting valve) (supply module unit)

1-Remove the wire-harness from the supply module.

2-Using a circuit tester, measure the resistance value (overall resistance value) between the supply module terminals I and J.

Reference: Overall resistance value of supply module (reverting valve)

Terminal	Specifications
Between the supply module terminals	12 V specification: $6.6 \pm 0.46 \Omega$ (at 20 °C) 24 V specification: $20.6 \pm 1.44 \Omega$ (at 20 °C)

NG	Replace the supply module, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of supply module (reverting valve) (supply module and wire-harness)".

2. Checking the resistance value of supply module (reverting valve) (supply module and wire-harness)

1-Connect the supply module and the wire-harness, and remove the wire-harness from the DCU.

2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 186 and 165 on DCU side.

See the above "Reference: Overall resistance value of supply module (reverting valve)"

NG	<ul style="list-style-type: none"> The coupler between the supply module and the wire-harness may be defective. Replace the supply module. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the supply module and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Supply module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on supply module)	Conduction	State
186	Supply module terminal I	Yes	OK: Normal
		No	NG: Error
165	Supply module terminal J	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Supply module conduction check pattern 1", carry out the below, too.

Reference: Supply module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
186	All terminals other than 146 and 186	Yes	NG: Error
		No	OK: Normal
165	All terminals other than 165	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the output voltage of DCU".

4. Checking the output voltage of DCU

1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).

2-Using a circuit tester, measure the voltage between supply module (pump motor) power supply 146 to 126.

Voltage	State	Corrective action
146 ≈ Battery voltage	OK (normal range)	Check the output voltage of supply module (pump motor) PWM signal wire.
146 ≈ 0 V	NG	<ul style="list-style-type: none"> Replace the wire-harness. Replace the DCU.

NG	Replace the wire-harness or DCU, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the output voltage of supply module (pump motor) PWM signal wire".

5. Checking the output voltage of supply module (pump motor) PWM signal wire

- 1-Connect the checker harness between the DCU and engine wire-harness. Also, connect all couplers (sensor, wire-harness, DCU).
- 2-Using a circuit tester, measure the voltage between supply module (pump motor) PWM signal wire 124 to 126.

Voltage	State	Corrective action
124 ≈ Battery voltage	OK (normal range)	Check the conduction of the wire-harness.
124 ≈ 0 V	NG	<ul style="list-style-type: none"> • Replace the supply module. • Replace the wire-harness.

NG	Replace the supply module or the wire-harness, and switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the wire-harness conduction".

6. Checking the wire-harness conduction

- 1-Remove the wire-harness from the supply module and DCU.
- 2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Supply module conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on dosing module side)	Conduction	State
146	Supply module terminal D	Yes	OK: Normal
		No	NG: Error
124	Supply module terminal E	Yes	OK: Normal
		No	NG: Error
126	Supply module terminal F	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Supply module conduction check pattern 1", carry out the below, too.

Reference: Supply module conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
146	All terminals other than 146 and 186	Yes	NG: Error
		No	OK: Normal
124	All terminals other than 124	Yes	NG: Error
		No	OK: Normal
126	All terminals other than GND	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> • Wire-harness disconnection or short circuit. Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Returns to normal.

7. Checking the current failure with SA-D

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU).
- 3-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 4-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 5-Turn ON the key switch again to start the engine.
- 6-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Dosing system state	"4" (During the urea water injection)
Dosing system sub-state	"16" (During the urea water injection)
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 7-Operate the engine under conditions meeting the above reference value, and make sure no error is detected in the current fault indication.

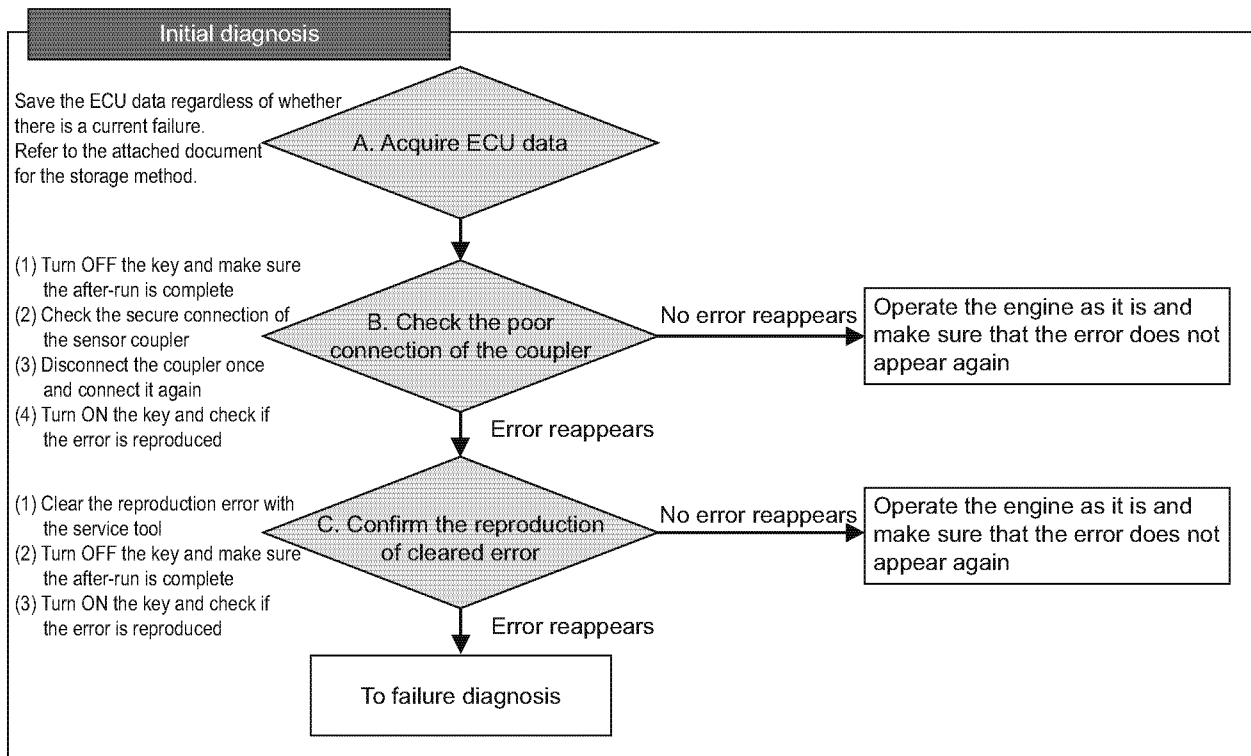
3.3.41. Heater relay/urea water tank heating valve

Related DTC

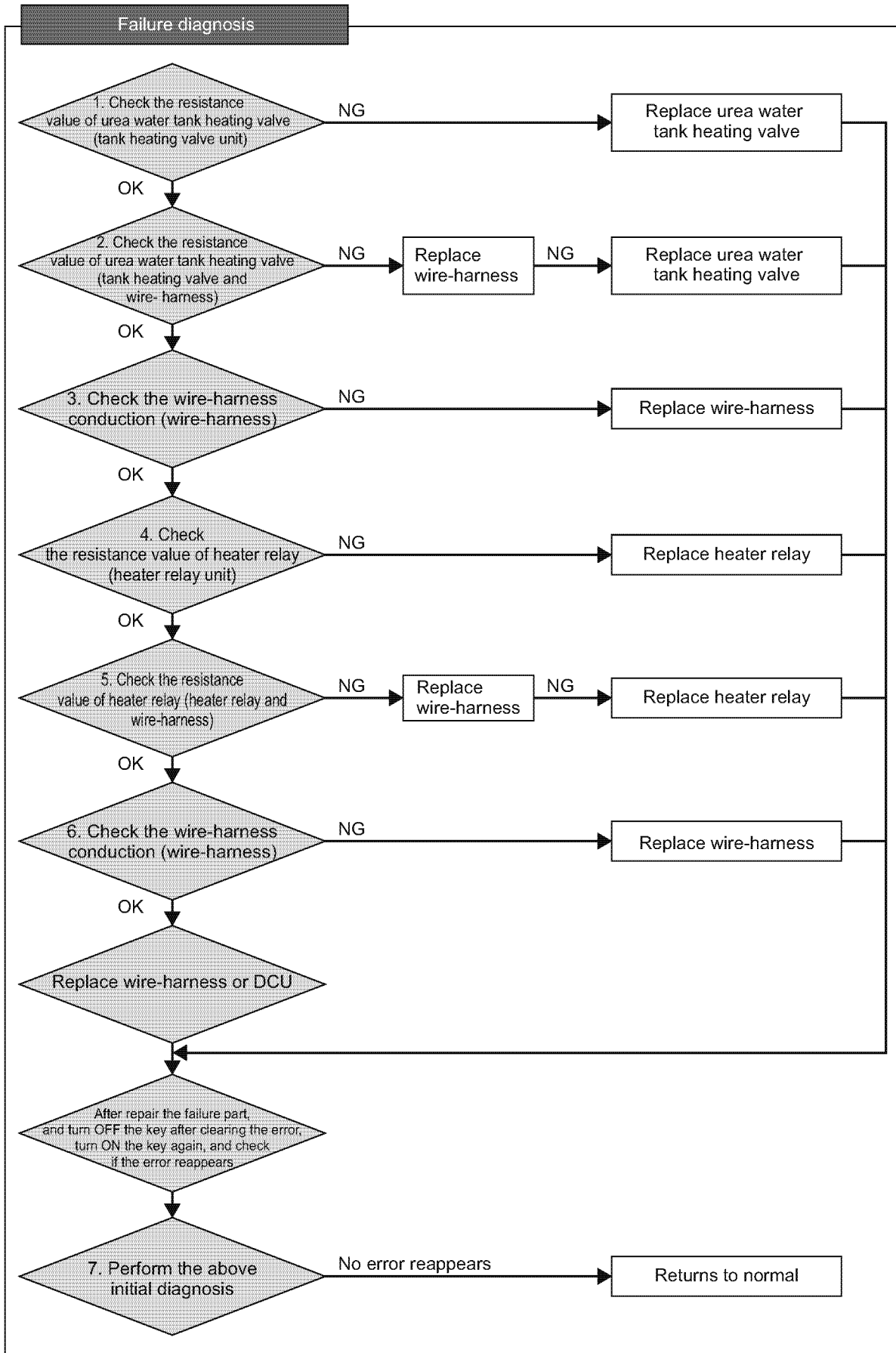
P code	P2686	Heater relay/urea water tank heating valve H side VB short circuit
	P2685	Heater relay/urea water tank heating valve H side GND short circuit

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

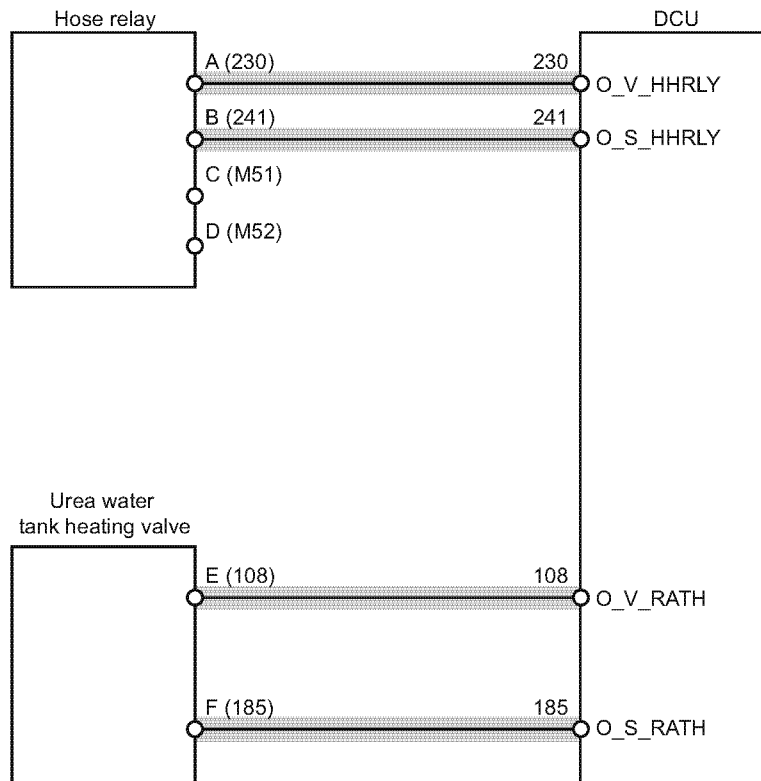


154810-00EN

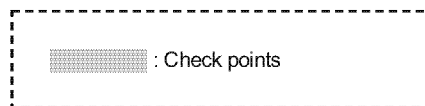
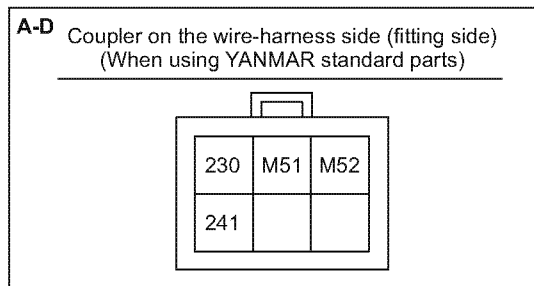


155212-00EN

Wire diagram



Note: The heater relay high side (230) and the urea water tank heating valve high side (108) are connected inside the DCU. When this error occurs, check both heater relay and urea water tank heating valve.



080143-01EN00

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of urea water tank heating valve (urea water tank heating valve unit)
 - 1-Remove the wire-harness from the urea water tank heating valve.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between urea water tank heating valve terminals E and F.

Reference: Overall resistance value of urea water tank heating valve

Terminal	Specifications
Between urea water tank heating valve terminals	Specifications of urea water tank heating valve vary depending on the driven machine. See the Operation Manual of the driven machine.

NG	Replace the urea water tank heating valve, switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of urea water tank heating valve (urea water tank heating valve and wire-harness)".

2. Checking the resistance value of urea water tank heating valve (urea water tank heating valve and wire-harness)
 - 1-Connect the urea water tank heating valve and the wire-harness, and remove the wire-harness from the DCU.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 108 and 185 on DCU side.

See the above "Reference: Overall resistance value of urea water tank heating valve".

NG	<ul style="list-style-type: none"> • Replace the wire-harness. • Replace the wire-harness, turn OFF the power, and turn ON the power after the after-run is completed, and if the error reappears, replace the urea water tank heating valve.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the urea water tank heating valve and the DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Urea water tank heating valve conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on urea water tank heating valve)	Conduction	State
108	Urea water tank heating valve terminal A	Yes	OK: Normal
		No	NG: Error
185	Urea water tank heating valve terminal B	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Urea water tank heating valve conduction check pattern 1", carry out the below, too.

Reference: Urea water tank heating valve conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
108	All terminals other than 230 and 180	Yes	NG: Error
		No	OK: Normal
185	All terminals other than 185	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the resistance value of heater relay (heater relay unit)".

4. Checking the resistance value of heater relay (heater relay unit)

1-Remove the wire-harness from the heater relay.

2-Using a circuit tester, measure the resistance value (overall resistance value) between the heater relay terminals A and B.

Reference: Overall resistance value of heater relay

Terminal	Specifications
Between heater relay terminals	Specifications of heater relay vary depending on the driven machine. See the Operation Manual of the driven machine.

NG	Replace the heater relay, switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of heater relay (heater relay and wire-harness)".

5. Checking the resistance value of heater relay (heater relay and wire-harness)

1-Connect the heater relay and the wire-harness, and remove the wire-harness from the DCU.

2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 230 and 241 on DCU side.

See the above "Reference: Overall resistance value of heater relay".

NG	<ul style="list-style-type: none"> Replace the wire-harness. Replace the wire-harness, turn OFF the power, and turn ON the power after the after-run is completed, and if the error reappears, replace the heater relay.
OK	Go to "Checking the wire-harness conduction".

6. Checking the wire-harness conduction

1-Remove the wire-harness from the heater relay and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Heater relay conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on heater relay side)	Conduction	State
230	Heater relay terminal A	Yes	OK: Normal
		No	NG: Error
241	Heater relay terminal B	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Heater relay conduction check pattern 1", carry out the below, too.

Reference: Heater relay conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
230	All terminals other than 230 and 180	Yes	NG: Error
		No	OK: Normal
241	All terminals other than 241	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	<ul style="list-style-type: none"> The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. Replace the DCU. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.

7. Checking the current failure with SA-D

1-After clearing the error, turn OFF the key switch and turn ON the key switch again.

2-Activate "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the urea water tank heating valve, and make sure no error is detected in the current fault indication. Because heater relay is energized by turning on the key switch, operation check by active control is not required.

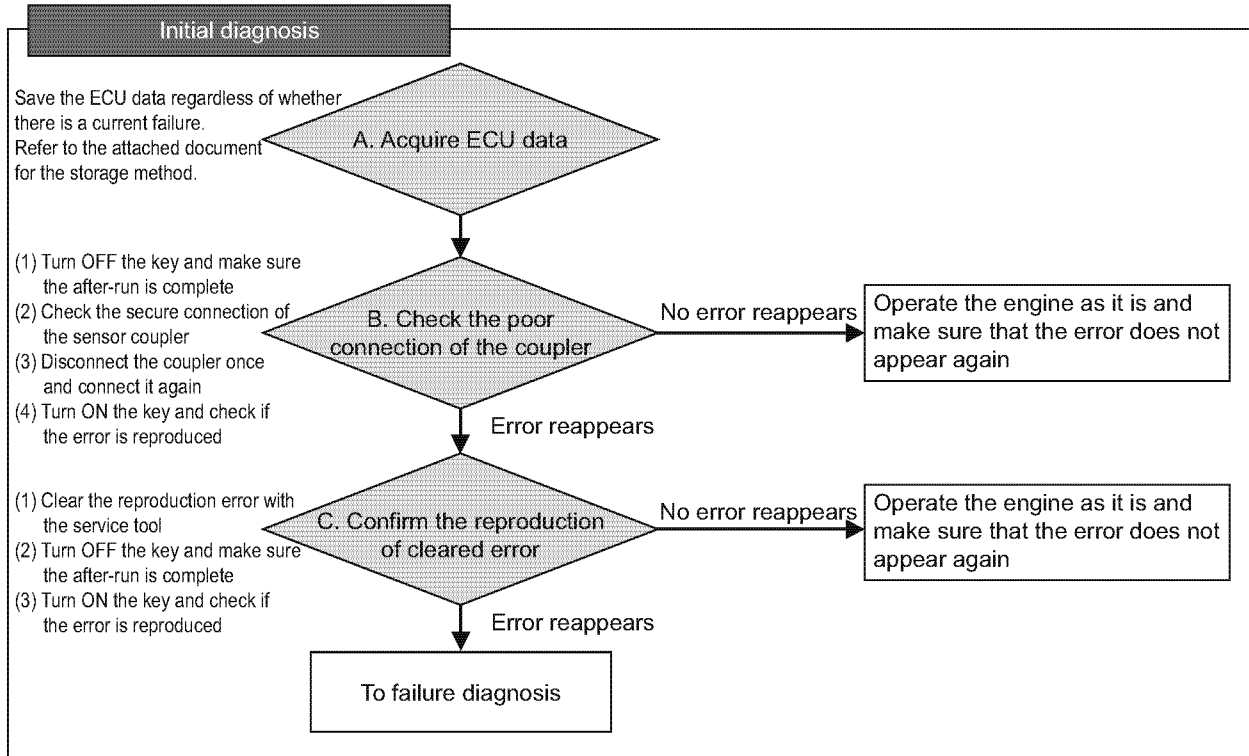
3.3.42. Urea water hose heater (back flow, pressure, suction)

Related DTC

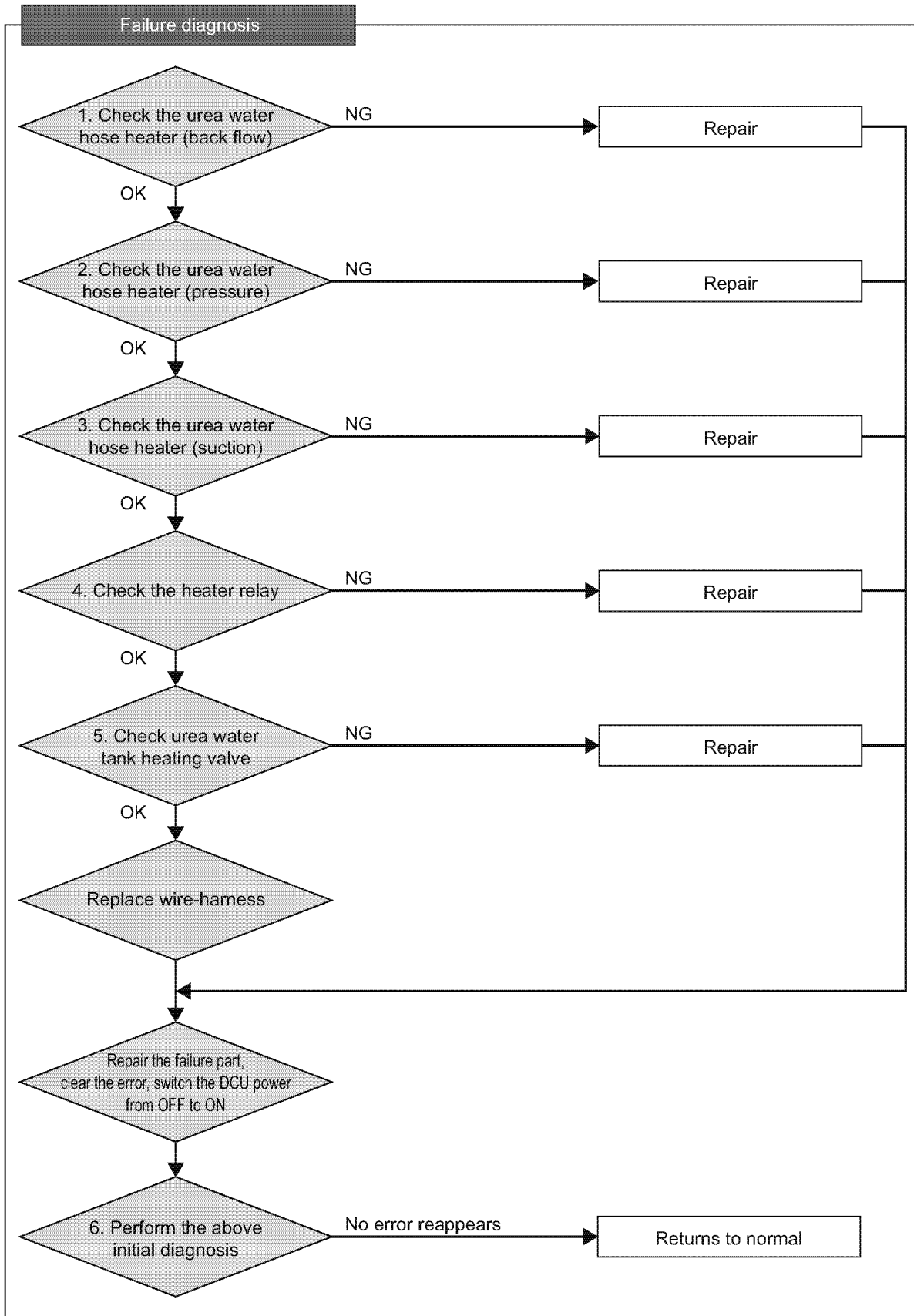
P code	P1510	Urea water hose heater (back flow, pressure, suction) H side VB short circuit/L side VB short circuit
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

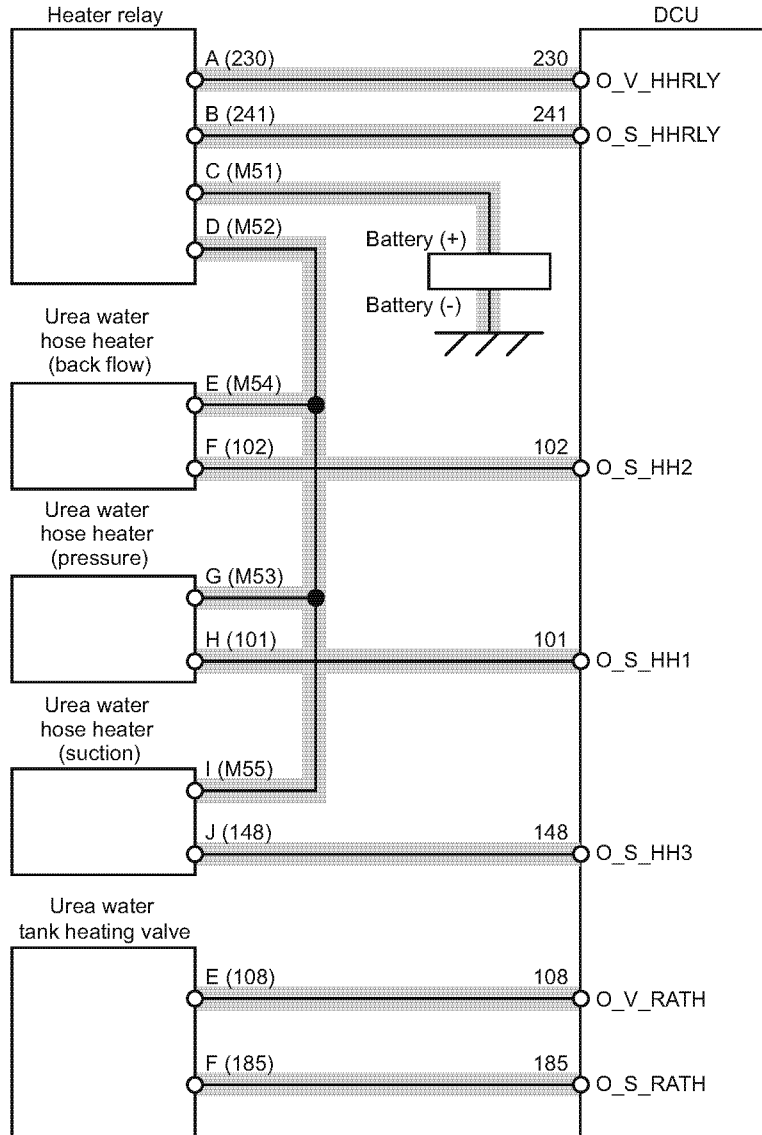


154810-00EN

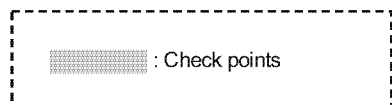
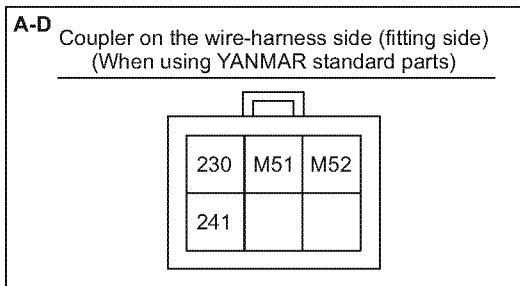


155213-00EN

Wire diagram



Note: The heater relay high side (230) and the urea water tank heating valve high side (108) are connected inside the DCU. When this error occurs, check both heater relay and urea water tank heating valve.



000145-00EN00

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the urea water hose heater (back flow)

1-Perform the failure diagnosis for "Urea water hose heater (back flow)". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Urea water hose heater (back flow)"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	Go to "Checking the urea water hose heater (pressure)".

2. Checking the urea water hose heater (pressure)

1-Perform the failure diagnosis for "Urea water hose heater (pressure)". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Urea water hose heater (pressure)"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	Go to "Checking the urea water hose heater (suction)".

3. Checking the urea water hose heater (suction)

1-Perform the failure diagnosis for "Urea water hose heater (suction)". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Urea water hose heater (suction)"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	Go to "Checking the heater relay".

4. Checking the heater relay

1-Perform the failure diagnosis for "Heater relay". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Heater relay"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	Go to "Checking the urea water tank heating valve".

5. Checking the urea water tank heating valve

1-Perform the failure diagnosis for “Urea water tank heating valve”.

Results of “Urea water tank heating valve”	State
All OK	OK: Normal
There are NG items	NG: Error

NG	Repair the defective parts.
OK	<ul style="list-style-type: none"> The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. Replace the wire-harness, clear the error, turn OFF the power, and turn ON the power after the after run is completed, and check if the error reappears.

6. Checking the current failure with SA-D

1-Turn OFF the key switch and turn ON the key switch again.

2-Activate “Diagnosis Test: Active control” of SMARTASSIST-DIRECT (SA-D), operate the urea water hose heater (back flow), and make sure no error is detected in the current fault indication.

3-Activate “Diagnosis Test: Active control” of SMARTASSIST-DIRECT (SA-D), operate the urea water hose heater (pressure), and make sure no error is detected in the current fault indication.

4-Activate “Diagnosis Test: Active control” of SMARTASSIST-DIRECT (SA-D), operate the urea water hose heater (suction), and make sure no error is detected in the current fault indication.

5-Activate “Diagnosis Test: Active control” of SMARTASSIST-DIRECT (SA-D), operate the urea water tank heating valve, and make sure no error is detected in the current fault indication.

Because heater relay is energized by turning on the key switch, operation check by active control is not required.

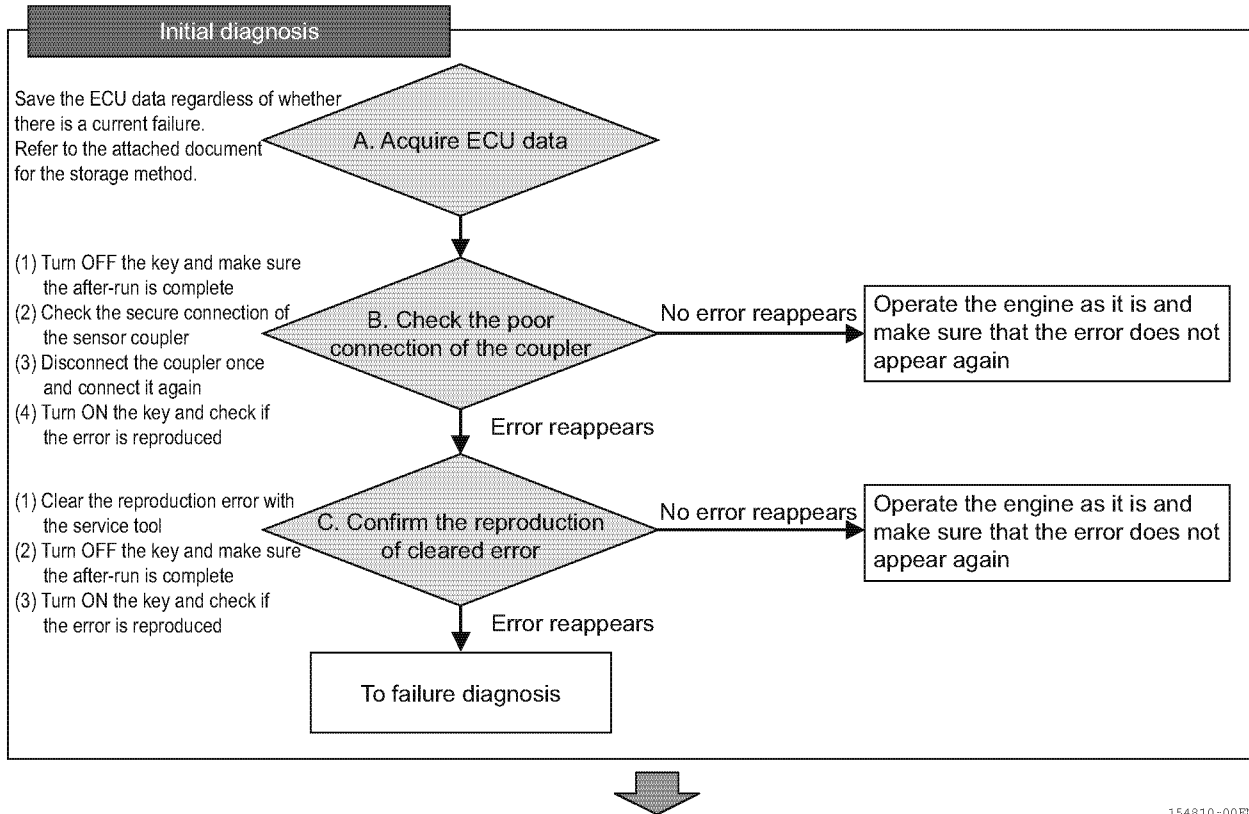
3.3.43. Urea water hose heater (back flow)

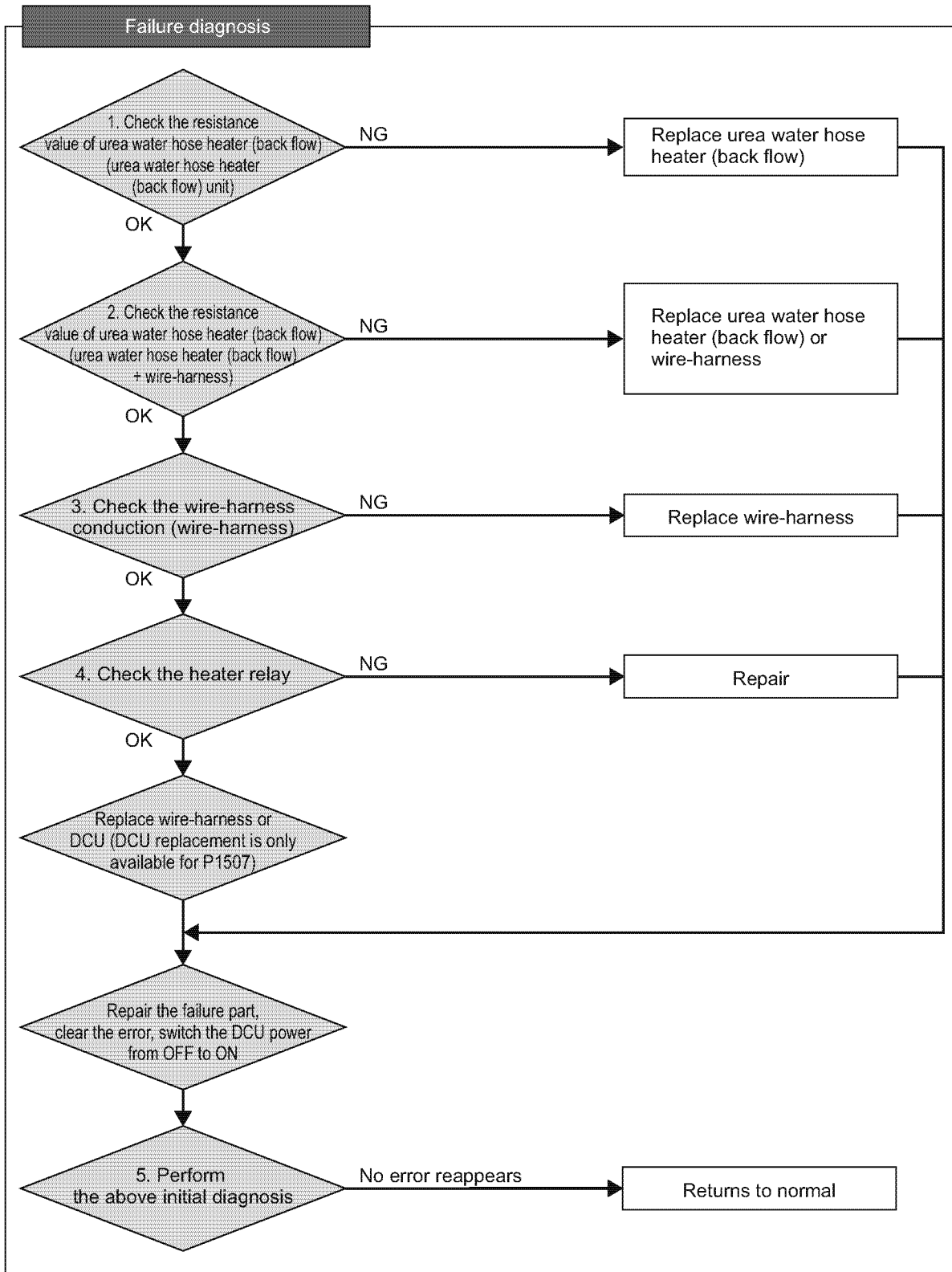
Related DTC

P code	P20BC	Urea water hose heater (back flow) L side VB short circuit
	P1775	Urea water hose heater (back flow) L side GND short circuit
	P20B9	Urea water hose heater (back flow) disconnection
	P1507	Urea water hose heater (back flow) power stage temperature rise error

Workflow

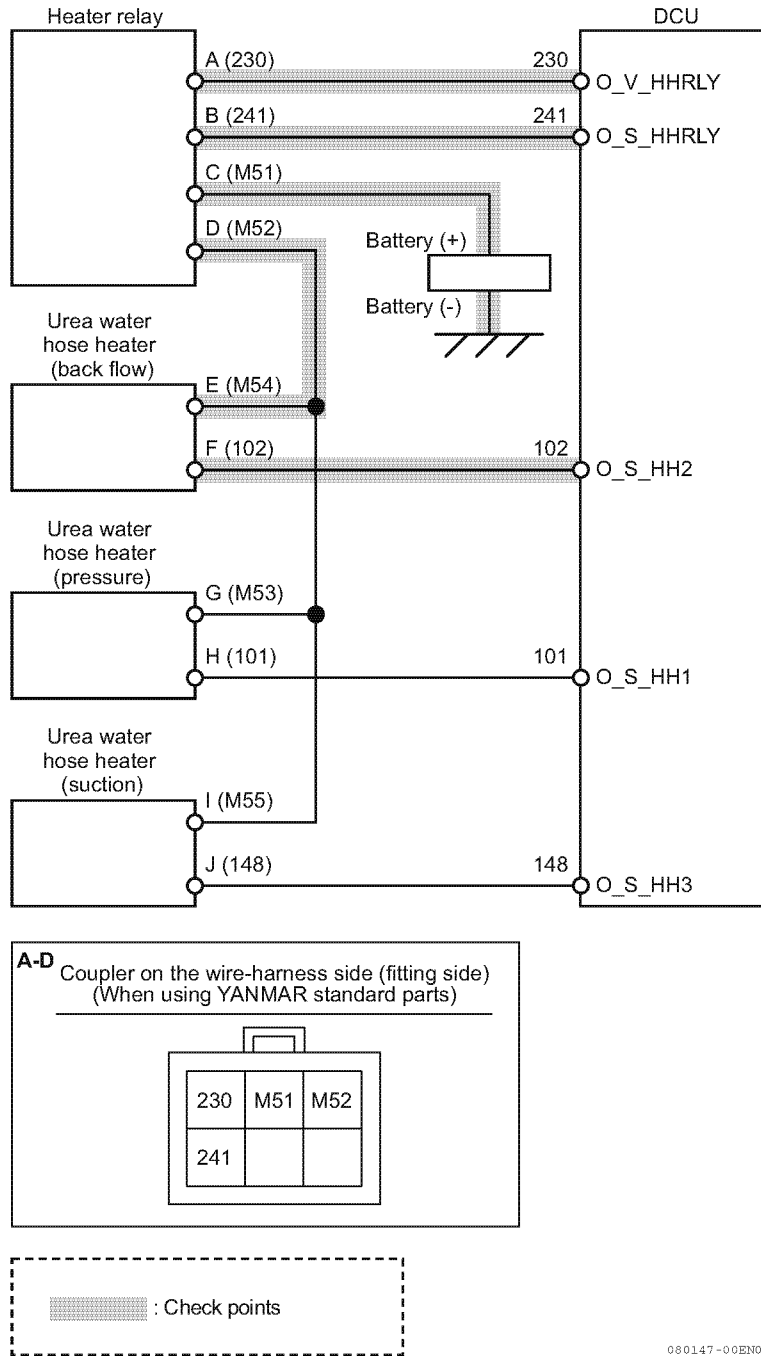
See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





155214-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of urea water hose heater (back flow) (urea water hose heater (back flow) unit)

1-Remove the wire-harness from the urea water hose heater (back flow).

2-Using a circuit tester, measure the resistance value (overall resistance value) between the urea water hose heater (back flow) terminals E and F.

Reference: Overall resistance value of urea water hose heater (back flow)

Terminal	Specifications
Between the urea water hose heater (back flow) terminals	Specifications of urea water hose heater (back flow) vary depending on the driven machine. See the Operation Manual of the driven machine.

NG	Replace the urea water hose heater (back flow), switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of urea water hose heater (back flow) (urea water hose heater (back flow) and wire-harness)".

2. Checking the resistance value of urea water hose heater (back flow) (urea water hose heater (back flow) and wire-harness)

1-Connect the urea water hose heater (back flow), and remove the wire-harness from DCU.

2-Using a circuit tester, measure the resistance value (overall resistance value) from heater relay terminal C to heater relay terminal D to wire-harness coupler 102 on DCU side.

See the above "Reference: Overall resistance value of urea water hose heater (back flow)".

NG	<ul style="list-style-type: none"> • The coupler between the urea water hose heater (back flow) and the wire-harness may be defective. Replace the urea water hose heater (back flow). • Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the urea water hose heater (back flow) and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Urea water hose heater (back flow) conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on urea water hose heater (back flow) side)	Conduction	State
102	The urea water hose heater (back flow) terminal F	Yes	OK: Normal
		No	NG: Error

Reference: Urea water hose heater (back flow) conduction check pattern 2

Terminal 1 (Wire-harness coupler on heater relay side)	Terminal 2 (Wire-harness coupler on urea water hose heater (back flow) side)	Conduction	State
Heater relay terminal D	Urea water hose heater (back flow) terminal E	Yes	OK: Normal
		No	NG: Error

Reference: Urea water hose heater (back flow) conduction check pattern 3

Terminal 1 (Wire-harness coupler on heater relay side)	Terminal 2 (Wire-harness coupler on battery side)	Conduction	State
Heater relay terminal C	Battery (+) terminal	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above “Urea water hose heater (back flow) conduction check pattern 1, 2 and 3”, carry out the below, too.

Reference: Urea water hose heater (back flow) conduction check pattern 4

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
102	All terminals other than 102	Yes	NG: Error
		No	OK: Normal

Reference: Urea water hose heater (back flow) conduction check pattern 5

Terminal 1 (Wire-harness coupler on heater relay side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
Heater relay terminal D	All terminals	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to “Checking the heater relay”.

4. Checking the heater relay

1-Perform the failure diagnosis for “Heater relay”. However, do not replace the wire-harness or DCU, when the result of “Checking the wire-harness conduction” is OK.

Results of “Heater relay”	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after repair.
OK	<ul style="list-style-type: none"> • The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. • Replace the DCU. (P1507 only) • Replace the wire-harness, clear the error, turn OFF the power, and turn ON the power after the after run is completed, and check if the error reappears. (Except P1507)

5. Checking the current failure with SA-D

1-Turn OFF the key switch and turn ON the key switch again.

2-Activate “Diagnosis Test: Active control” of SMARTASSIST-DIRECT (SA-D), operate the urea water hose heater (back flow), and make sure no error is detected in the current fault indication.

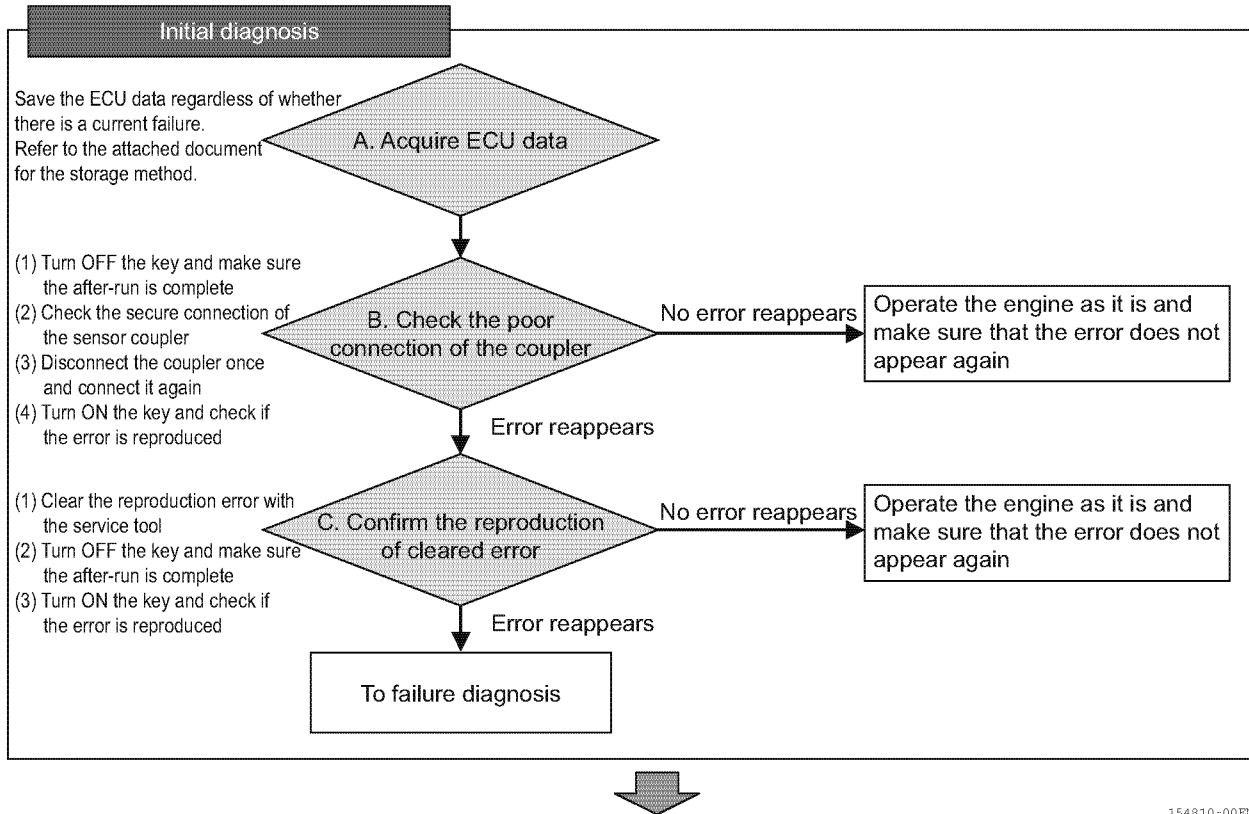
3.3.44. Urea water hose heater (pressure)

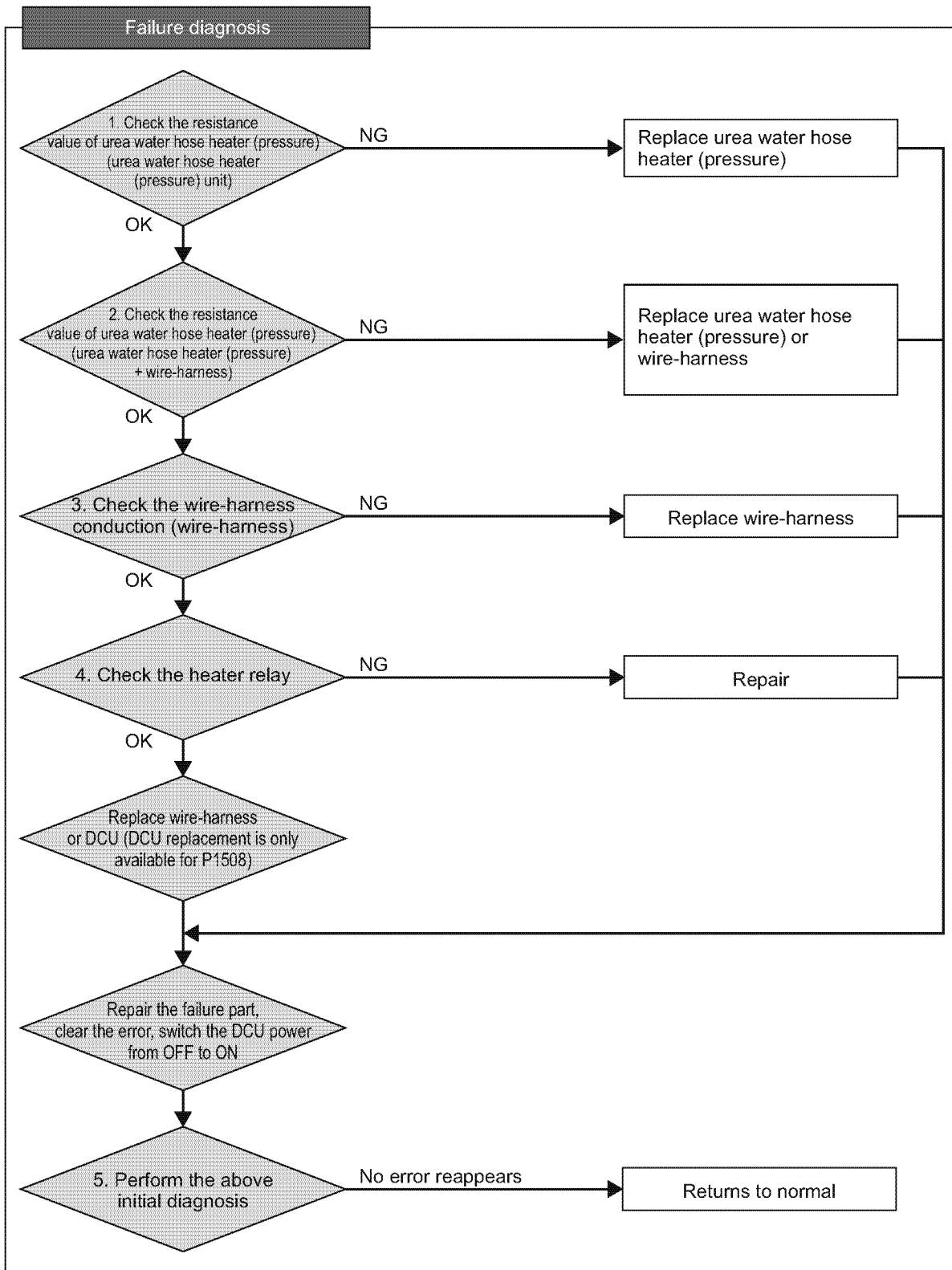
Related DTC

P code	P20C0	Urea water hose heater (pressure) L side VB short circuit
	P1774	Urea water hose heater (pressure) L side GND short circuit
	P20BD	Urea water hose heater (pressure) disconnection
	P1508	Urea water hose heater (pressure) power stage temperature rise error

Workflow

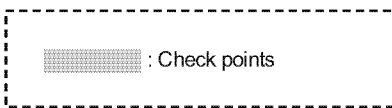
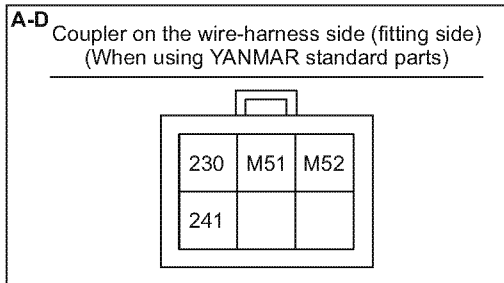
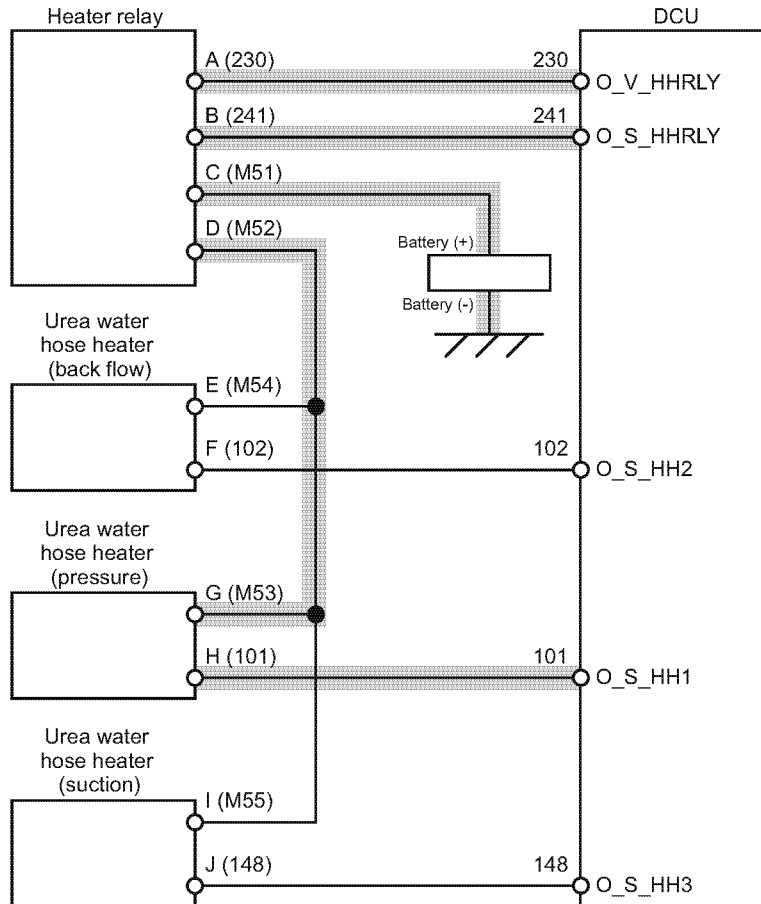
See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





155215-00EN

Wire diagram



080149-00EN00

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of urea water hose heater (pressure) (urea water hose heater (pressure) unit)

- 1-Remove the wire-harness from the urea water hose heater (pressure).

- 2-Using a circuit tester, measure the resistance value (overall resistance value) between the urea water hose heater (pressure) terminals G and H.

Reference: Overall resistance value of urea water hose heater (pressure)

Terminal	Specifications
Between urea water hose heater (pressure) terminals	Specifications of urea water hose heater (pressure) vary depending on the driven machine. See the Operation Manual of the driven machine.

NG	Replace the urea water hose heater (pressure), switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of urea water hose heater (pressure) (urea water hose heater (pressure) and wire-harness)".

2. Checking the resistance value of urea water hose heater (pressure) (urea water hose heater (pressure) and wire-harness)

- 1-Connect the urea water hose heater (pressure), and remove the wire-harness from the DCU.

- 2-Using a circuit tester, measure the resistance value (overall resistance value) from heater relay terminal C to heater relay terminal D to wire-harness coupler 101 on DCU side.

See the above "Reference: Overall resistance value of urea water hose heater (pressure)".

NG	<ul style="list-style-type: none"> • The coupler between the urea water hose heater (pressure) and the wire-harness may be defective. Replace the urea water hose heater (pressure). • Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the urea water hose heater (pressure) and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Urea water hose heater (pressure) conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on urea water hose heater (pressure))	Conduction	State
101	Urea water hose heater (pressure) terminal H	Yes	OK: Normal
		No	NG: Error

Reference: Urea water hose heater (pressure) conduction check pattern 2

Terminal 1 (Wire-harness coupler on heater relay side)	Terminal 2 (Wire-harness coupler on urea water hose heater (pressure))	Conduction	State
Heater relay terminal D	Urea water hose heater (pressure) terminal G	Yes	OK: Normal
		No	NG: Error

Reference: Urea water hose heater (pressure) conduction check pattern 3

Terminal 1 (Wire-harness coupler on heater relay side)	Terminal 2 (Wire-harness coupler on battery side)	Conduction	State
Heater relay terminal C	Battery (+) terminal	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Urea water hose heater (pressure) conduction check pattern 1, 2 and 3", carry out the below, too.

Reference: Urea water hose heater (pressure) conduction check pattern 4

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
101	All terminals other than 101	Yes	NG: Error
		No	OK: Normal

Reference: Urea water hose heater (pressure) conduction check pattern 5

Terminal 1 (Wire-harness coupler on heater relay side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
Heater relay terminal D	All terminals	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> • Wire-harness disconnection or short circuit. Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the heater relay".

4. Checking the heater relay

1-Perform the failure diagnosis for “Heater relay”. However, do not replace the wire-harness or DCU, when the result of “Checking the wire-harness conduction” is OK.

Results of “Heater relay”	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after repair.
OK	<ul style="list-style-type: none"> • The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. • Replace the DCU. (P1508 only) • Replace the wire-harness, clear the error, turn OFF the power, and turn ON the power after the after run is completed, and check if the error reappears. (Except P1508)

5. Checking the current failure with SA-D

1-Turn OFF the key switch and turn ON the key switch again.

2-Activate “Diagnosis Test: active control” of SMARTASSIST-DIRECT (SA-D), operate the urea water hose heater (pressure), and make sure no error is detected in the current fault indication.

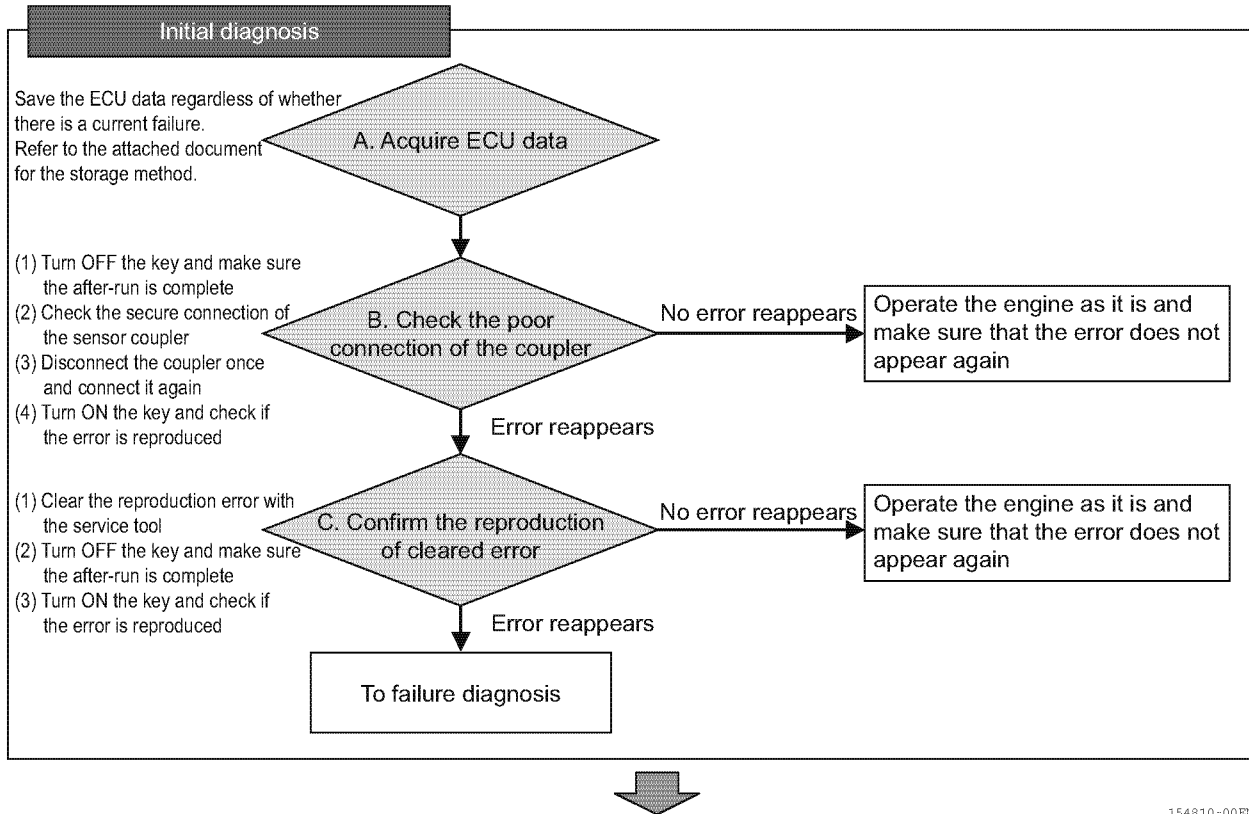
3.3.45. Urea water hose heater (suction)

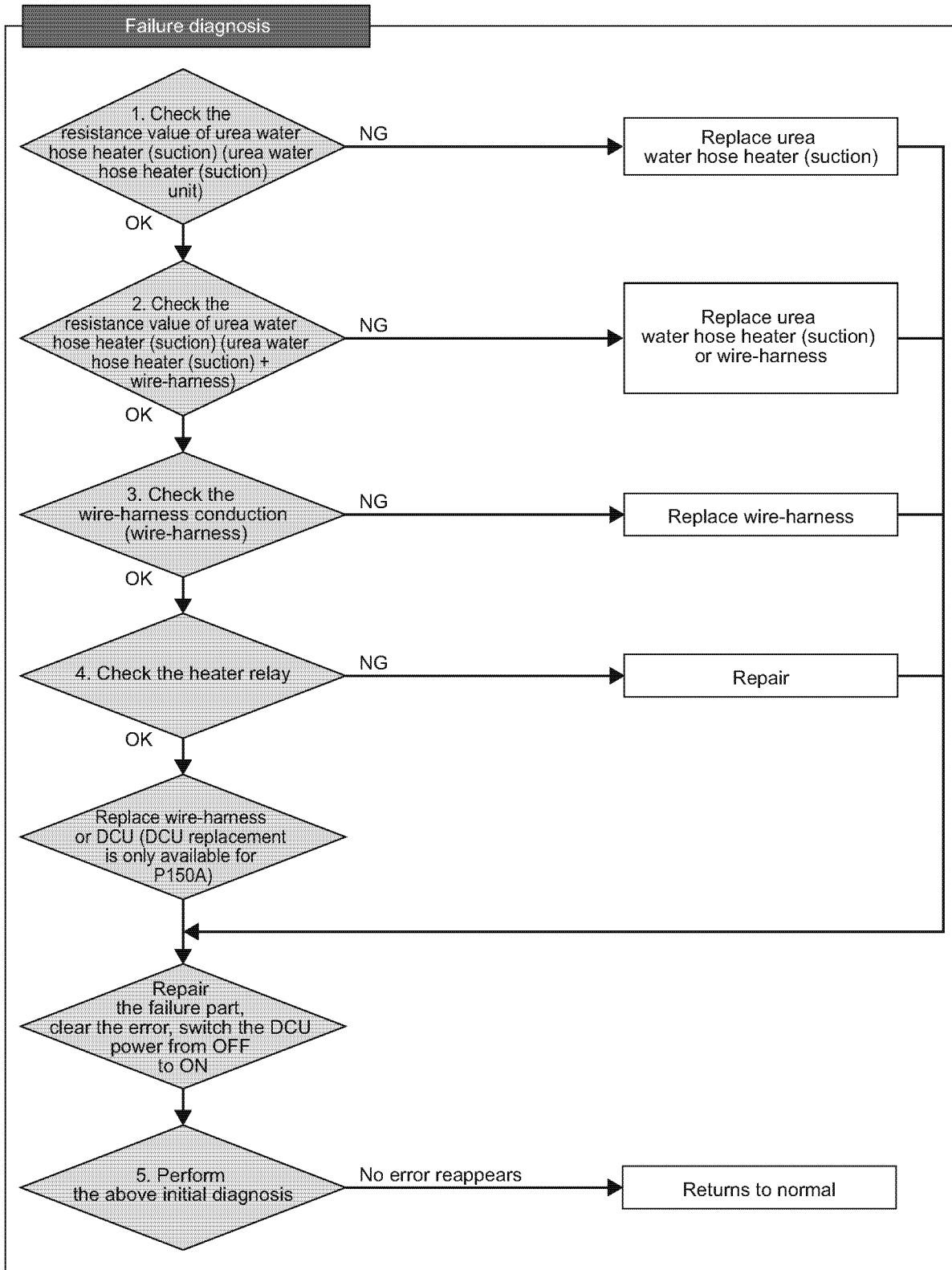
Related DTC

P code	P20C4	Urea water hose heater (suction) L side VB short circuit
	P1776	Urea water hose heater (suction) L side GND short circuit
	P20C1	Urea water hose heater (suction) disconnection
	P150A	Urea water hose heater (suction) power stage temperature rise error

Workflow

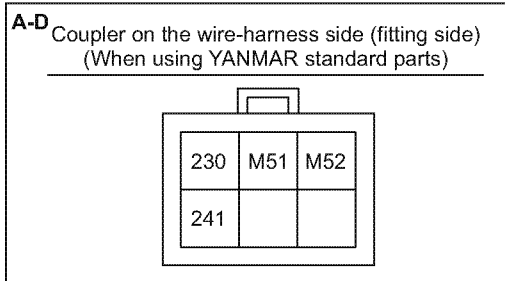
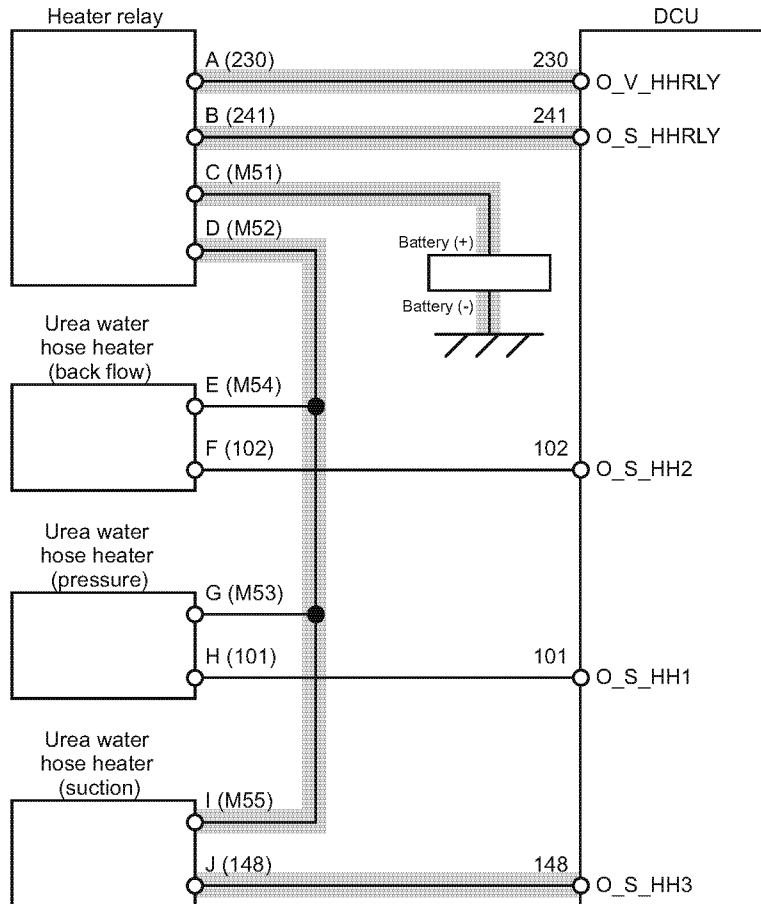
See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





156339-00EN

Wire diagram



080151-00EN00

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of urea water hose heater (suction) (urea water hose heater (suction) unit)
 - 1-Remove the wire-harness from the urea water hose heater (suction).
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between the urea water hose heater (suction) terminals I and J.

Reference: Overall resistance value of urea water hose heater (suction)

Terminal	Specifications
Between the urea water hose heater (suction) terminals	Specifications of urea water hose heater (suction) vary depending on the driven machine. See the Operation Manual of the driven machine.

NG	Replace the urea water hose heater (suction), switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of urea water hose heater (suction) (urea water hose heater (suction) and the wire-harness)".

2. Checking the resistance value of urea water hose heater (suction) (urea water hose heater (suction) and the wire-harness)
 - 1-Connect the urea water hose heater (suction), and remove the wire-harness from the DCU.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) from heater relay terminal C to heater relay terminal D to wire-harness coupler 148 on DCU side.

See the above "Reference: Overall resistance value of urea water hose heater (suction)".

NG	<ul style="list-style-type: none"> • The coupler between the urea water hose heater (suction) and the wire-harness may be defective. Replace the urea water hose heater (suction). • Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the urea water hose heater (suction) and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Urea water hose heater (suction) conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on urea water hose heater (suction))	Conduction	State
148	Urea water hose heater (suction) terminal J	Yes	OK: Normal
		No	NG: Error

Reference: Urea water hose heater (suction) conduction check pattern 2

Terminal 1 (Wire-harness coupler on heater relay side)	Terminal 2 (Wire-harness coupler on urea water hose heater (suction))	Conduction	State
Heater relay terminal D	Urea water hose heater (suction) terminal I	Yes	OK: Normal
		No	NG: Error

Reference: Urea water hose heater (suction) conduction check pattern 3

Terminal 1 (Wire-harness coupler on heater relay side)	Terminal 2 (Wire-harness coupler on battery side)	Conduction	State
Heater relay terminal C	Battery (+) terminal	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Urea water hose heater (suction) conduction check pattern 1, 2 and 3", carry out the below, too.

Reference: Urea water hose heater (suction) conduction check pattern 4

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
148	All terminals other than 148	Yes	NG: Error
		No	OK: Normal

Reference: Urea water hose heater (suction) conduction check pattern 5

Terminal 1 (Wire-harness coupler on heater relay side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
Heater relay terminal D	All terminals	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the heater relay".

4. Checking the heater relay

1-Perform the failure diagnosis for “Heater relay”. However, do not replace the wire-harness or DCU, when the result of “Checking the wire-harness conduction” is OK.

Results of “Heater relay”	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after repair.
OK	<ul style="list-style-type: none"> • The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. • Replace the DCU. (P150A only) • Replace the wire-harness, clear the error, turn OFF the power, and turn ON the power after the after run is completed, and check if the error reappears. (Except P150A)

5. Checking the current failure with SA-D

1-Turn OFF the key switch and turn ON the key switch again.

2-Activate “Diagnosis Test: Active control” of SMARTASSIST-DIRECT (SA-D), operate the urea water hose heater (suction), and make sure no error is detected in the current fault indication.

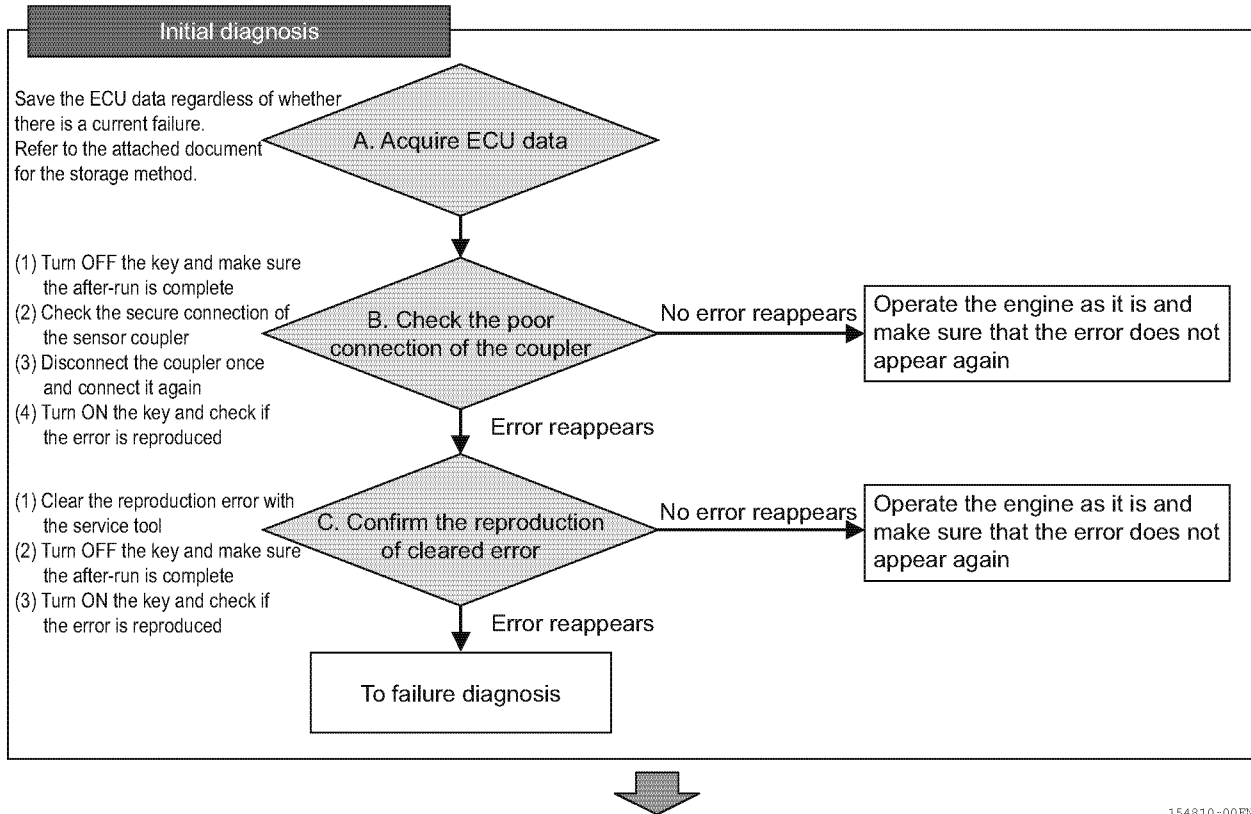
3.3.46. Urea water tank heating valve

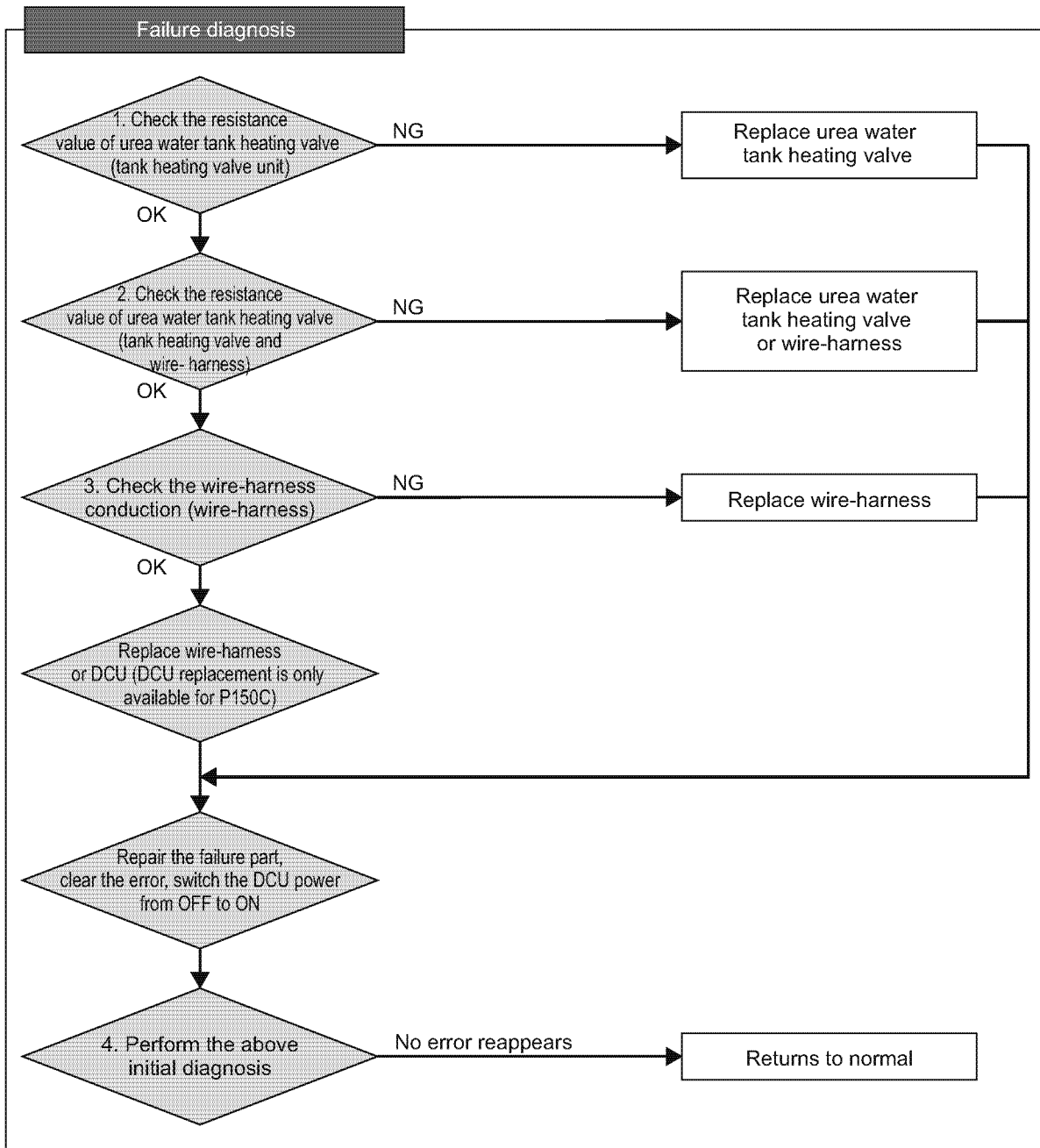
Related DTC

P code	P202C	Urea water tank heating valve L side VB short circuit
	P202B	Urea water tank heating valve L side GND short circuit
	P202A	Urea water tank heating valve disconnection
	P150C	Urea water tank heating valve power stage temperature rise error

Workflow

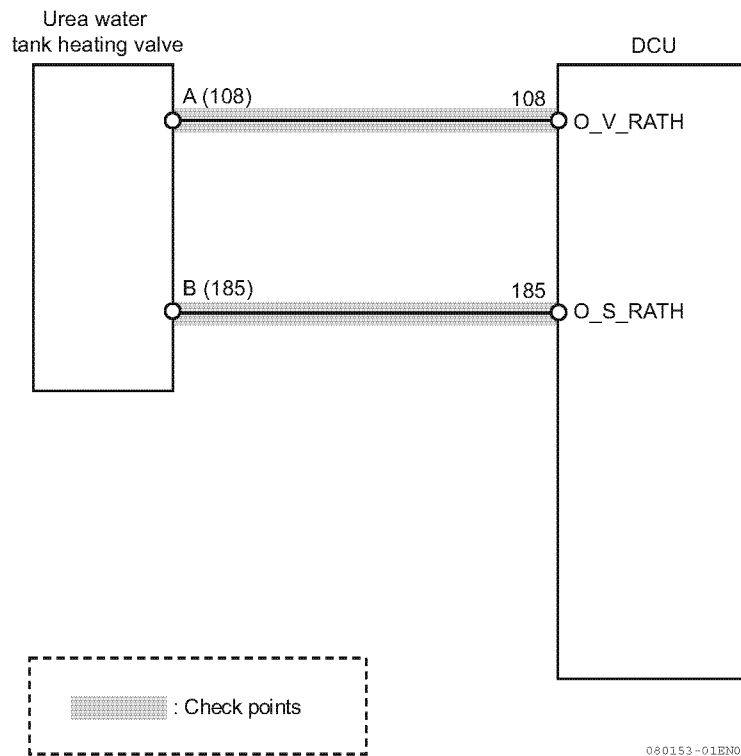
See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





155216-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the resistance value of urea water tank heating valve (urea water tank heating valve unit)
 - 1-Remove the wire-harness from the urea water tank heating valve.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between urea water tank heating valve terminals A and B.

Reference: Overall resistance value of urea water tank heating valve

Terminal	Specifications
Between urea water tank heating valve terminals	Specifications of urea water tank heating valve vary depending on the driven machine. See the Operation Manual of the driven machine.

NG	Replace the urea water tank heating valve, switch the DCU power from OFF to ON for failure diagnosis using SA-D.
OK	Go to "Checking the resistance value of urea water tank heating valve (urea water tank heating valve and wire-harness)".

2. Checking the resistance value of urea water tank heating valve (urea water tank heating valve and wire-harness)
 - 1-Connect the urea water tank heating valve and the wire-harness, and remove the wire-harness from the DCU.
 - 2-Using a circuit tester, measure the resistance value (overall resistance value) between wire-harness couplers 108 and 185 on DCU side.

See the above "Reference: Overall resistance value of urea water tank heating valve".

NG	<ul style="list-style-type: none"> • The coupler between the urea water tank heating valve and the wire-harness may be defective. Replace the urea water tank heating valve. • Replace the wire-harness. • Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	Go to "Checking the wire-harness conduction".

3. Checking the wire-harness conduction

1-Remove the wire-harness from the urea water tank heating valve and the DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Urea water tank heating valve conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on urea water tank heating valve)	Conduction	State
108	Urea water tank heating valve terminal A	Yes	OK: Normal
		No	NG: Error
185	Urea water tank heating valve terminal B	Yes	OK: Normal
		No	NG: Error

When every item is normal at the above "Urea water tank heating valve conduction check pattern 1", carry out the below, too.

Reference: Urea water tank heating valve conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
108	All terminals other than 230 and 180	Yes	NG: Error
		No	OK: Normal
185	All terminals other than 185	Yes	NG: Error
		No	OK: Normal

NG	<ul style="list-style-type: none"> Wire-harness disconnection or short circuit. Replace the wire-harness. Switch the DCU power from OFF to ON for failure diagnosis using SA-D after replacement.
OK	<ul style="list-style-type: none"> The coupler between the DCU and the wire-harness may be defective. Replace the wire-harness. Replace the DCU. (P150C only) Replace the wire-harness, clear the error, turn OFF the power, and turn ON the power after the after run is completed, and check if the error reappears. (Except P150C)

4. Checking the current failure with SA-D

1-Turn OFF the key switch and turn ON the key switch again.

2-Activate "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the urea water tank heating valve, and make sure no error is detected in the current fault indication.

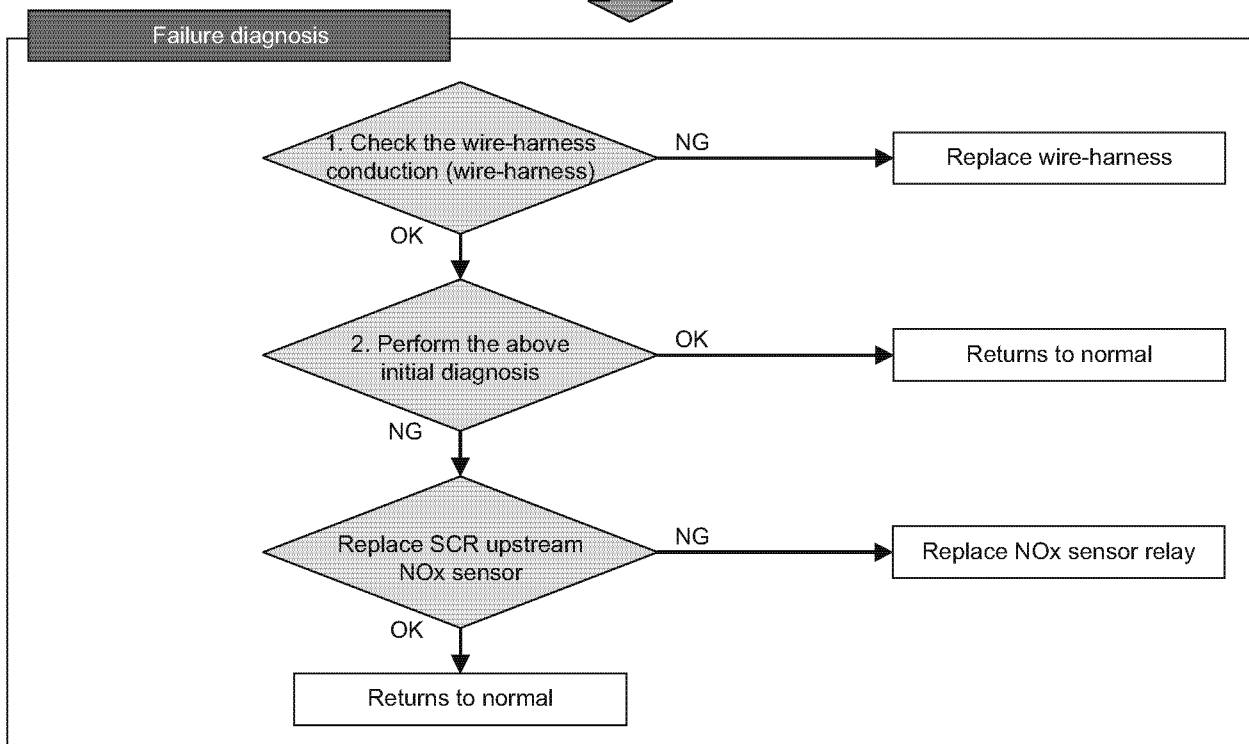
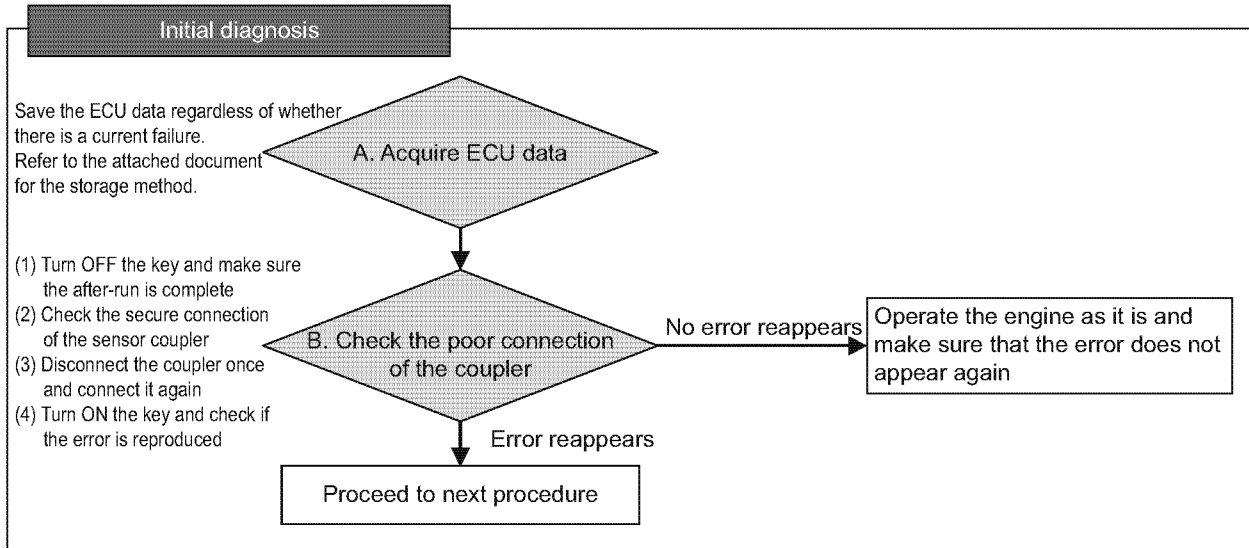
3.3.47. SCR upstream NOx sensor

Related DTC

P code	U029D	CAN reception timeout from SCR upstream NOx sensor
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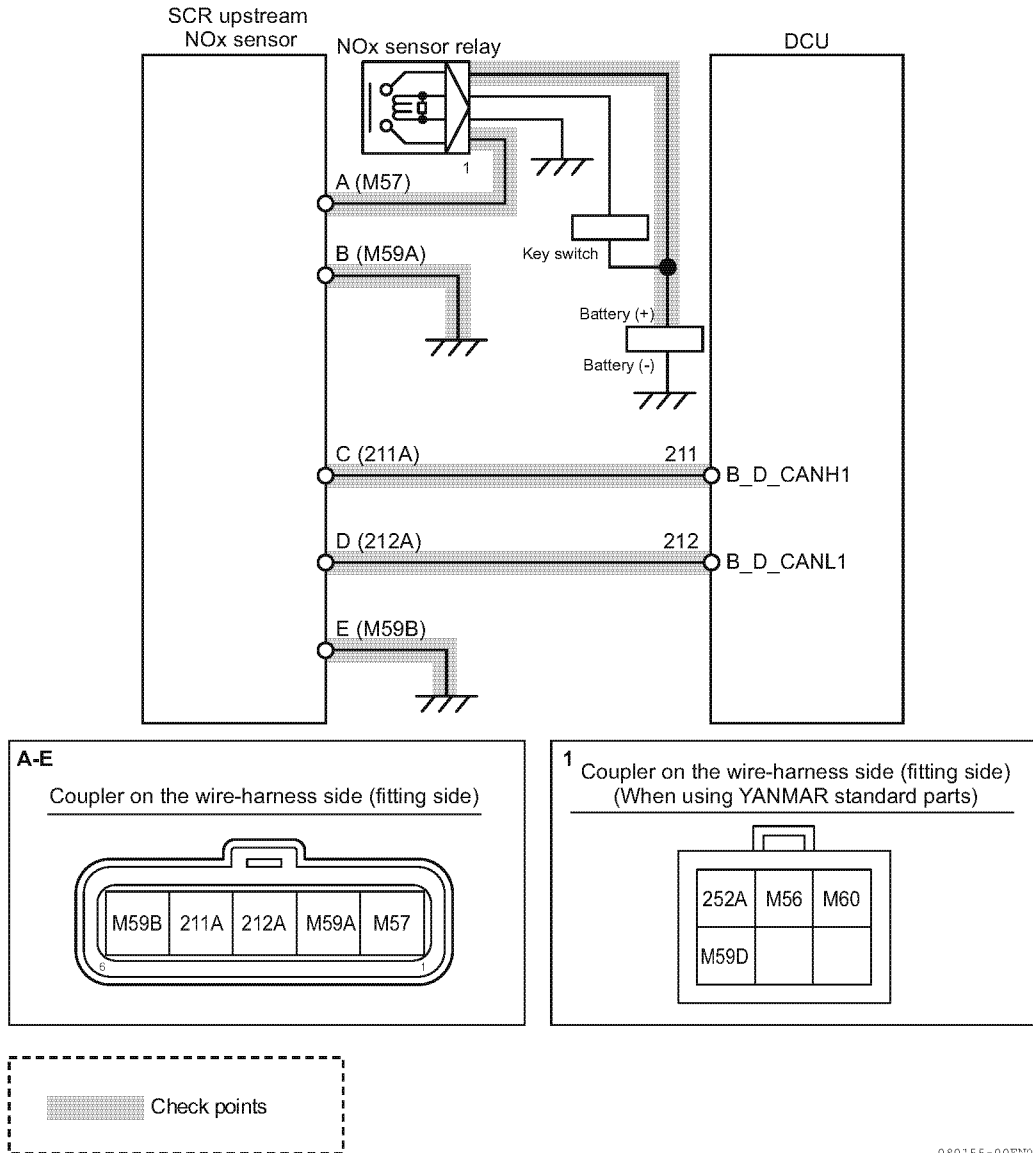
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155217-00EN

Wire diagram



080155-00EN00

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the wire-harness conduction

1-Remove the wire-harness from the SCR upstream NOx sensor and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: SCR upstream NOx sensor conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on SCR upstream NOx sensor side)	Conduction	State
211	SCR upstream NOx sensor terminal C	Yes	OK: Normal
		No	NG: Error
212	SCR upstream NOx sensor terminal D	Yes	OK: Normal
		No	NG: Error
GND terminal	SCR upstream NOx sensor terminal E	Yes	OK: Normal
		No	NG: Error

Reference: SCR upstream NOx sensor conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
211	All terminals other than 211	Yes	NG: Error
		No	OK: Normal
212	All terminals other than 212	Yes	NG: Error
		No	OK: Normal

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	Go to "Checking the current failure with SA-D"

2. Checking the current failure with SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Check the operation of SCR upstream NOx sensor. <ol style="list-style-type: none"> 1. Check the power supply of SCR upstream NOx sensor. 2. If there is no power supply, check the conduction of the NOx sensor relay, fuse, and power line. 3. If the power system is fine, replace the SCR upstream NOx sensor. • If the error reappears after replacing the SCR upstream NOx sensor, replace the NOx sensor relay.

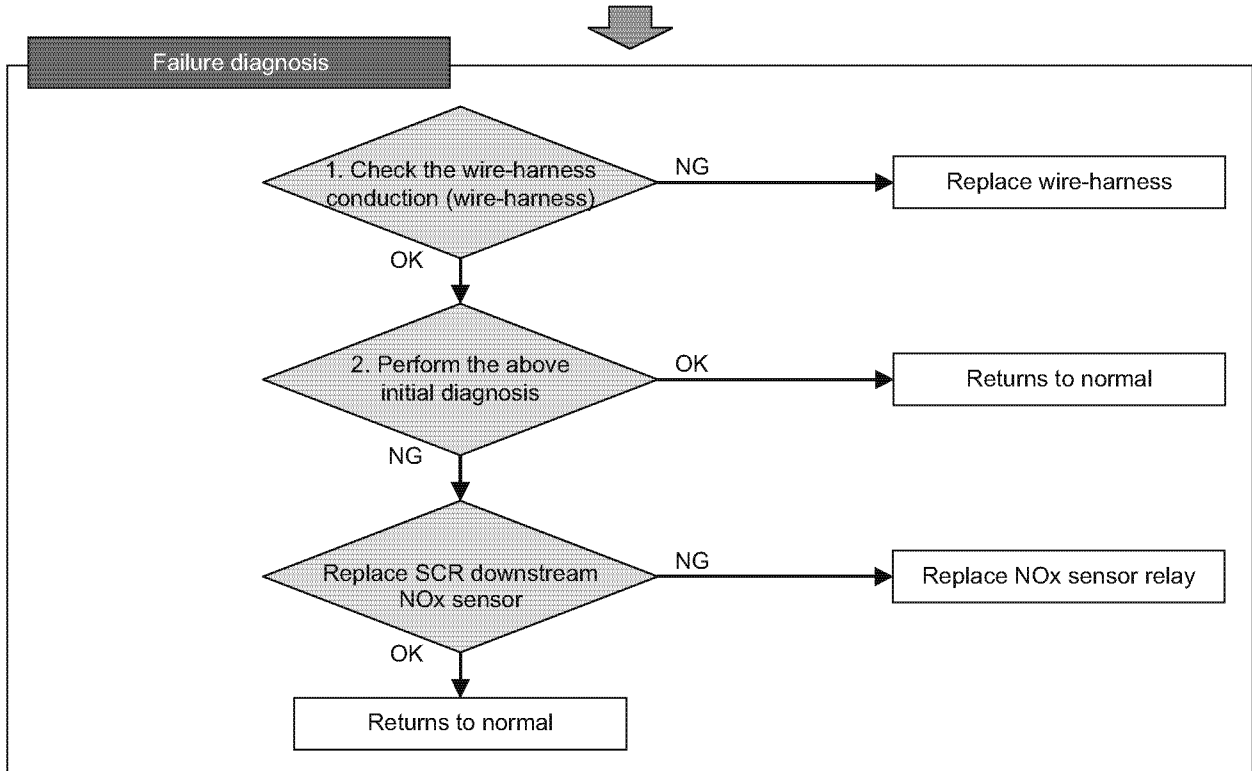
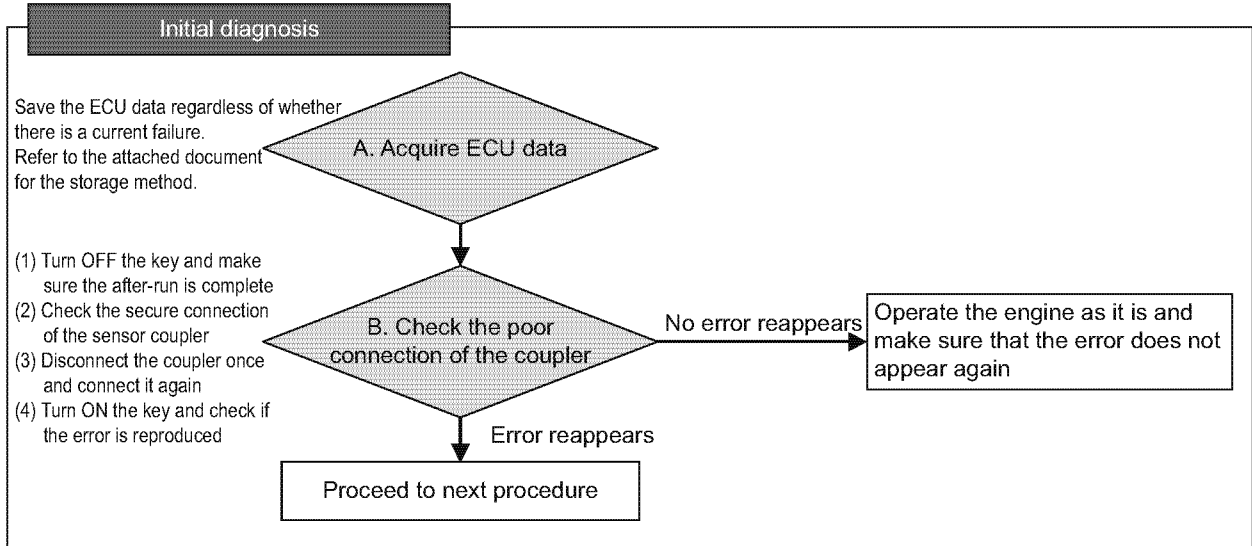
3.3.48. SCR downstream NOx sensor

Related DTC

P code	U029E	CAN reception timeout from SCR downstream NOx sensor
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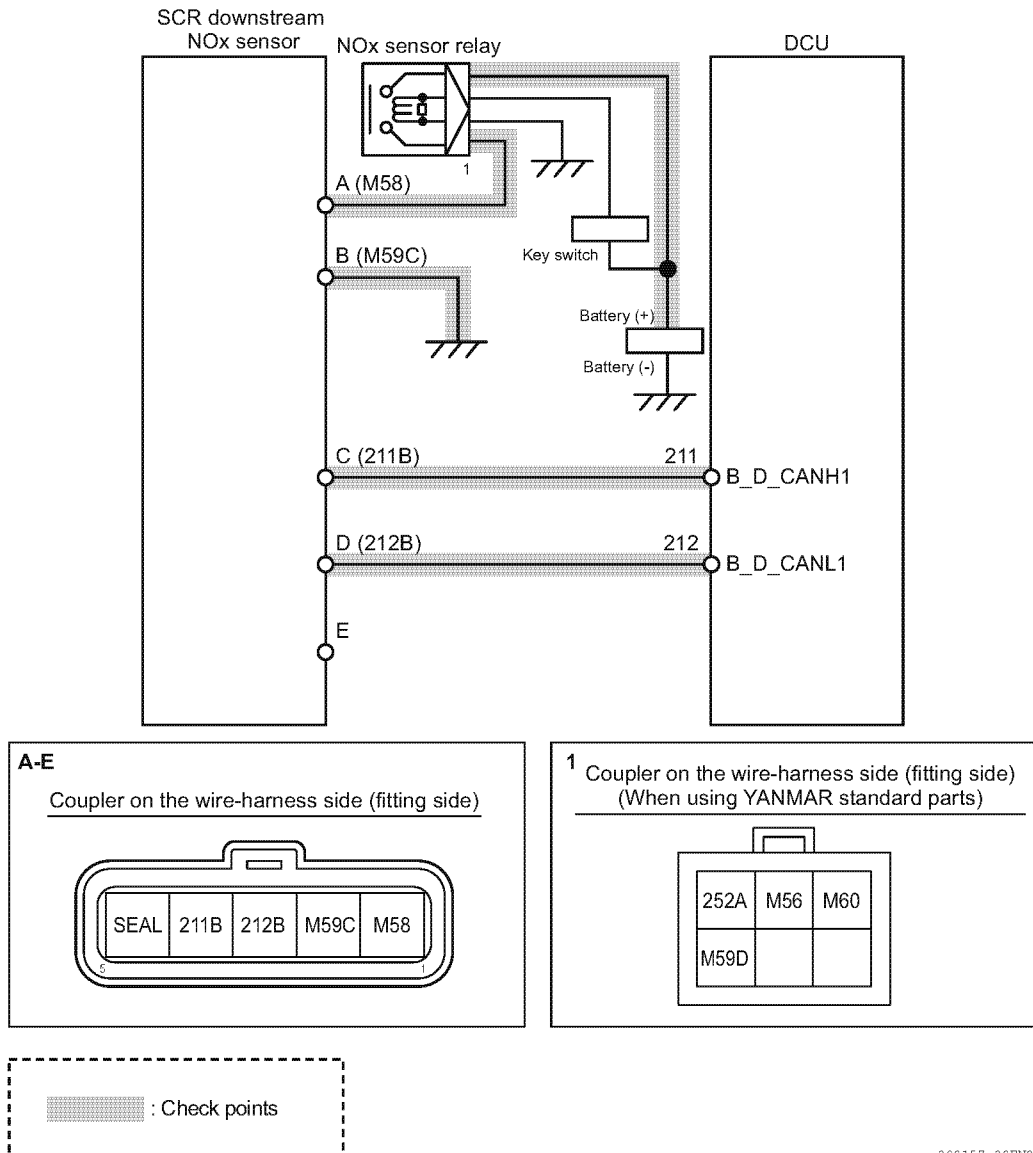
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155216-00EN

Wire diagram



080157-00EN00

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the wire-harness conduction

1-Remove the wire-harness from the SCR downstream NOx sensor and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: SCR downstream NOx sensor conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on SCR downstream NOx sensor side)	Conduction	State
211	SCR downstream NOx sensor terminal C	Yes	OK: Normal
		No	NG: Error
212	SCR downstream NOx sensor terminal D	Yes	OK: Normal
		No	NG: Error
GND terminal	SCR downstream NOx sensor terminal E	Yes	NG: Error
		No	OK: Normal

Reference: SCR downstream NOx sensor conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
211	All terminals other than 211	Yes	NG: Error
		No	OK: Normal
212	All terminals other than 212	Yes	NG: Error
		No	OK: Normal

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	Go to "Checking the current failure with SA-D"

2. Checking the current failure with SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Check the operation of SCR downstream NOx sensor. 1. Check the power supply of SCR downstream NOx sensor. 2. If there is no power supply, check the conduction of the NOx sensor relay, fuse, and power line. 3. If the power system is fine, replace the SCR downstream NOx sensor. • If the error reappears after replacing the SCR downstream NOx sensor, replace the NOx sensor relay.

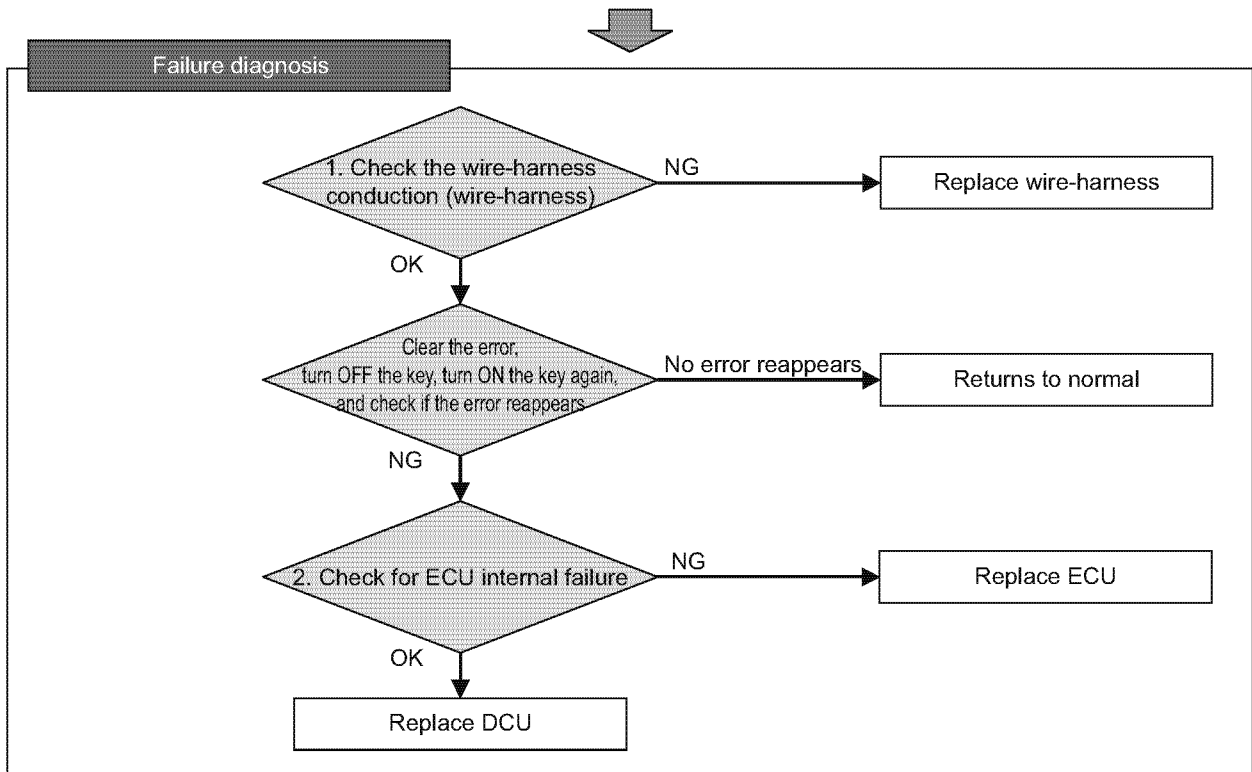
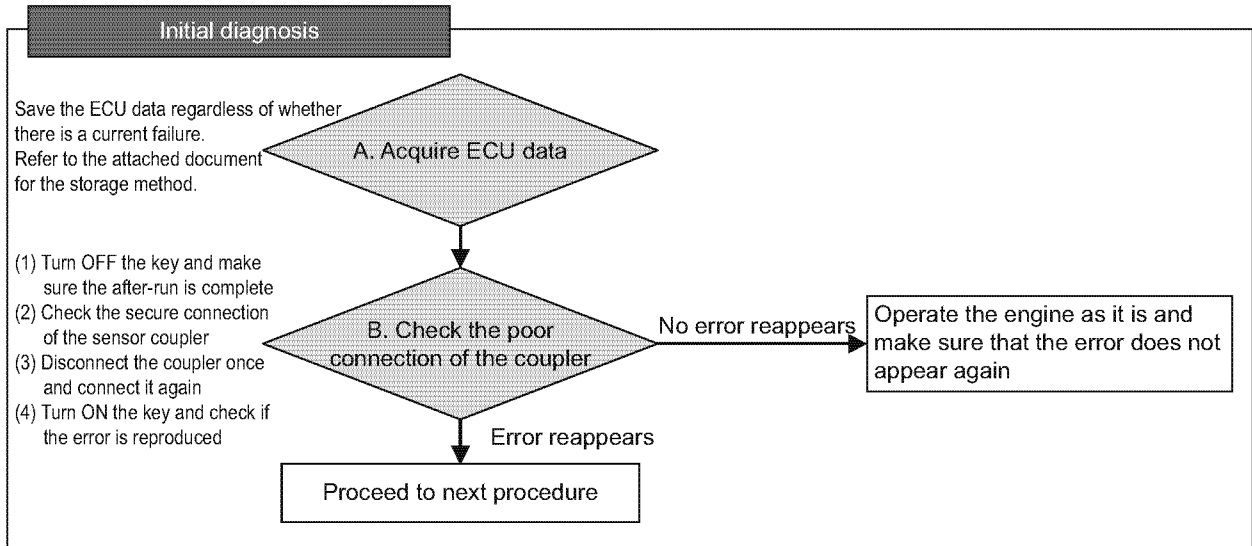
3.3.49. ECU

Related DTC

P code	U1607	CAN reception timeout from ECU
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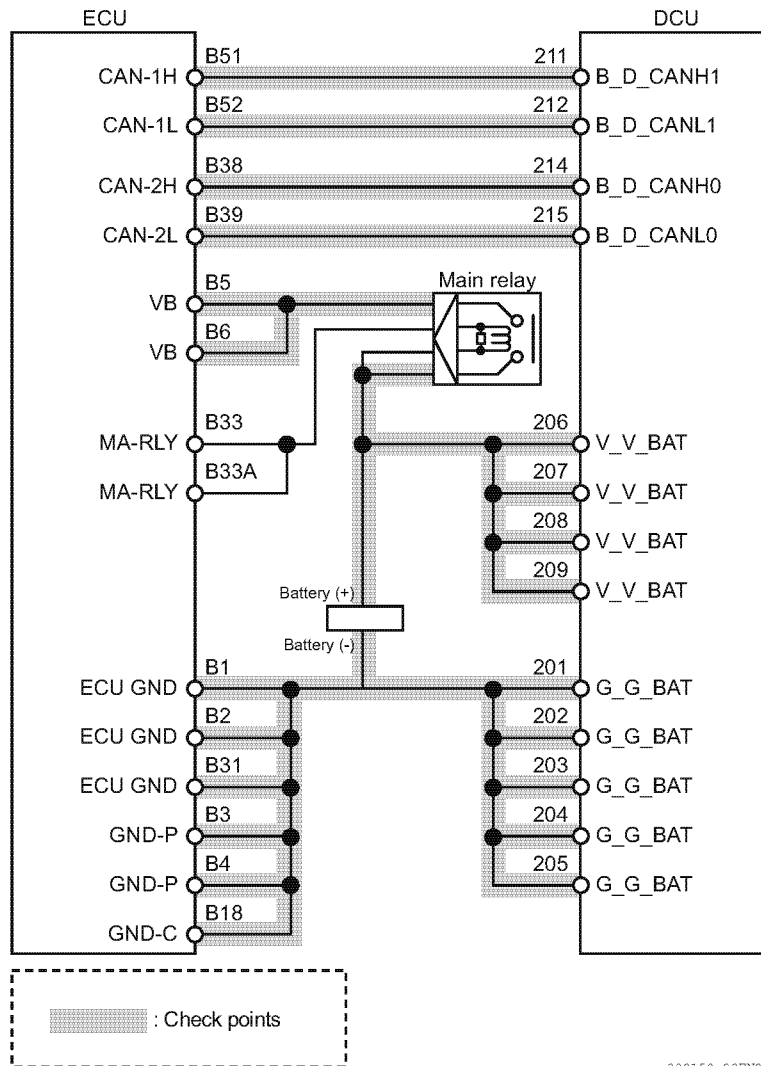
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155219-00EN

Wire diagram



080159-00EN00

See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the wire-harness conduction

1-Remove the wire-harness from the ECU and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: ECU conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
211	B51	Yes	OK: Normal
		No	NG: Error
212	B52	Yes	OK: Normal
		No	NG: Error

Reference: ECU conduction check pattern 2

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on ECU side)	Conduction	State
214	B38	Yes	OK: Normal
		No	NG: Error
215	B39	Yes	OK: Normal
		No	NG: Error

Reference: ECU conduction check pattern 3

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
211	All terminals other than 211	Yes	NG: Error
		No	OK: Normal
212	All terminals other than 212	Yes	NG: Error
		No	OK: Normal

Reference: ECU conduction check pattern 4

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
214	All terminals other than 214	Yes	NG: Error
		No	OK: Normal
215	All terminals other than 215	Yes	NG: Error
		No	OK: Normal

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	Go to Checking for ECU internal failure"

2. Checking for ECU internal failure

1-After clearing the error, turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No error reappears	Returns to normal.
Error reappears	<ul style="list-style-type: none"> • Check the operation of the ECU. <ol style="list-style-type: none"> 1. Check the power supply to the ECU. 2. If there is no power supply, check the conduction of the main relay, fuse, and power line. 3. If there is no abnormality in the power system but the ECU malfunctions, replace the ECU. • If there is no problem with ECU operation, replace the DCU.

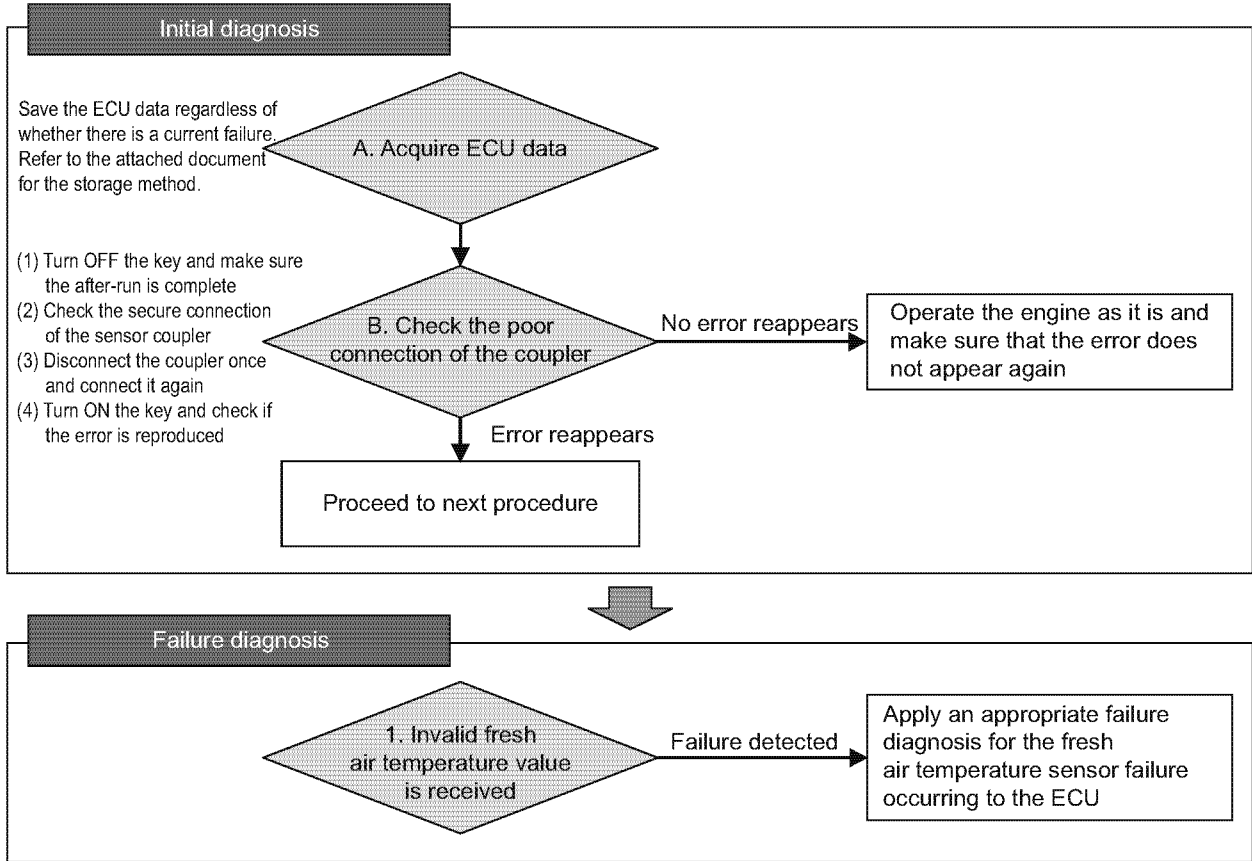
3.3.50. ECU (ECU system error) 1

Related DTC

P code	P1555	ECU system error (invalid fresh air temperature value is received)
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155220-00EN

Work description

When this error is detected, error for fresh air temperature sensor is also detected in ECU at the same time. Be sure to perform the failure diagnosis for the respective part first.

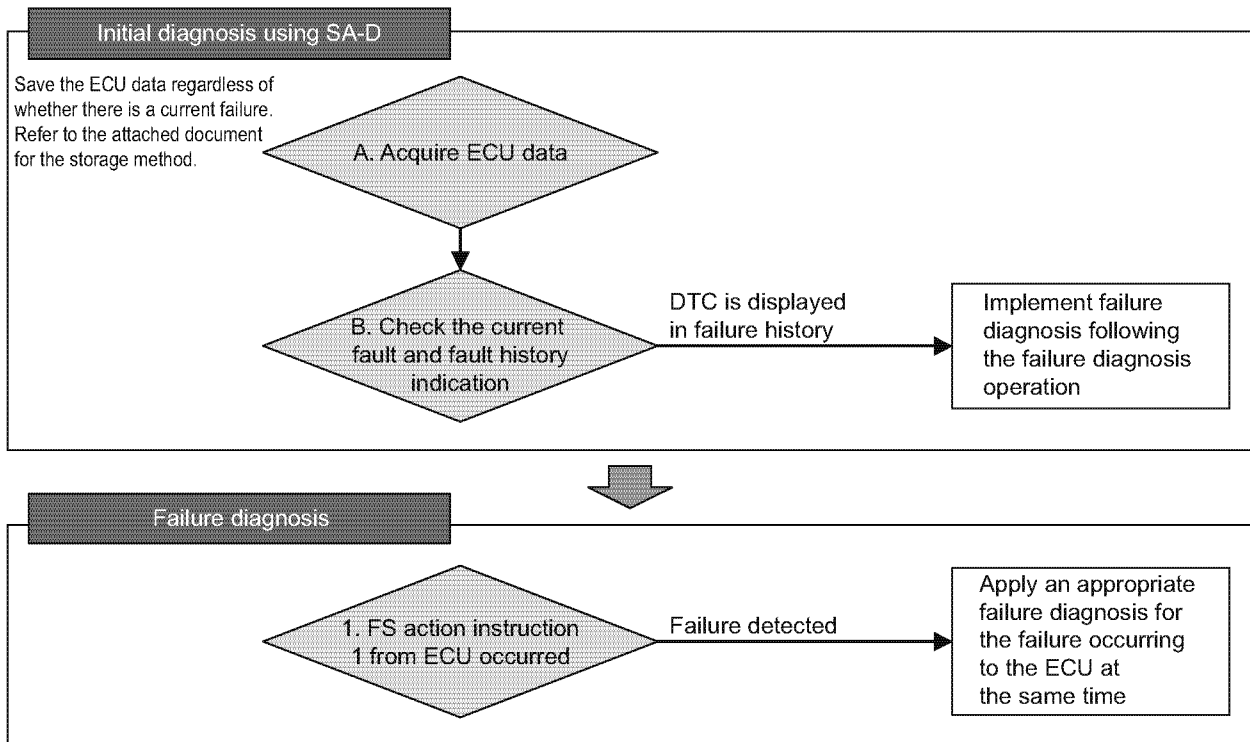
3.3.51. ECU (ECU system error) 2

Related DTC

P code	P155C	ECU system error (FS action instruction 1 from ECU)
	P1565	ECU system error (FS action instruction 2 from ECU)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155221-00EN

Work description

When this error is detected, other errors that cause the FS action instruction in ECU are also detected at the same time. Be sure to perform the failure diagnosis for the respective part first.

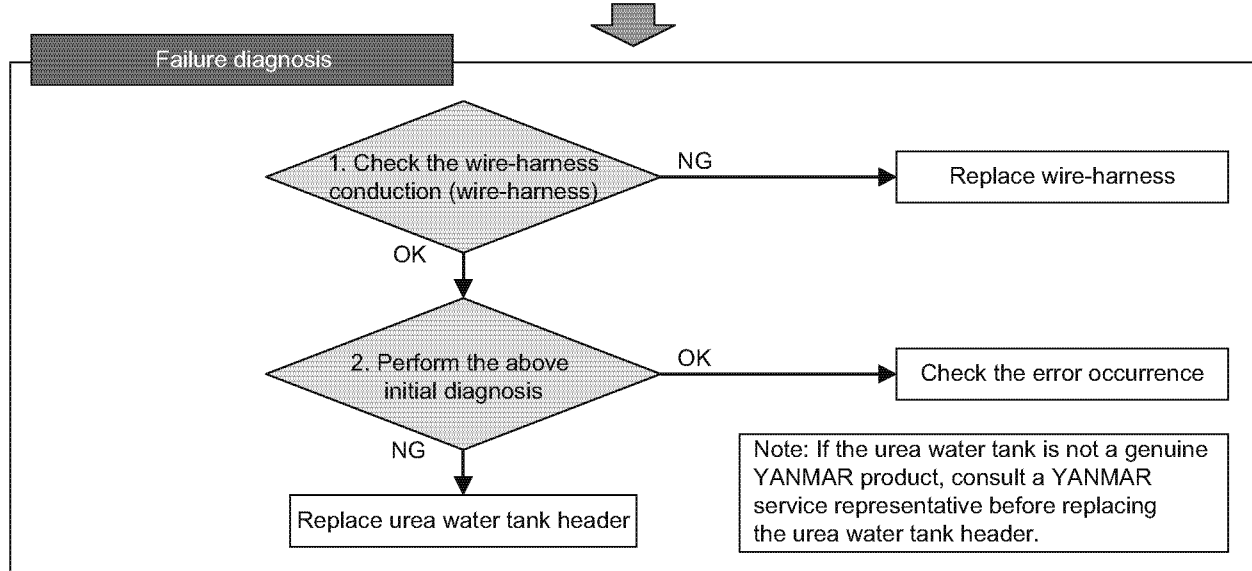
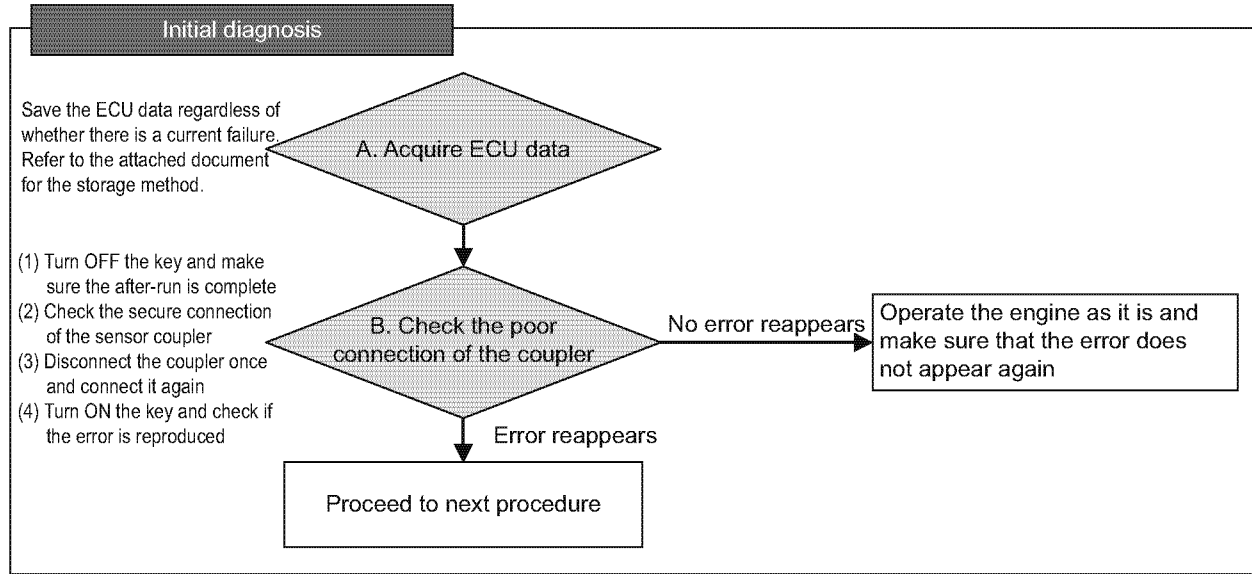
3.3.52. Urea water quality sensor/urea water tank temperature sensor (A1DEFI)

Related DTC

P code	U1610	Urea water quality sensor/Urea water tank temperature sensor (A1DEFI) reception timeout
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155222-00EN

Work description

1. Checking the wire-harness conduction

- 1-Remove the wire-harness from urea water quality sensor/urea water tank temperature sensor, and DCU.
- 2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Conduction check pattern 1 (urea water quality sensor/urea water tank temperature sensor)

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on urea water quality sensor/urea water tank temperature sensor)	Conduction	State
214	Urea water quality sensor/urea water tank temperature sensor terminal B	Yes	OK: Normal
		No	NG: Error
215	Urea water quality sensor/urea water tank temperature sensor terminal C	Yes	OK: Normal
		No	NG: Error

Reference: Conduction check pattern 2 (urea water quality sensor/urea water tank temperature sensor)

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
214	All terminals other than 214	Yes	NG: Error
		No	OK: Normal
215	All terminals other than 215	Yes	NG: Error
		No	OK: Normal

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	Go to "Checking the current failure with SA-D"

2. Checking the current failure with SA-D

- 1-Turn OFF the key switch, turn ON the key switch again, and start the engine.
- 2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Check the operation of urea water quality sensor/urea water tank temperature sensor. 1. Check the power supply to the urea water quality sensor/urea water tank temperature sensor. 2. If there is no power supply, check the conduction of the key switch, fuse and power line. 3. If the power system is fine, replace the urea water tank header. <p>If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.</p>

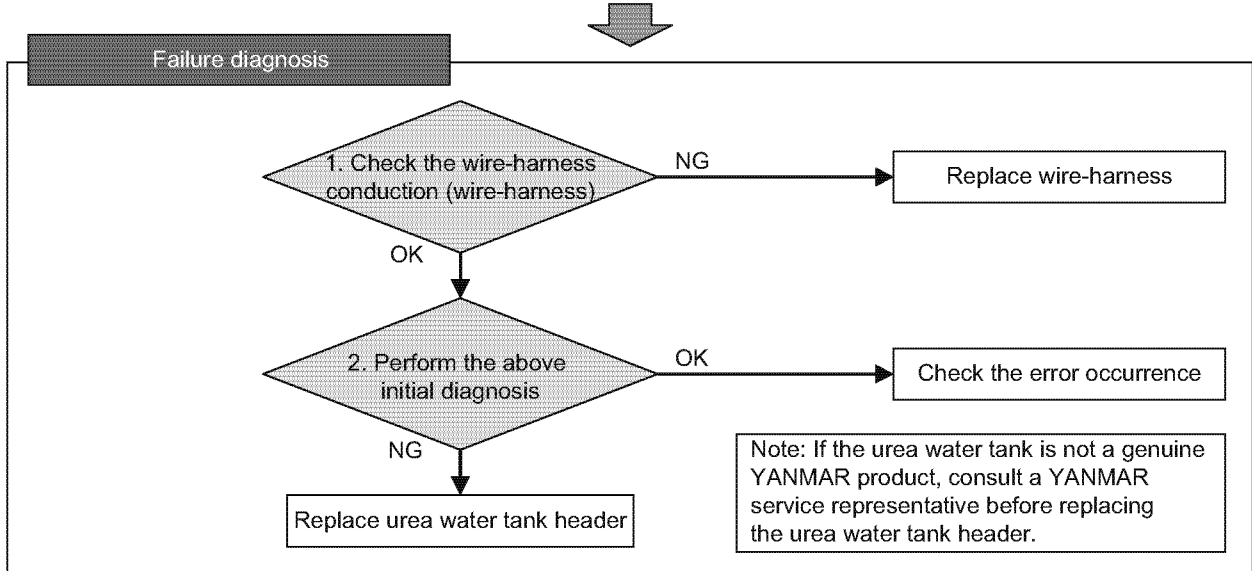
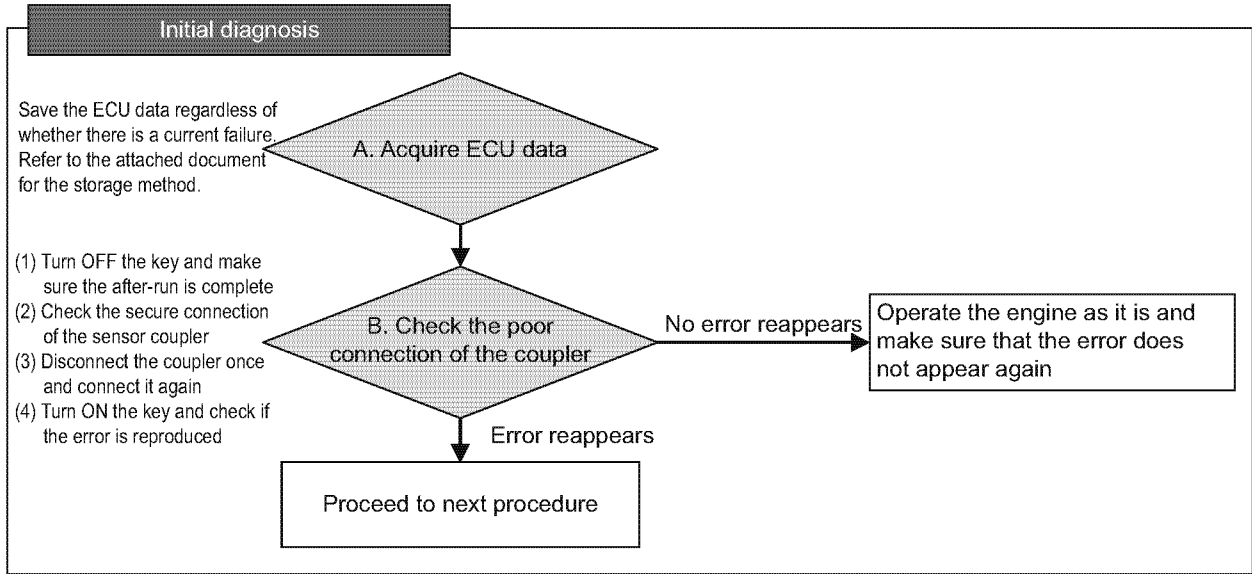
3.3.53. Urea water tank temperature sensor/urea water tank level sensor (AT1T1I)

Related DTC

P code	U1611	Urea water tank temperature sensor/Urea water tank level sensor (AT1T1I) reception timeout
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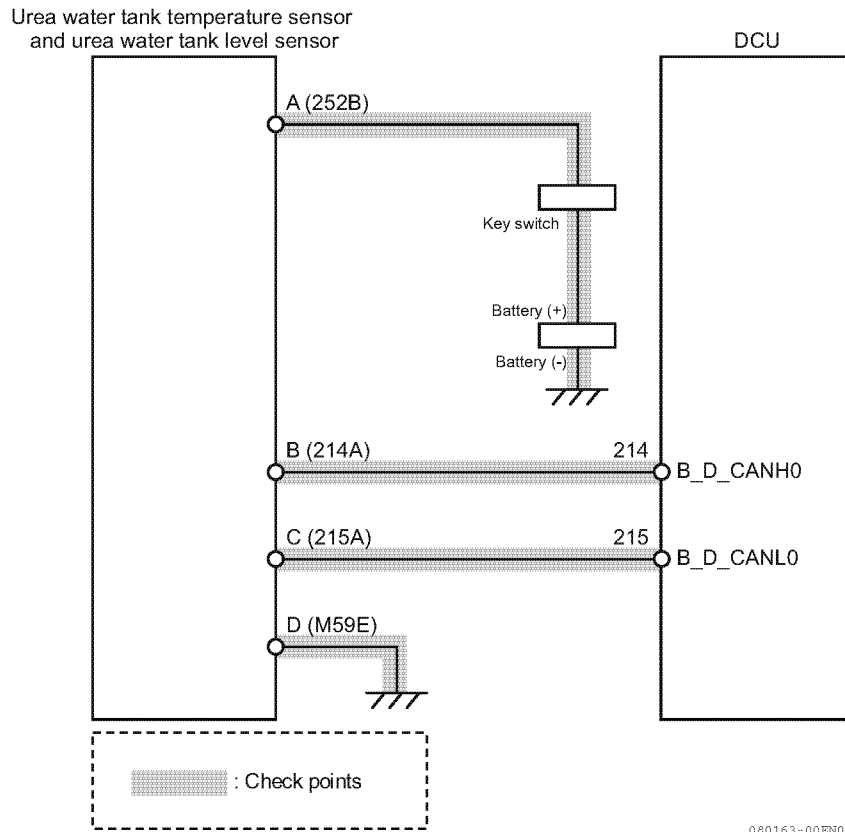
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155222-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the wire-harness conduction

1-Remove the wire-harness from urea water tank temperature sensor/urea water tank level sensor, and DCU.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: Conduction check pattern 1 (urea water tank temperature sensor/urea water tank level sensor)

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on urea water tank temperature sensor/urea water tank level sensor)	Conduction	State
214	Urea water tank temperature sensor/urea water tank level sensor terminal B	Yes	OK: Normal
		No	NG: Error
215	Urea water tank temperature sensor/urea water tank level sensor terminal C	Yes	OK: Normal
		No	NG: Error

Reference: Conduction check pattern 2 (urea water tank temperature sensor/urea water tank level sensor)

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on DCU side)	Conduction	State
214	All terminals other than 214	Yes	NG: Error
		No	OK: Normal
215	All terminals other than 215	Yes	NG: Error
		No	OK: Normal

NG	Wire-harness disconnection or short circuit. Replace the wire-harness.
OK	Go to "Checking the current failure with SA-D"

2. Checking the current failure with SA-D

1-Turn OFF the key switch, turn ON the key switch again, and start the engine.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none"> • Check the operation of urea water quality sensor/urea water tank temperature sensor. 1. Check the power supply to the urea water quality sensor/urea water tank temperature sensor. 2. If there is no power supply, check the conduction of the key switch, fuse and power line. 3. If the power system is fine, replace the urea water tank header. <p>If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.</p>

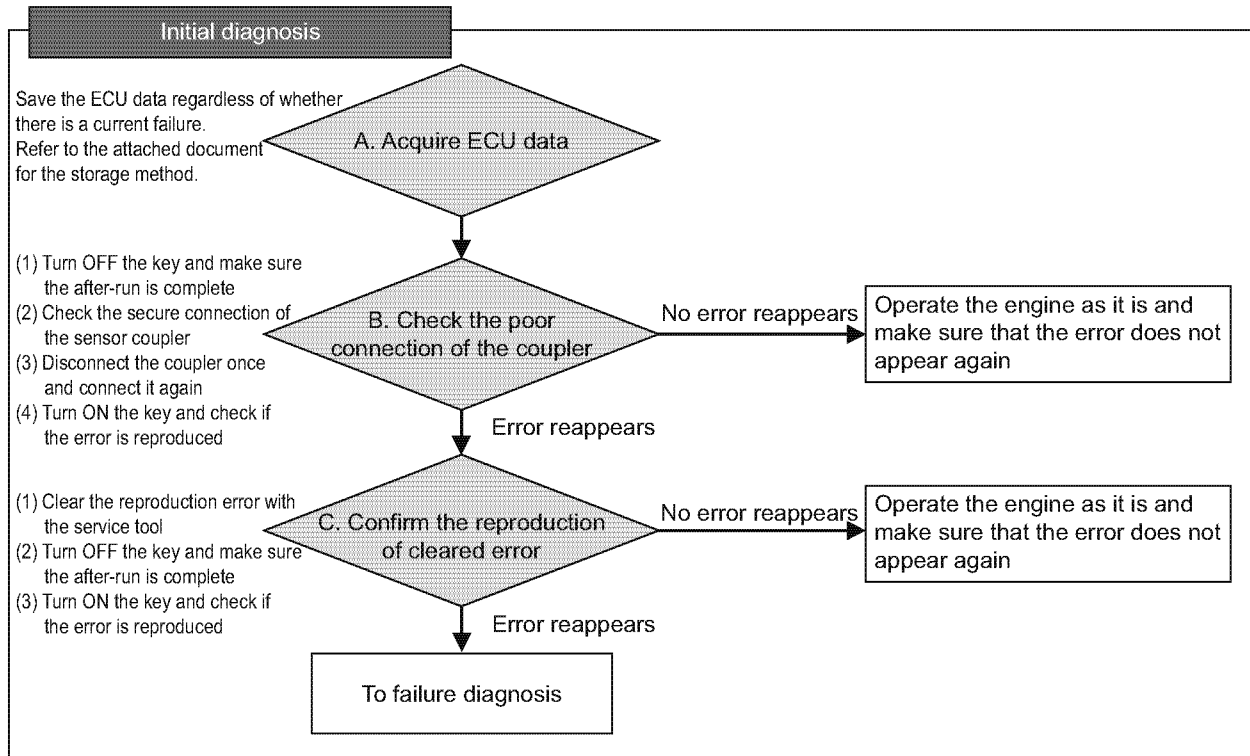
3.3.54. Main relay

Related DTC

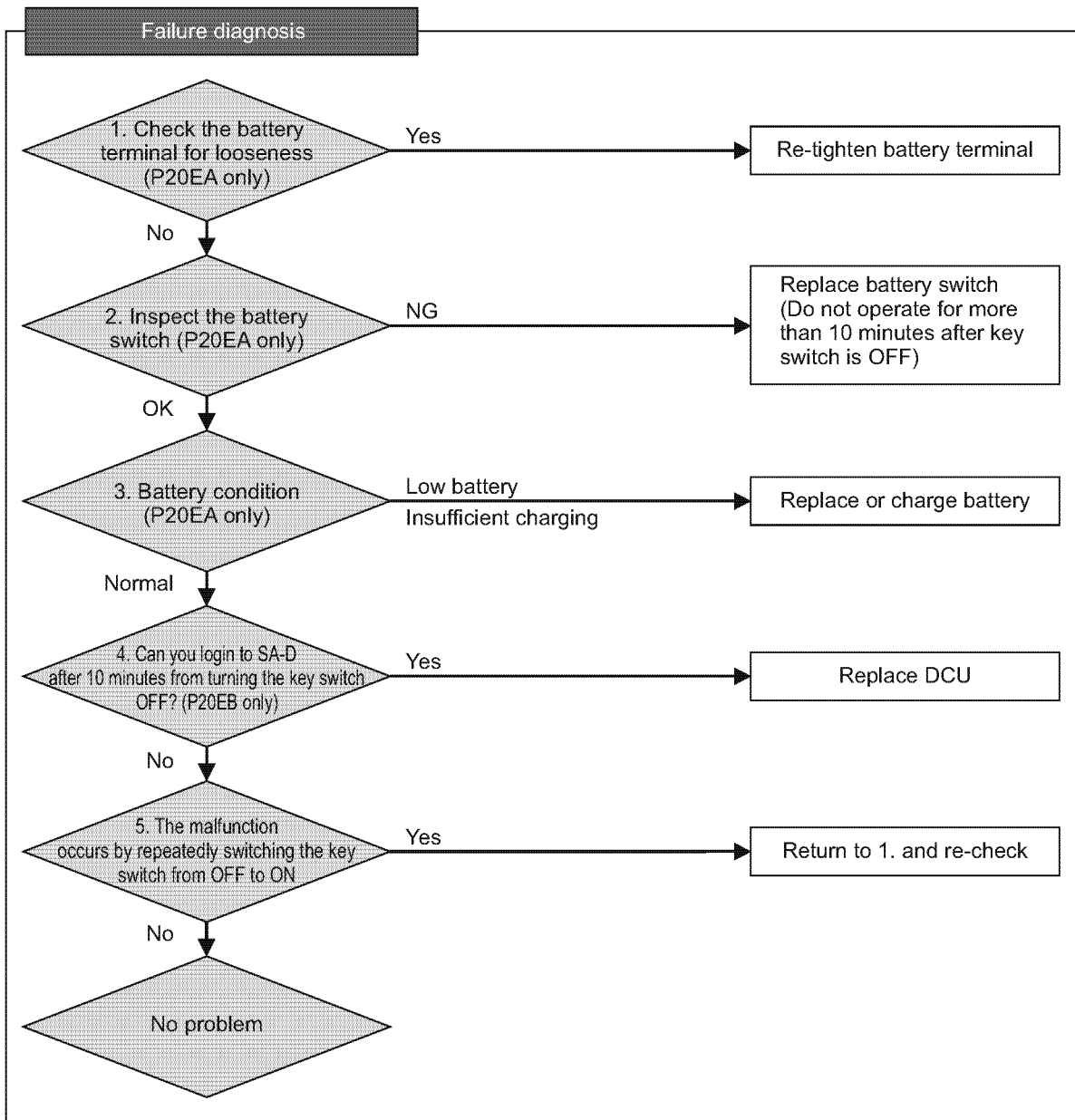
P code	P20EA	Main relay opens early
	P20EB	Main relay sticking

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

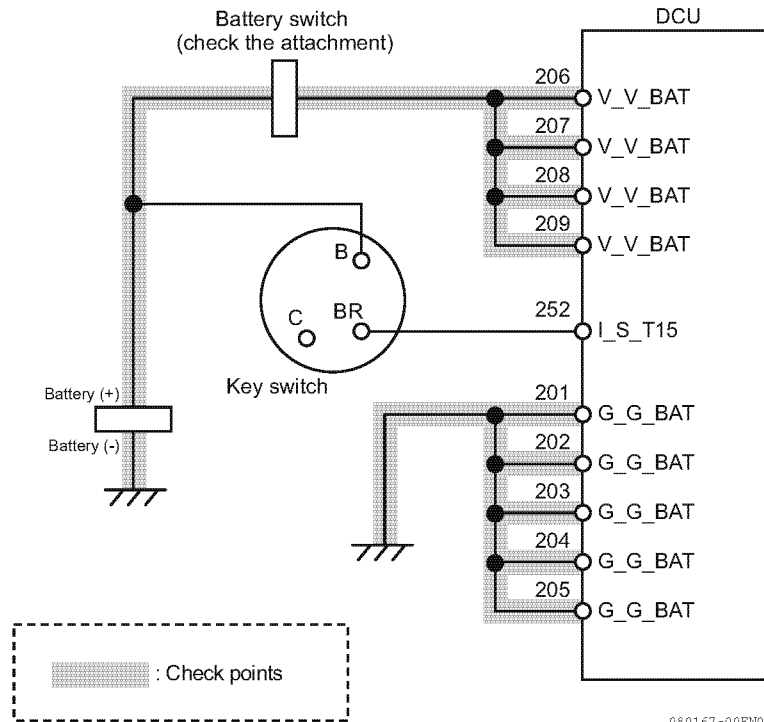


154810-00EN



155223-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the battery terminal for looseness (P20EA only)

- 1-Make sure that there is no looseness and damages in wiring from the battery to VB terminal of DCU.
- 2-Make sure that there is no looseness in fastening section between the GND terminal of the battery, and frame.
- 3-Make sure that there is no looseness and damages in wiring from the GND terminal of DCU to the frame GND.
- 4-Make sure that there is no looseness and damages in wiring from the key switch terminal of DCU to the key switch.

2. Inspecting the battery switch (P20EA only)

Some driven machines are equipped with the battery switch other than the key switch for the long-term storage.

Contact the driven machine manufacturer for details.

- 1-Make sure that there is no looseness in wiring of the battery switch.
- 2-Make sure that there is nothing wrong with the battery switch.
- 3-Do not turn OFF the battery switch within 10 minutes after turning off the key switch. Instruct an operator how to operate.

3. Battery condition (P20EA only)

When the battery is not charged enough or the battery capacity is decreased, it may decrease the supply voltage to DCU, and cause the malfunction to open main relay early. Inspect the battery.

4. Checking the log in status to SA-D (P20EB only)

DCU operation completely stops in 10 minutes after turning off the key switch. Connect to SA-D in 10 minutes after turning off the key switch, make sure that you can log in. When you can log in after 10 minutes or more, main relay inside the DCU may be defective. Replace the DCU.

5. Does the error occur by repeatedly switching the key switch from OFF to ON.

Repeatedly switching the key switch from OFF to ON to make sure this error does not occur again. When error occurs again, carry out the inspection again from procedure 1. When no malfunction occurs, the main relay is fine.

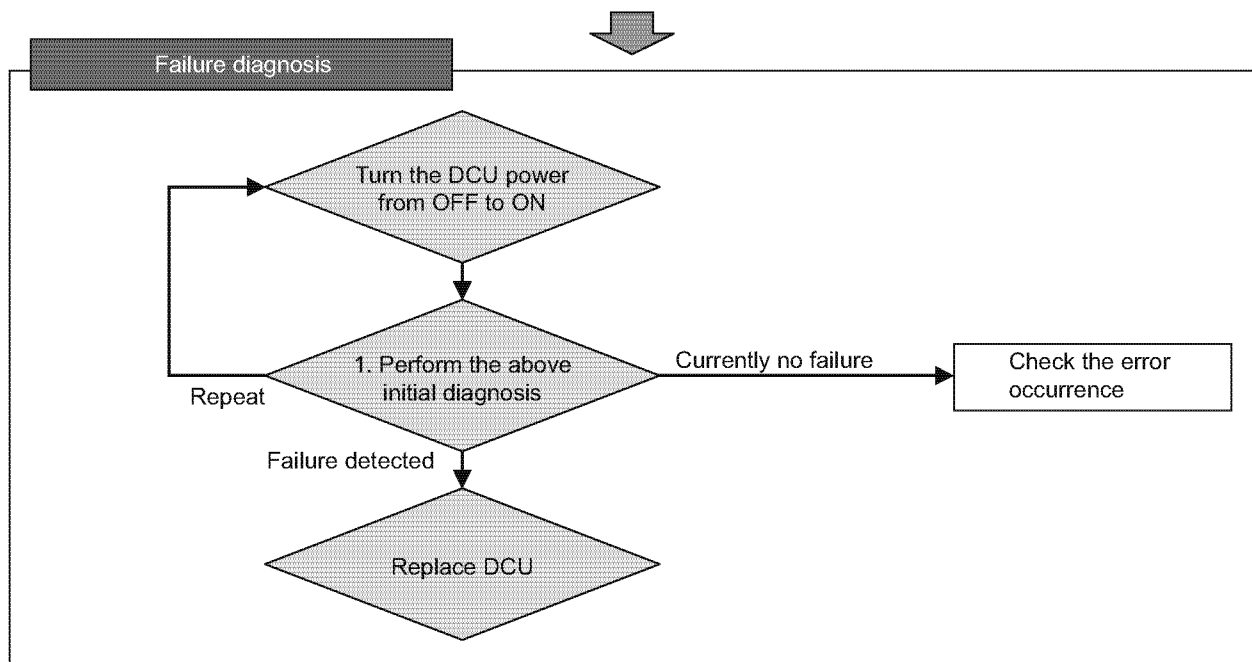
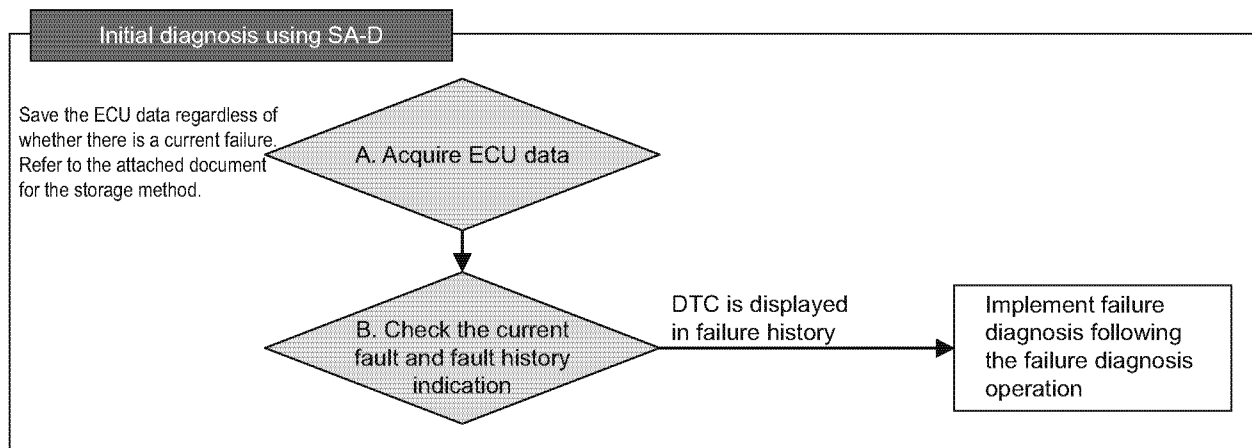
3.3.55. DCU internal error

Related DTC

P code	P1600	EEPROM memory deletion error
	P160E	EEPROM memory reading error
	P160F	EEPROM memory writing error
	P1500	SPI communication error 1
	P1501	SPI communication error 2
	P21CC	Supply 1 overvoltage error
	P21CB	Supply 1 low voltage error
	P1502	AD converter error 1
	P1503	AD converter error 2
	P1517	DCU internal temperature sensor error (voltage high)
	P1519	DCU internal temperature sensor error (voltage low)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



1.55224-00BH

Work description

1. Checking the current failure with SA-D

1-Turn OFF the key switch and turn ON the key switch again.

2-Connect the SA-D and check the current fault indication to see whether an error is detected.

No	When an error has been logged in the Logged Diagnostic Trouble Code, check for error occurrences.
Yes	<ul style="list-style-type: none">• Switch the key switch from ON to OFF again and perform the work indicated above 1.• Replace the DCU.

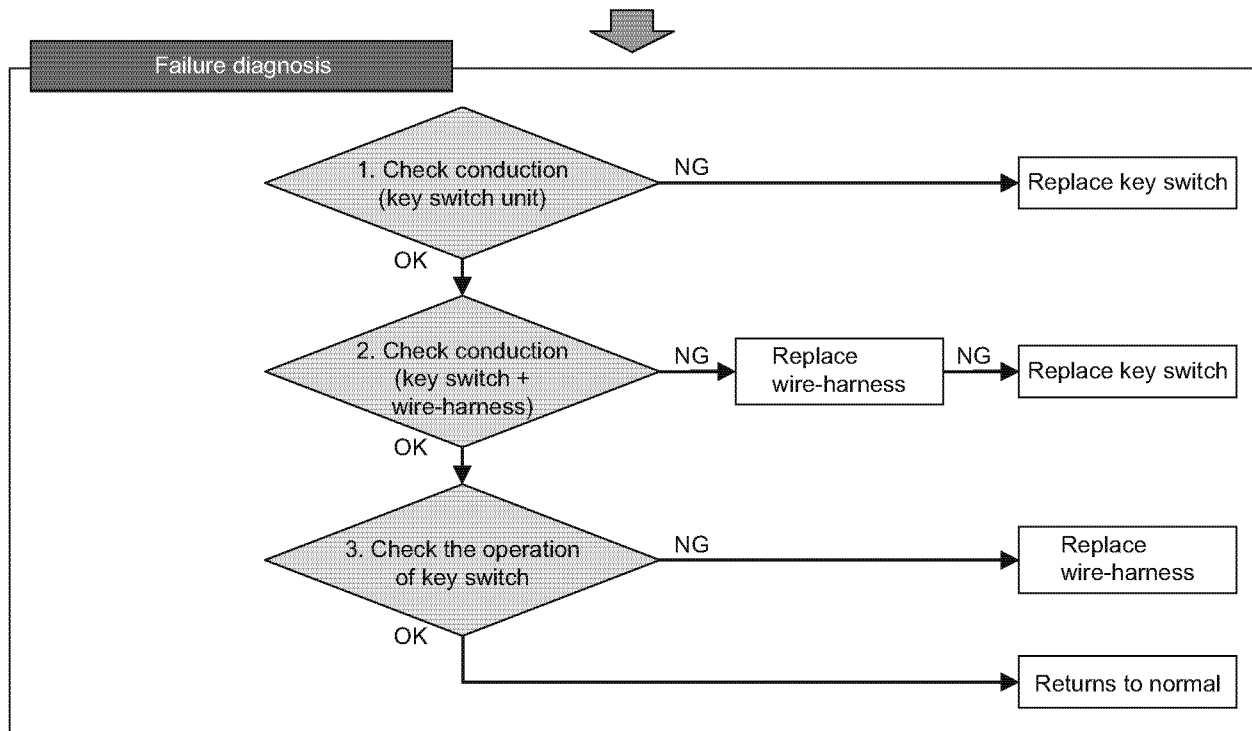
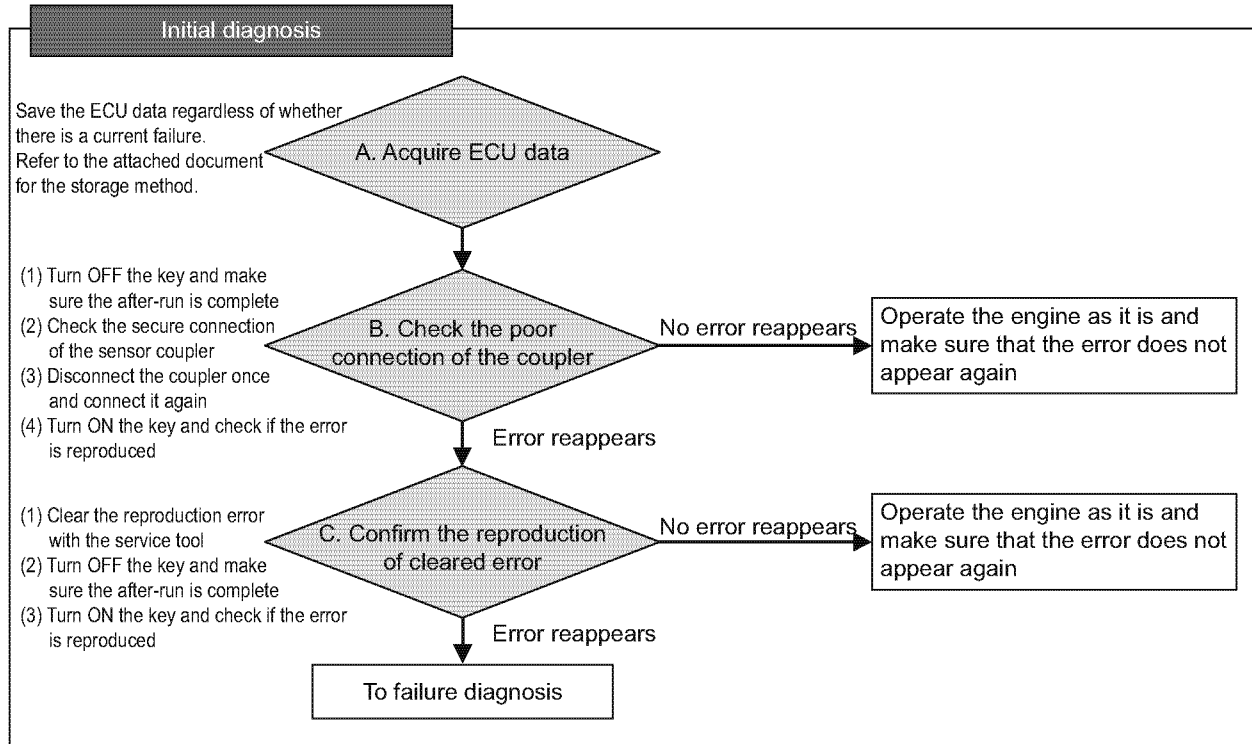
3.3.56. Key switch

Related DTC

P code	P1561	Key switch disconnection
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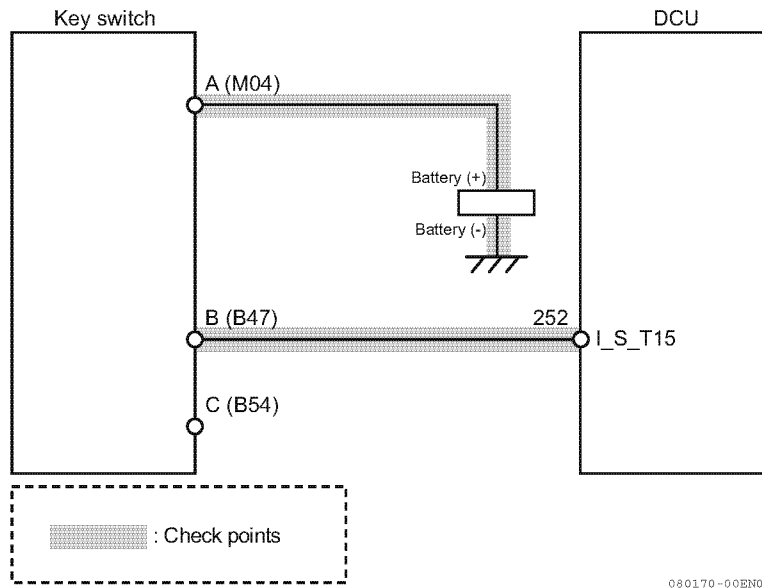
Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155225-00EN

Wire diagram



See 3.3.1. DCU pin layout drawing P.3-3-1

Work description

1. Checking the conduction (key switch unit)

1-Turn OFF the key switch.

2-Remove the wire-harness from the key switch.

3-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: key switch conduction check pattern 1

Terminal 1 (Wire-harness coupler on key switch side)	Terminal 2 (Wire-harness coupler on key switch side)	Key switch condition	Conduction	State
Key switch terminal A	Key switch terminal B	OFF	Yes	NG: Error
			No	OK: Normal
		ON	Yes	OK: Normal
			No	NG: Error

NG	Replace the key switch.
OK	Go to "Checking the conduction (key switch and wire-harness)".

2. Checking the conduction (key switch and wire-harness)

1-Connect the key switch and the wire-harness, and remove the wire-harness from the DCU and the battery.

2-While referring to the 3.3.1. DCU pin layout drawing P.3-3-1, check the conduction of the wire-harness between terminals 1 and 2 in the chart below.

Reference: key switch conduction check pattern 1

Terminal 1 (Wire-harness coupler on DCU side)	Terminal 2 (Wire-harness coupler on battery side)	Key switch condition	Conduction	State
252	Battery (+) terminal	OFF	Yes	NG: Error
			No	OK: Normal
		ON	Yes	OK: Normal
			No	NG: Error

NG	<ul style="list-style-type: none"> A coupler failure between the key switch and the wire-harness may be caused. Replace the key switch. Replace the wire-harness.
OK	Go to "Checking the operation of key switch".

3. Checking the operation of key switch

1-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU).

2-Connect SA-D, turn ON the key switch, and then log in to SA-D.

3-Using "Diagnosis Test: Digital input" of SA-D, monitor each indicated item, and check the ON/OFF display of the key switch.

Item	Check condition	ON/OFF indication	State
Key switch	The key switch is turned ON	ON	OK: Normal
		OFF	NG: Error

NG	The coupler between the wire-harness and the ECU may be defective. Replace the wire-harness.
OK	Returns to normal.

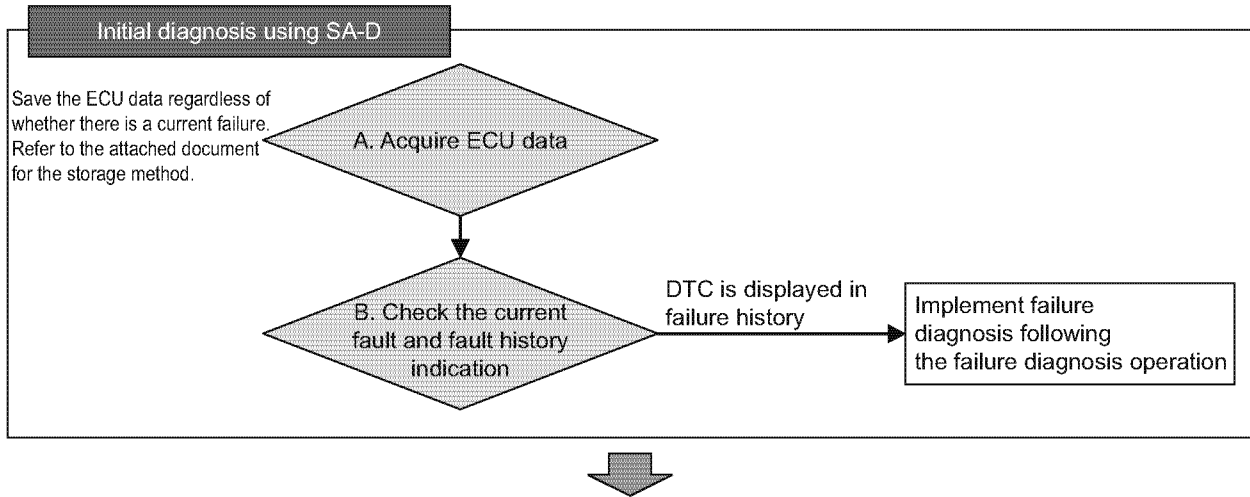
3.3.57. Urea water hose (back flow)

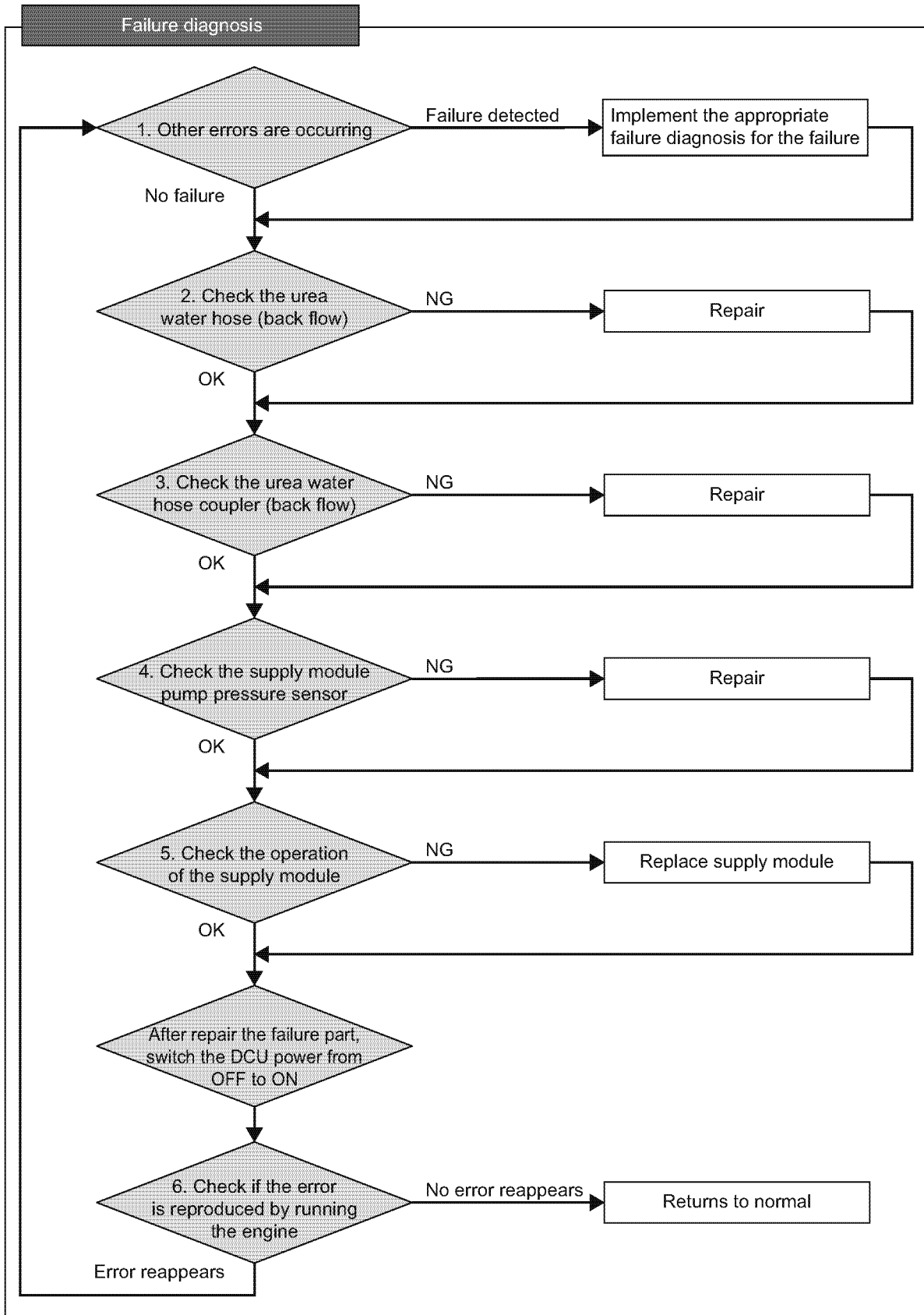
Related DTC

P code	P1533	Urea water hose (back flow) pressure rise error
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Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.





155226-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to fresh air temperature sensor are detected on ECU side.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the urea water hose (back flow)" after treatment
No error detected	Go to "Checking the urea water hose (back flow)".

2. Checking the urea water hose (back flow)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the urea water hose (back flow) between the supply module and the urea water tank from the engine.
- 3-Check the urea water hose (back flow) to make sure its hose is not clogged by being twisted and bent, contamination or frozen urea water.
- 4-Pour water into the urea water hose (back flow), and make sure that this water comes out from the other side.

Prevent the water from entering the supply module or the urea water tank. Prevent the water from remaining in the urea water hose (back flow).

NG	<ul style="list-style-type: none"> • Repair or replace the urea water hose (back flow). • Go to "Checking the urea water hose coupler (back flow)" after repair or replacement.
OK	Go to "Checking the urea water hose coupler (back flow)".

3. Checking the urea water hose coupler (back flow)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check the urea water hose coupler (back flow) of supply module to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.
- 3-Check the urea water hose coupler (back flow) of urea water tank to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.

NG	<ul style="list-style-type: none"> • Repair or replace the defective urea water hose coupler (back flow). • Go to "Checking the Supply module pressure sensor" after repair or replacement.
OK	Go to "Checking the Supply module pressure sensor".

4. Checking the Supply module pressure sensor

- 1-Perform the failure diagnosis for "Supply module pressure sensor".

Results of "Supply module pressure sensor"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the operation of supply module" after repair.
OK	Go to "Checking the operation of supply module".

5. Checking the operation of supply module

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module).
- 3-Turn ON the key switch.
- 4-Activate the urea water injection test of "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), implement the leak check (injection pattern = "1"), and check with "Data logging" whether the supply module pressure meets the reference value under the leak check.

At the leak check (injection pattern = "1"), the dosing module does not inject the urea water. However, this is not an error.

Item	Reference value
Supply module pressure	1250 kPa or less

NG	<ul style="list-style-type: none"> • Replace the supply module. • Go to "Checking the current failure with SA-D" after replacement.
OK	Go to "Checking the current failure with SA-D".

6. Checking the current failure with SA-D

- 1-Clear Inducement, turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 3-Turn ON the key switch again to start the engine.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 5-After meeting the above reference value, when it is normal, value changes as in the below table. At No. 5, the urea water injection is started, errors disappear from the current fault indication. When the current fault indication detects an error, return to procedure 1, and switch the DCU power from OFF to ON for failure diagnosis using SA-D. Usually, it takes 2 minutes from No. 1 to No. 5.

No.	Dosing system state	Dosing system sub-state	Controlled condition of the urea water injection
1	"2"	"255"	Before urea water injection (NOPRESSURECTL)
2	"4"	"12"	Urea water pressure rise is started (REFILL)
3	"4"	"13"	Urea water pressure rise is started (PRESSUREBUILDUP)
4	"4"	"15"	Under the clogging check (DETECTIONMODE)
5	"4"	"16"	During the urea water injection (METERINGCONTROL)

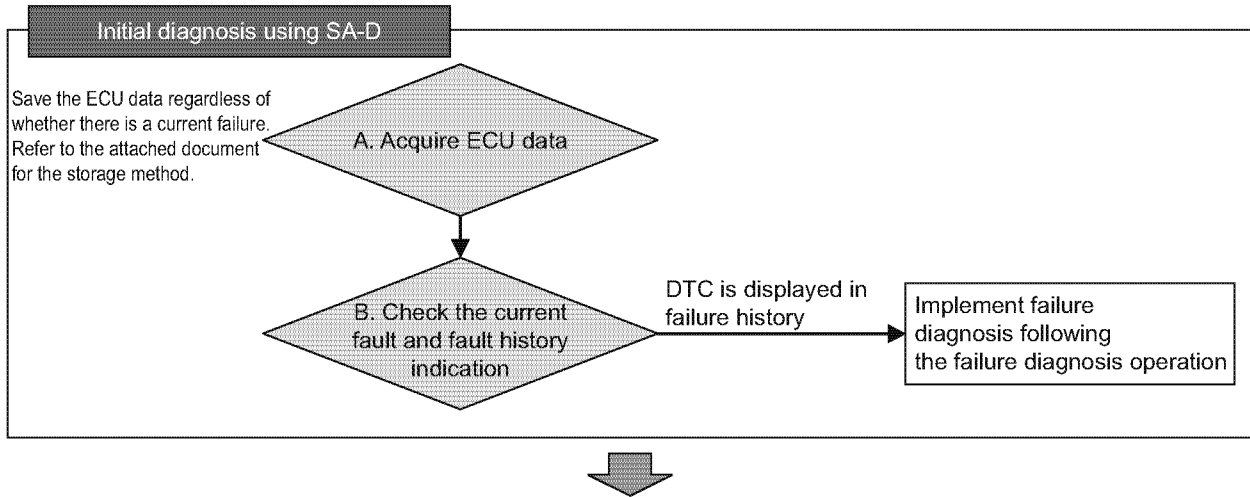
3.3.58. Urea water hose (pressure)

Related DTC

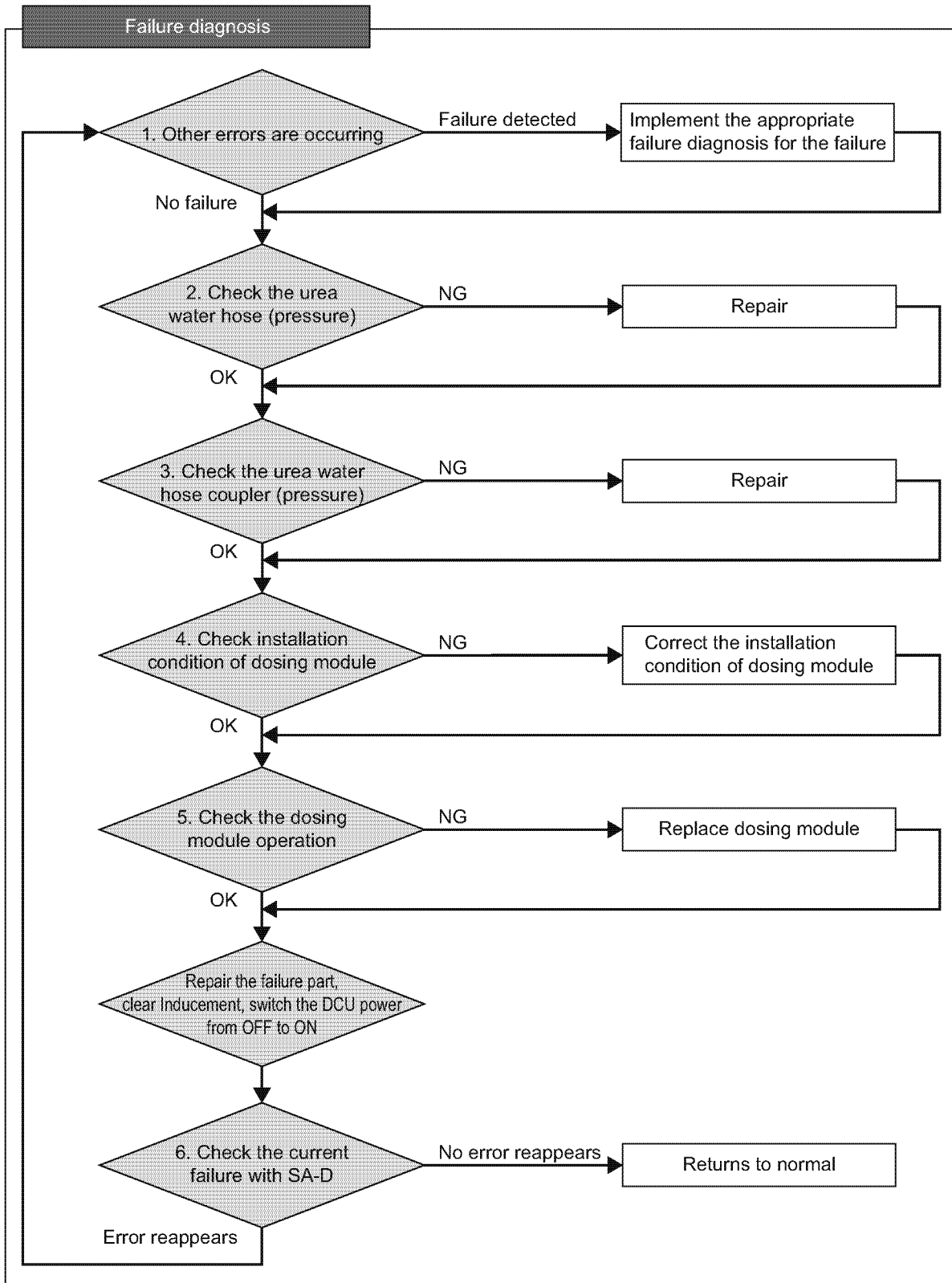
P code	P1534	Urea water hose (pressure) pressure rise error
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155030-00EN



155227-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to fresh air temperature sensor are detected on ECU side.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the urea water hose (pressure)" after treatment.
No error detected	Go to "Checking the urea water hose (pressure)".

2. Checking the urea water hose (pressure)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the urea water hose (pressure) between the supply module and the dosing module from the engine.
- 3-Check the urea water hose (pressure) to make sure its hose is not clogged by being twisted and bent, contamination or frozen urea water.
- 4-Pour water into the urea water hose (pressure), and make sure that this water comes out from the other side.

Prevent the water from entering the supply module or the dosing module. Prevent the water from remaining in the urea water hose (pressure).

NG	<ul style="list-style-type: none"> • Repair or replace the urea water hose (pressure). • Go to "Checking the urea water hose coupler (pressure)" after repair or replacement.
OK	Go to "Checking the urea water hose coupler (pressure)".

3. Checking the urea water hose coupler (pressure)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check the urea water hose coupler (pressure) of supply module to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.
- 3-Check the urea water hose coupler (pressure) of dosing module to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.

NG	<ul style="list-style-type: none"> • Repair or replace the defective urea water hose coupler (pressure). • Go to "Checking the supply module pressure sensor" after repair or replacement.
OK	Go to "Checking the supply module pressure sensor".

4. Checking the installation condition of dosing module

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the dosing module from the engine.
- 3-Check the dosing module to make sure that the urea crystal is not adhering to the top of dosing module, and the dosing module is not damaged or deformed.

NG	<ul style="list-style-type: none"> • Clean or replace the dosing module. • Go to "Checking the operation of dosing module" after cleaning or replacement.
OK	Go to "Checking the operation of dosing module".

5. Checking the operation of dosing module

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 3-Remove the dosing module from the engine.
- 4-Turn ON the key switch.
- 5-Activate the urea water injection test (injection pattern = "3") of "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the dosing module, and check if the dosing module injects the urea water.

NG	<ul style="list-style-type: none"> • Replace the dosing module. • Go to "Checking the current failure with SA-D" after replacement.
OK	Go to "Checking the current failure with SA-D".

6. Checking the current failure with SA-D

- 1-Clear Inducement, turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 3-Turn ON the key switch again to start the engine.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

5-After meeting the above reference value, when it is normal, value changes as in the below table. At No. 5, the urea water injection is started. Check if the error reappears.

When the current fault indication detects an error, remove the supply module, and switch the DCU power from OFF to ON for failure diagnosis using SA-D. If the error is detected again, go back to procedure 1 and check again.

Usually, it takes 2 minutes from No. 1 to No. 5.

No.	Dosing system state	Dosing system sub-state	Controlled condition of the urea water injection
1	"2"	"255"	Before urea water injection (NOPRESSURECTL)
2	"4"	"12"	Urea water pressure rise is started (REFILL)
3	"4"	"13"	Urea water pressure rise is started (PRESSUREBUILDUP)
4	"4"	"15"	Under the clogging check (DETECTIONMODE)
5	"4"	"16"	During the urea water injection (METERINGCONTROL)

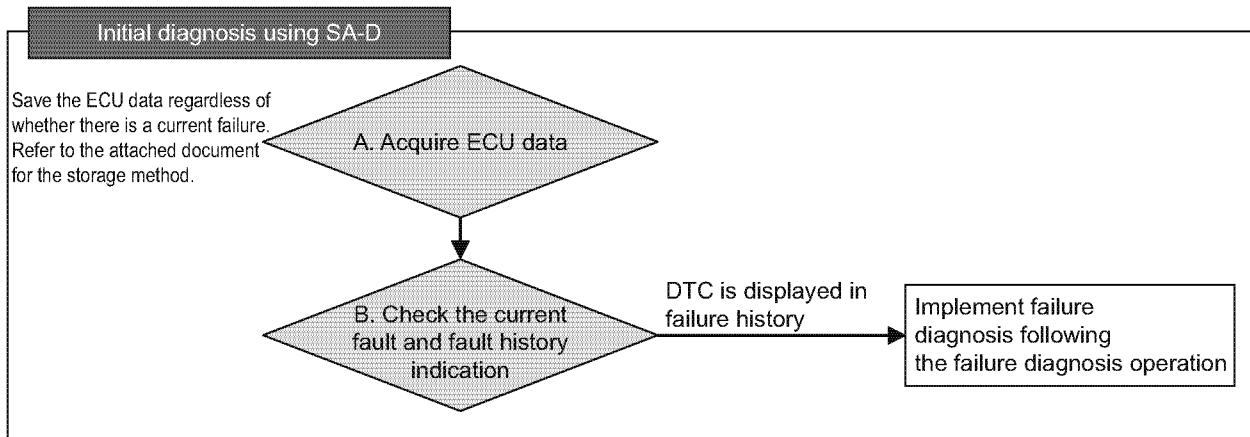
3.3.59. Supply module 1

Related DTC

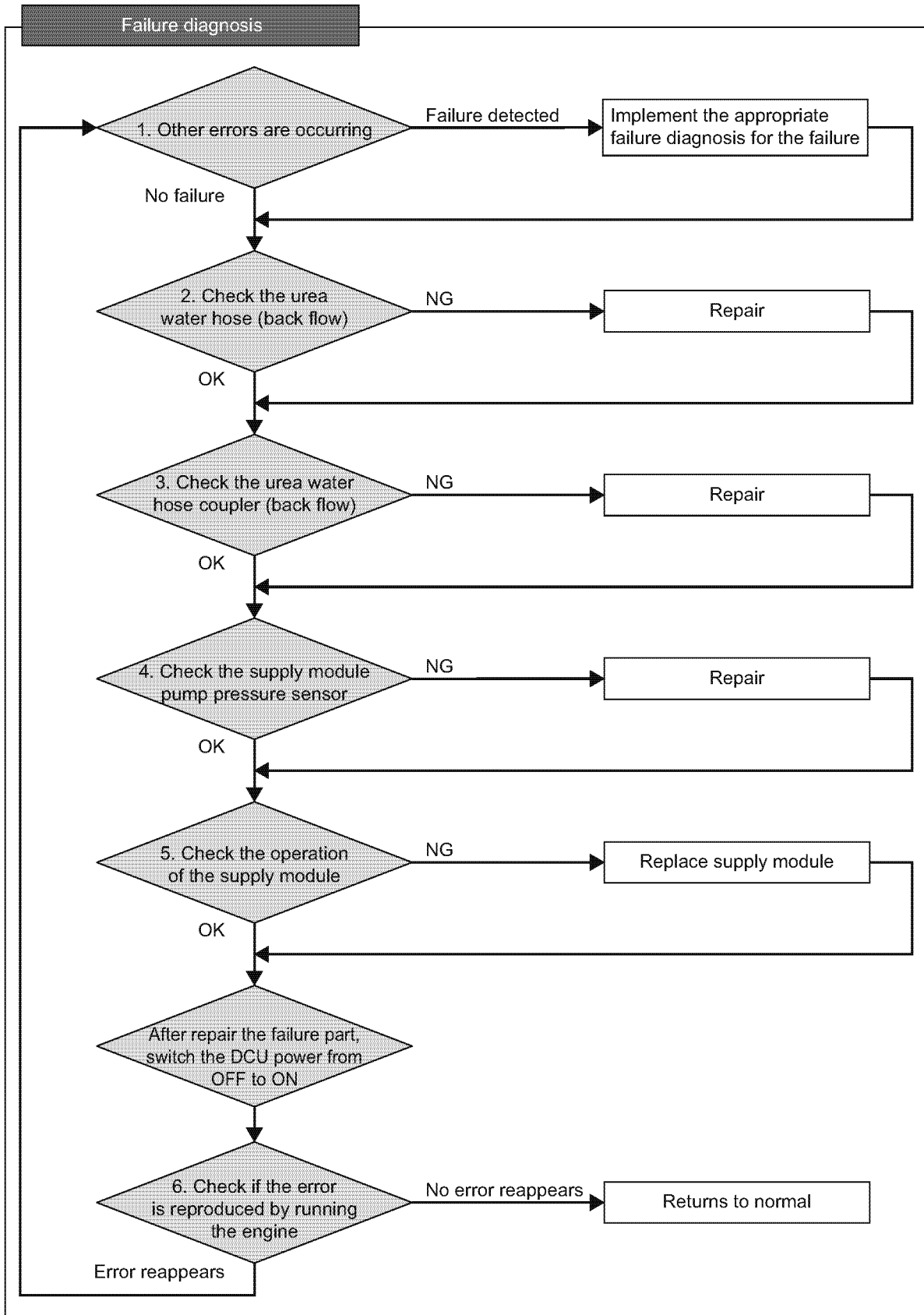
P code	P20E9	Supply module (pump motor) pressure rise error 1
	P1536	Supply module (pump motor) pressure rise error 2

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155030-00EN



155226-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to fresh air temperature sensor are detected on ECU side.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the urea water hose (back flow)" after treatment.
No error detected	Go to "Checking the urea water hose (back flow)".

2. Checking the urea water hose (back flow)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the urea water hose (back flow) between the supply module and the urea water tank from the engine.
- 3-Check the urea water hose (back flow) to make sure its hose is not clogged by being twisted and bent, contamination or frozen urea water.
- 4-Pour water into the urea water hose (back flow), and make sure that this water comes out from the other side.

Prevent the water from entering the supply module or the urea water tank. Prevent the water from remaining in the urea water hose (back flow).

NG	<ul style="list-style-type: none"> • Repair or replace the urea water hose (back flow). • Go to "Checking the urea water hose coupler (back flow)" after repair or replacement.
OK	Go to "Checking the urea water hose coupler (back flow)".

3. Checking the urea water hose coupler (back flow)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check the urea water hose coupler (back flow) of supply module to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.
- 3-Check the urea water hose coupler (back flow) of urea water tank to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.

NG	<ul style="list-style-type: none"> • Repair or replace the defective urea water hose coupler (back flow). • Go to "Checking the supply module pressure sensor" after repair or replacement.
OK	Go to "Checking the supply module pressure sensor".

4. Checking the supply module pressure sensor

- 1-Perform the failure diagnosis for "Supply module pressure sensor".

Results of "Supply module pressure sensor"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the operation of supply module" after repair.
OK	Go to "Checking the operation of supply module".

5. Checking the operation of supply module

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 3-Turn ON the key switch.
- 4-Activate the urea water injection test of "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), implement the leak check (injection pattern = "1"), and check with "Data logging" whether the supply module pressure meets the reference value under the leak check.

At the leak check (injection pattern = "1"), the dosing module does not inject the urea water. However, this is not an error.

Item	Reference value
Supply module pressure	1250 kPa or less

NG	<ul style="list-style-type: none"> • Replace the supply module. • Go to "Checking the current failure with SA-D" after replacement.
OK	Go to "Checking the current failure with SA-D".

6. Checking the current failure with SA-D

- 1-Clear Inducement, turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 3-Turn ON the key switch again to start the engine.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 5-After meeting the above reference value, when it is normal, value changes as in the below table. At No. 5, the urea water injection is started, errors disappear from the current fault indication. When the current fault indication detects an error, return to procedure 1, and switch the DCU power from OFF to ON for failure diagnosis using SA-D. Usually, it takes 2 minutes from No. 1 to No. 5.

No.	Dosing system state	Dosing system sub-state	Controlled condition of the urea water injection
1	"2"	"255"	Before urea water injection (NOPRESSURECTL)
2	"4"	"12"	Urea water pressure rise is started (REFILL)
3	"4"	"13"	Urea water pressure rise is started (PRESSUREBUILDUP)
4	"4"	"15"	Under the clogging check (DETECTIONMODE)
5	"4"	"16"	During the urea water injection (METERINGCONTROL)

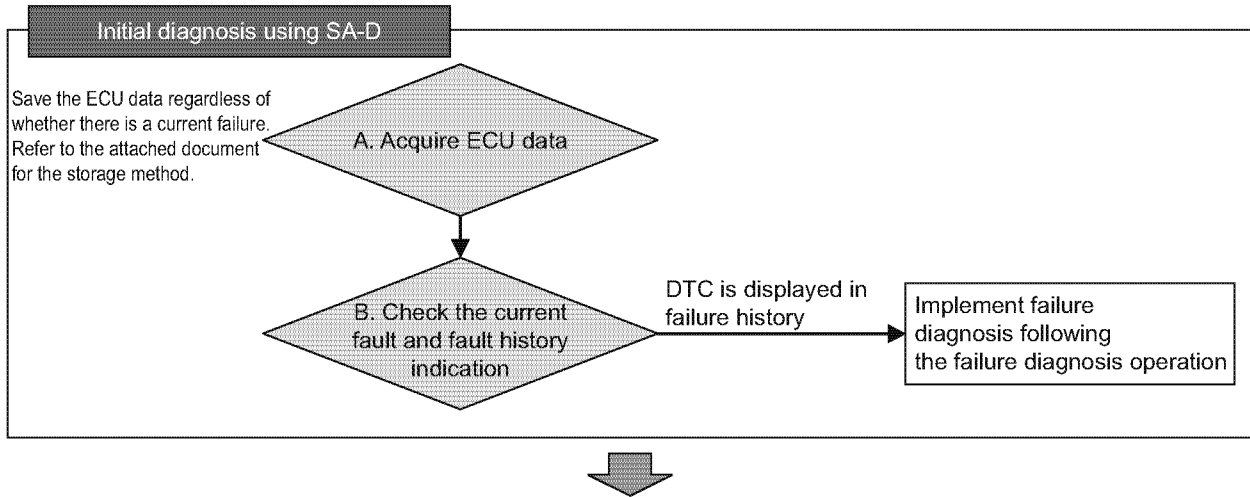
3.3.60. Supply module 2

Related DTC

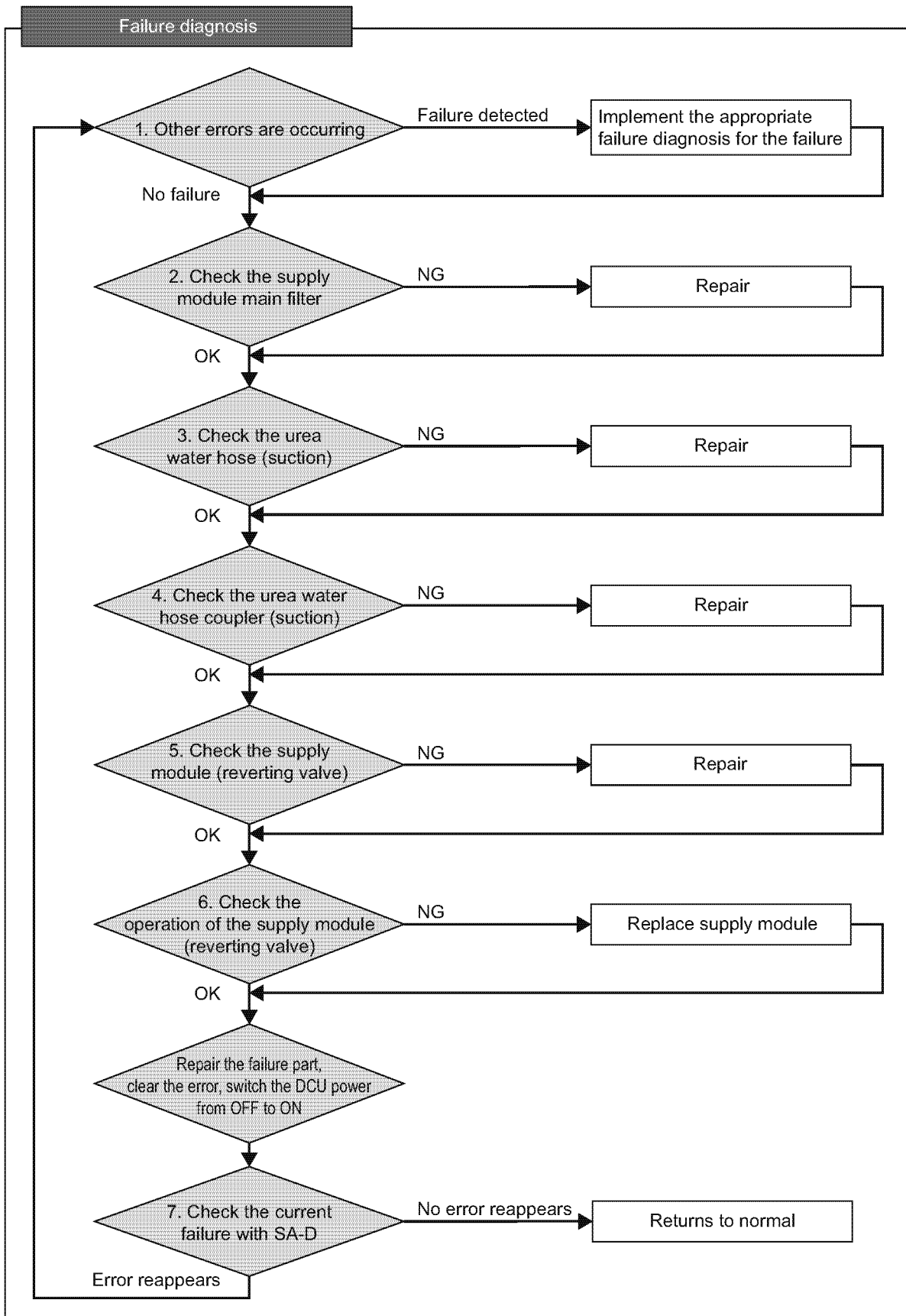
P code	P1532	Supply module (pump motor) pressure reduction failure
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155030-00EN



155228-00 EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to fresh air temperature sensor are detected on ECU side.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the supply module main filter" after treatment.
No error detected	Go to "Checking the supply module main filter".

2. Checking the supply module main filter

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the supply module main filter from the supply module.
- 3-Make sure that the supply module main filter is not clogged by contamination.

NG	<ul style="list-style-type: none"> • Remove the supply module main filter. • Go to "Checking the urea water hose (suction)" after repair or replacement.
OK	Go to "Checking the urea water hose (suction)".

3. Checking the urea water hose (suction)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the urea water hose (suction) between the supply module and the urea water tank from the engine.
- 3-Check the urea water hose (suction) to make sure its hose is not clogged by being twisted and bent, contamination.
- 4-Pour water into the urea water hose (suction), and make sure that this water comes out from the other side.

Prevent the water from entering the supply module or the urea water tank. Prevent the water from remaining in the urea water hose (suction).

NG	<ul style="list-style-type: none"> • Repair or replace the urea water hose (suction). • Go to "Checking the urea water hose coupler (suction)" after repair or replacement.
OK	Go to "Checking the urea water hose coupler (suction)".

4. Checking the urea water hose coupler (suction)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check the urea water hose coupler (suction) of supply module to make sure that its coupler is not deformed and its hose is not clogged by contamination.
- 3-Check the urea water hose coupler (suction) of urea water tank to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.

NG	<ul style="list-style-type: none"> • Repair or replace the defective urea water hose coupler (suction). • Go to "Checking the supply module (reverting valve)" after repair or replacement.
OK	Go to "Checking the supply module (reverting valve)".

5. Checking the supply module (reverting valve)

1-Perform the failure diagnosis for "Supply module (reverting valve)".

Results of "Supply module (reverting valve)"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> Repair the defective parts. Go to "Checking the operation of supply module (reverting valve)" after repair.
OK	Go to "Checking the operation of supply module (reverting valve)".

6. Checking the operation of supply module (reverting valve)

1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module).

3-Remove the dosing module from the engine.

4-Turn ON the key switch.

5-Activate the urea water injection test (injection pattern = "3") of "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the dosing module, and wait until the urea water is injected from the dosing module.

6-Turn OFF the power and check whether the supply module (reverting valve) operates (whether it makes an operating sound).

NG	<ul style="list-style-type: none"> Replace the supply module. Go to "Checking the current failure with SA-D" after replacement.
OK	Go to "Checking the current failure with SA-D".

7. Checking the current failure with SA-D

1-Clear the error and clear Inducement, turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, supply module main filter, and dosing module).

3-Turn ON the key switch again to start the engine.

4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Dosing system state	"4" (During the urea water injection)
Dosing system sub-state	"16" (During the urea water injection)
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

5-Operate the engine under conditions meeting the above reference value, turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.

6-Turn ON the key switch again, and check if the error reappears.

No	Returns to normal.
Yes	Go back to procedure 1 and check.

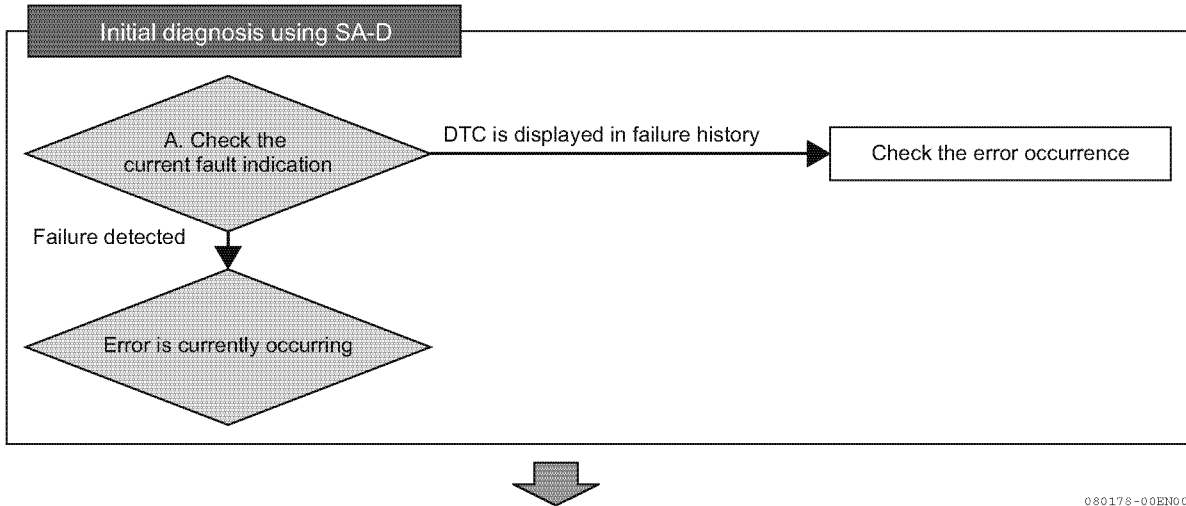
3.3.61. Supply module 3

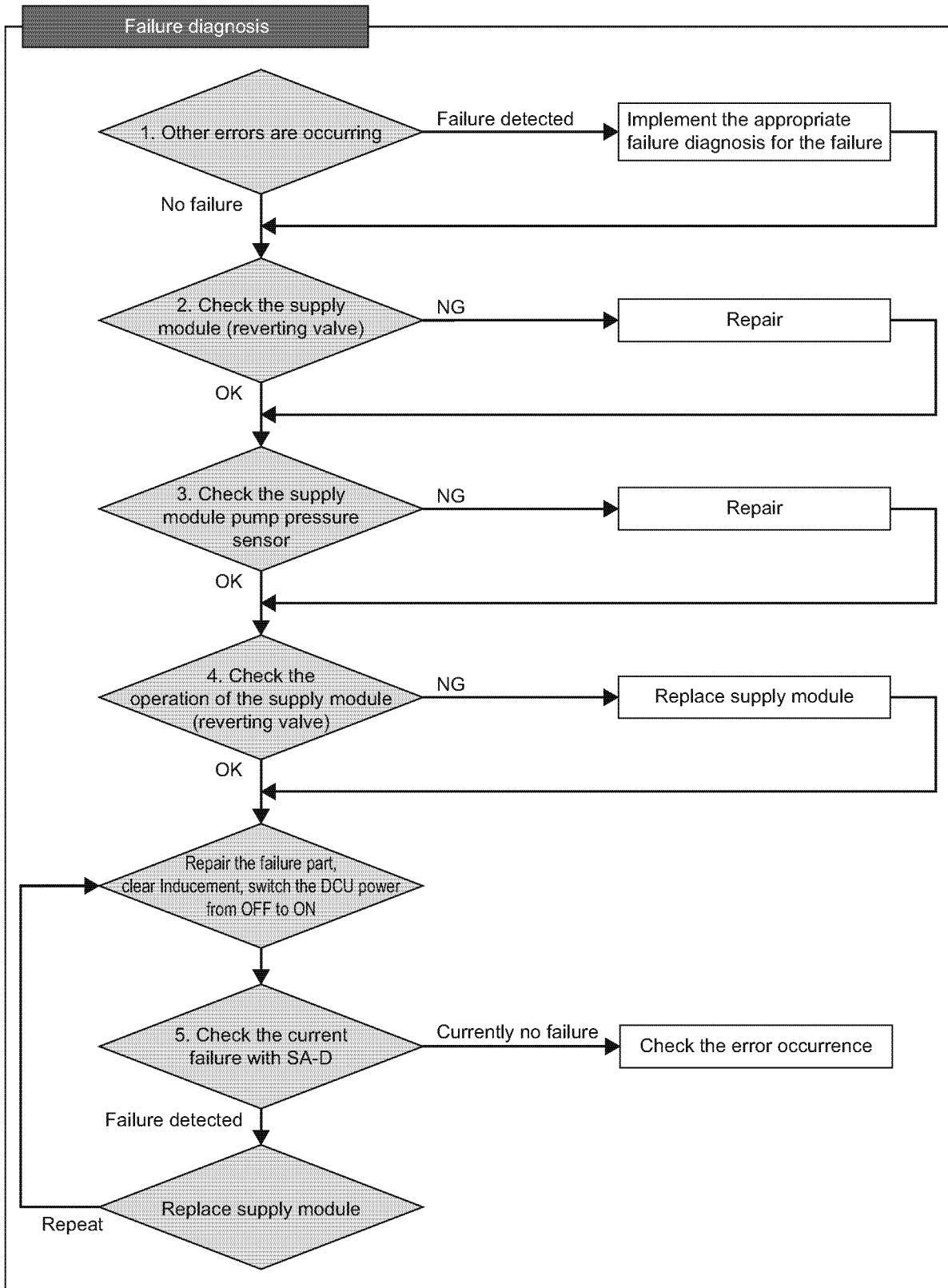
Related DTC

P code	P1535	Supply module (reverting valve) failure
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Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.





1.55307-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to fresh air temperature sensor are detected on ECU side.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the supply module (reverting valve)" after treatment.
No error detected	Go to "Checking the supply module (reverting valve)".

2. Checking the supply module (reverting valve)

- 1-Perform the failure diagnosis for "Supply module (reverting valve)". However, do not replace the wire-harness or DCU, when the result of "Checking the wire-harness conduction" is OK.

Results of "Supply module (reverting valve)"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the supply module pressure sensor" after repair.
OK	Go to "Checking the supply module pressure sensor".

3. Checking the supply module pressure sensor

- 1-Perform the failure diagnosis for "Supply module pressure sensor". However, do not replace the DCU, when the result of "Checking the output voltage of supply module pressure sensor" is OK.

Results of "Supply module pressure sensor"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the operation of supply module (reverting valve)" after repair.
OK	Go to "Checking the operation of supply module (reverting valve)".

4. Checking the operation of supply module (reverting valve)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 3-Turn ON the key switch.
- 4-Activate "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), and make sure that the supply module (reverting valve) is operated or makes an operating sound.

NG	<ul style="list-style-type: none"> • Replace the supply module. • Go to "Checking the current failure with SA-D" after replacement.
OK	Go to "Checking the current failure with SA-D".

5. Checking the current failure with SA-D

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 3-Turn ON the key switch again to start the engine.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 5-After meeting the above reference value, when it is normal, value changes as in the below table. At No. 5, the urea water injection is started, errors disappear from the current fault indication. When the current fault indication detects an error, remove the supply module, and switch the DCU power from OFF to ON for failure diagnosis using SA-D. Usually, it takes 2 minutes from No. 1 to No. 5.

No.	Dosing system state	Dosing system sub-state	Controlled condition of the urea water injection
1	"2"	"255"	Before urea water injection (NOPRESSURECTL)
2	"4"	"12"	Urea water pressure rise is started (REFILL)
3	"4"	"13"	Urea water pressure rise is started (PRESSUREBUILDUP)
4	"4"	"15"	Under the clogging check (DETECTIONMODE)
5	"4"	"16"	During the urea water injection (METERINGCONTROL)

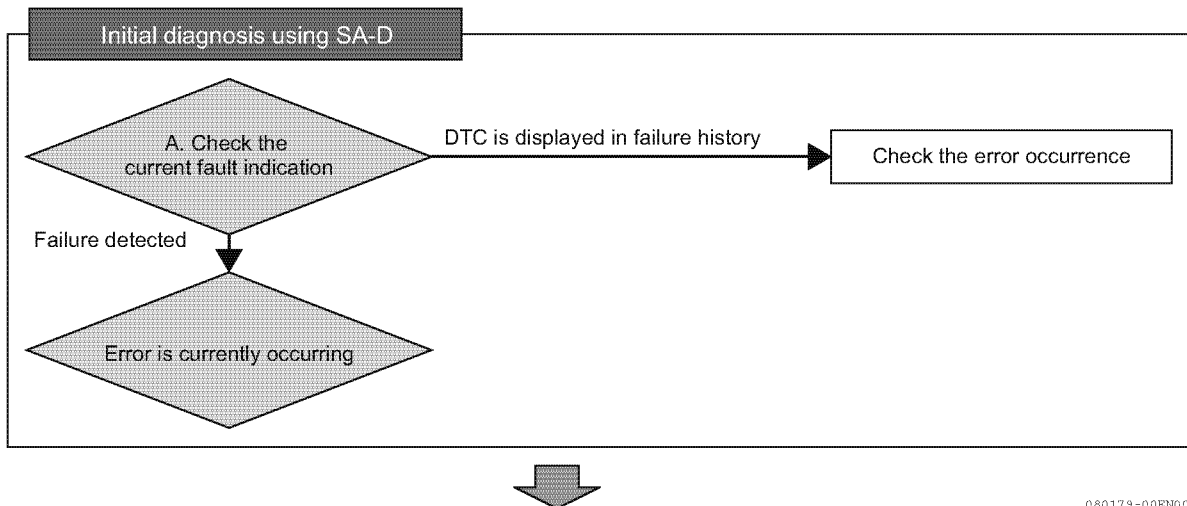
3.3.62. Supply module 4

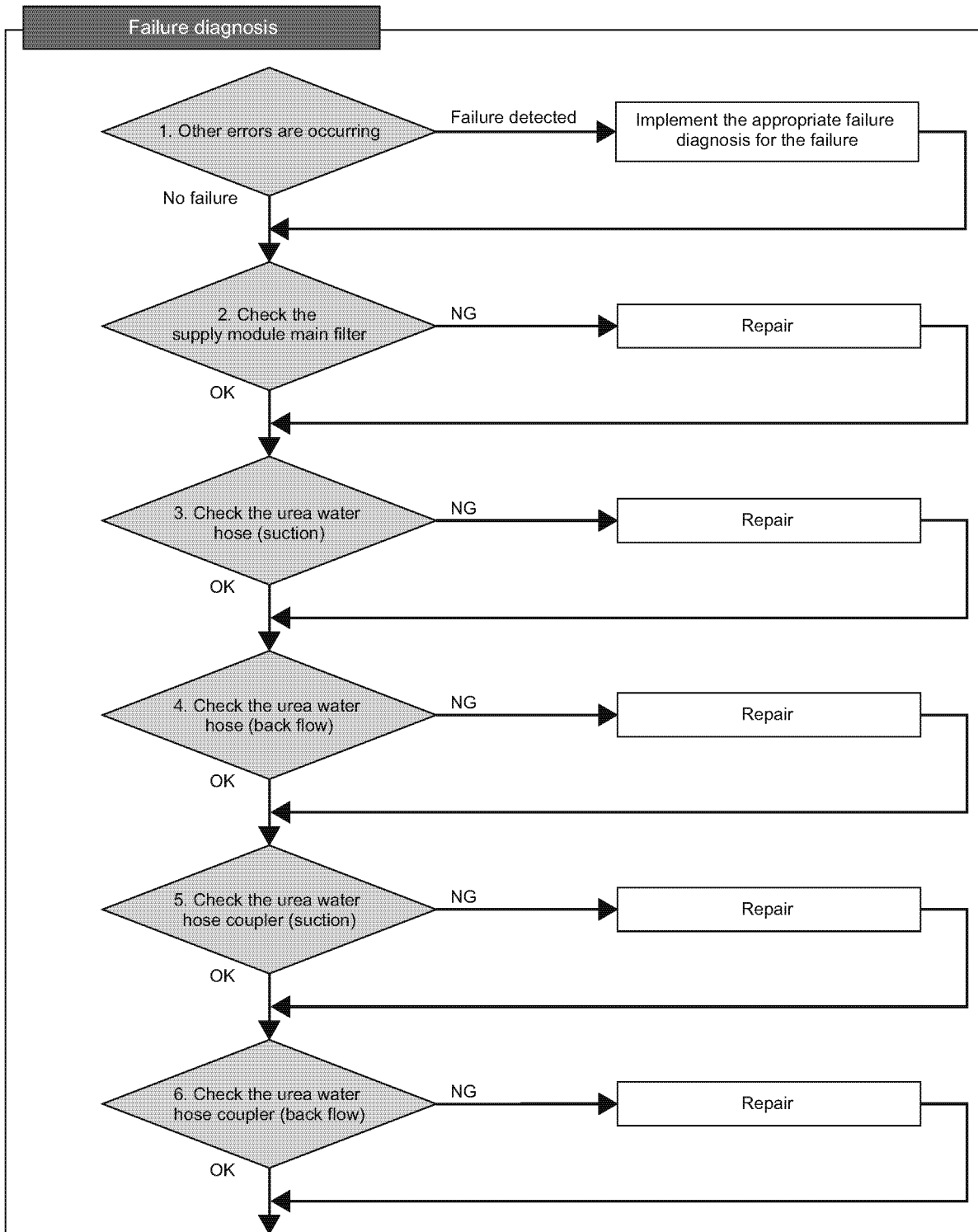
Related DTC

P code	P150F	Supply module (pump motor) pressure stability error
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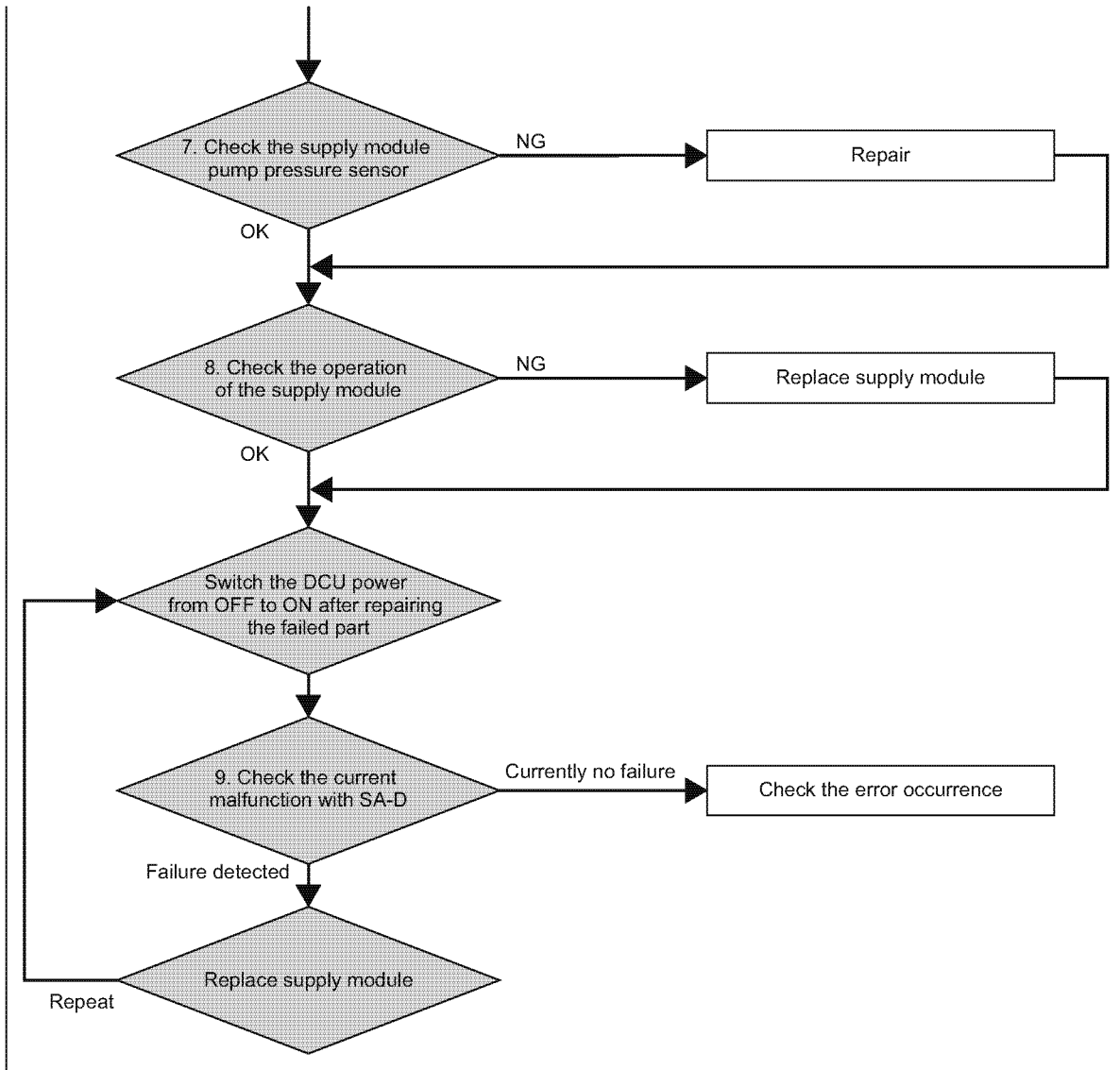
Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.





080179-00EN00



080179-00EN00

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to fresh air temperature sensor are detected on ECU side.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the supply module main filter" after treatment.
No error detected	Go to "Checking the supply module main filter".

2. Checking the supply module main filter

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the supply module main filter from the supply module.
- 3-Make sure that the supply module main filter is not clogged by contamination or frozen urea water.

NG	<ul style="list-style-type: none"> • Remove the supply module main filter. • Go to "Checking the urea water hose (suction)" after repair or replacement.
OK	Go to "Checking the urea water hose (suction)".

3. Checking the urea water hose (suction)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the urea water hose (suction) between the supply module and the urea water tank from the engine.
- 3-Check the urea water hose (suction) to make sure its hose is not clogged by being twisted and bent, contamination or frozen urea water.
- 4-Pour water into the urea water hose (suction), and make sure that this water comes out from the other side.

Prevent the water from entering the supply module or the urea water tank. Prevent the water from remaining in the urea water hose (suction).

NG	<ul style="list-style-type: none"> • Repair or replace the urea water hose (suction). • Go to "Checking the urea water hose (back flow)" after repair or replacement.
OK	Go to "Checking the urea water hose (back flow)".

4. Checking the urea water hose (back flow)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the urea water hose (back flow) between the supply module and the urea water tank from the engine.
- 3-Check the urea water hose (back flow) to make sure its hose is not clogged by being twisted and bent, contamination or frozen urea water.
- 4-Pour water into the urea water hose (back flow), and make sure that this water comes out from the other side.

Prevent the water from entering the supply module or the urea water tank. Prevent the water from remaining in the urea water hose (back flow).

NG	<ul style="list-style-type: none"> • Repair or replace the urea water hose (back flow). • Go to "Checking the urea water hose coupler (suction)" after repair or replacement.
OK	Go to "Checking the urea water hose coupler (suction)".

5. Checking the urea water hose coupler (suction)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check the urea water hose coupler (suction) of supply module to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.
- 3-Check the urea water hose coupler (suction) of urea water tank to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.

NG	<ul style="list-style-type: none"> • Repair or replace the defective urea water hose coupler (suction). • Go to "Checking the urea water hose coupler (back flow)" after repair or replacement.
OK	Go to "Checking the urea water hose coupler (back flow)".

6. Checking the urea water hose coupler (back flow)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Check the urea water hose coupler (back flow) of supply module to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.
- 3-Check the urea water hose coupler (back flow) of urea water tank to make sure that its coupler is not deformed and its hose is not clogged by contamination or frozen urea water.

NG	<ul style="list-style-type: none"> • Repair or replace the defective urea water hose coupler (back flow). • Go to "Checking the supply module pressure sensor" after repair or replacement.
OK	Go to "Checking the supply module pressure sensor".

7. Checking the supply module pressure sensor

- 1-Perform the failure diagnosis for "Supply module pressure sensor". However, do not replace the DCU, when the result of "Checking the output voltage of supply module pressure sensor" is OK.

Results of "Supply module pressure sensor"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the operation of supply module" after repair.
OK	Go to "Checking the operation of supply module".

8. Checking the operation of supply module

- 1-Perform the failure diagnosis for "Supply module pressure sensor". However, do not replace the DCU, when the result of "Checking the output voltage of supply module pressure sensor" is OK.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 3-Remove the dosing module from the engine.
- 4-Turn ON the key switch.
- 5-Activate the urea water injection test (injection pattern = "3") of "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the dosing module, and check if the dosing module injects the urea water, or if the urea water is not leaked from the urea water system.

NG	<ul style="list-style-type: none"> • When the urea water is not injected, replace the supply module. • When the urea water is leaked, repair it. • Go to "Checking the current failure with SA-D" after replacement or repair.
OK	Go to "Checking the current failure with SA-D".

9. Checking the current failure with SA-D

- 1-Clear Inducement, turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module).
- 3-Turn ON the key switch again to start the engine.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 5-After meeting the above reference value, when it is normal, value changes as in the below table. At No. 5, the urea water injection is started, errors disappear from the current fault indication. When the current fault indication detects an error, remove the supply module, and switch the DCU power from OFF to ON for failure diagnosis using SA-D. Usually, it takes 2 minutes from No. 1 to No. 5.

No.	Dosing system state	Dosing system sub-state	Controlled condition of the urea water injection
1	"2"	"255"	Before urea water injection (NOPRESSURECTL)
2	"4"	"12"	Urea water pressure rise is started (REFILL)
3	"4"	"13"	Urea water pressure rise is started (PRESSUREBUILDUP)
4	"4"	"15"	Under the clogging check (DETECTIONMODE)
5	"4"	"16"	During the urea water injection (METERINGCONTROL)

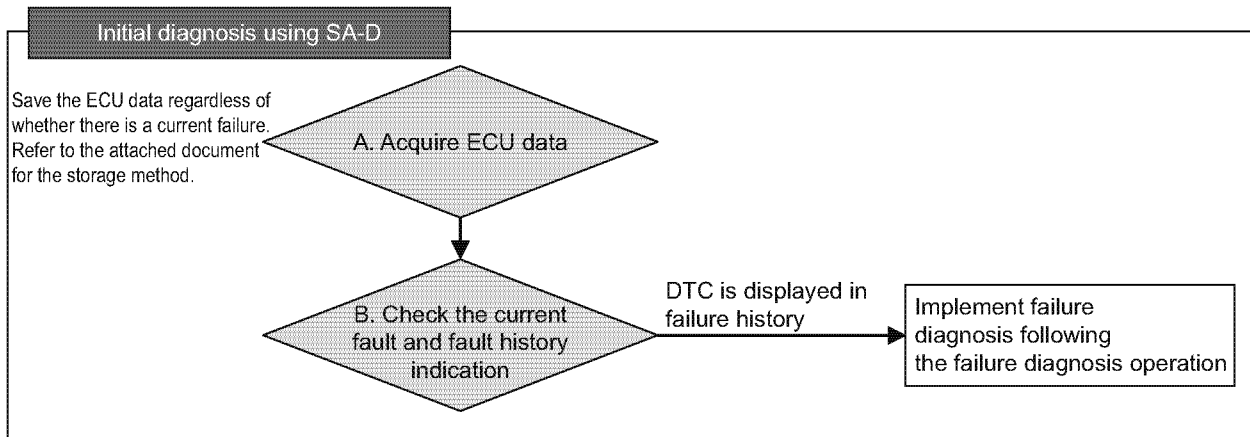
3.3.63. Supply module 5

Related DTC

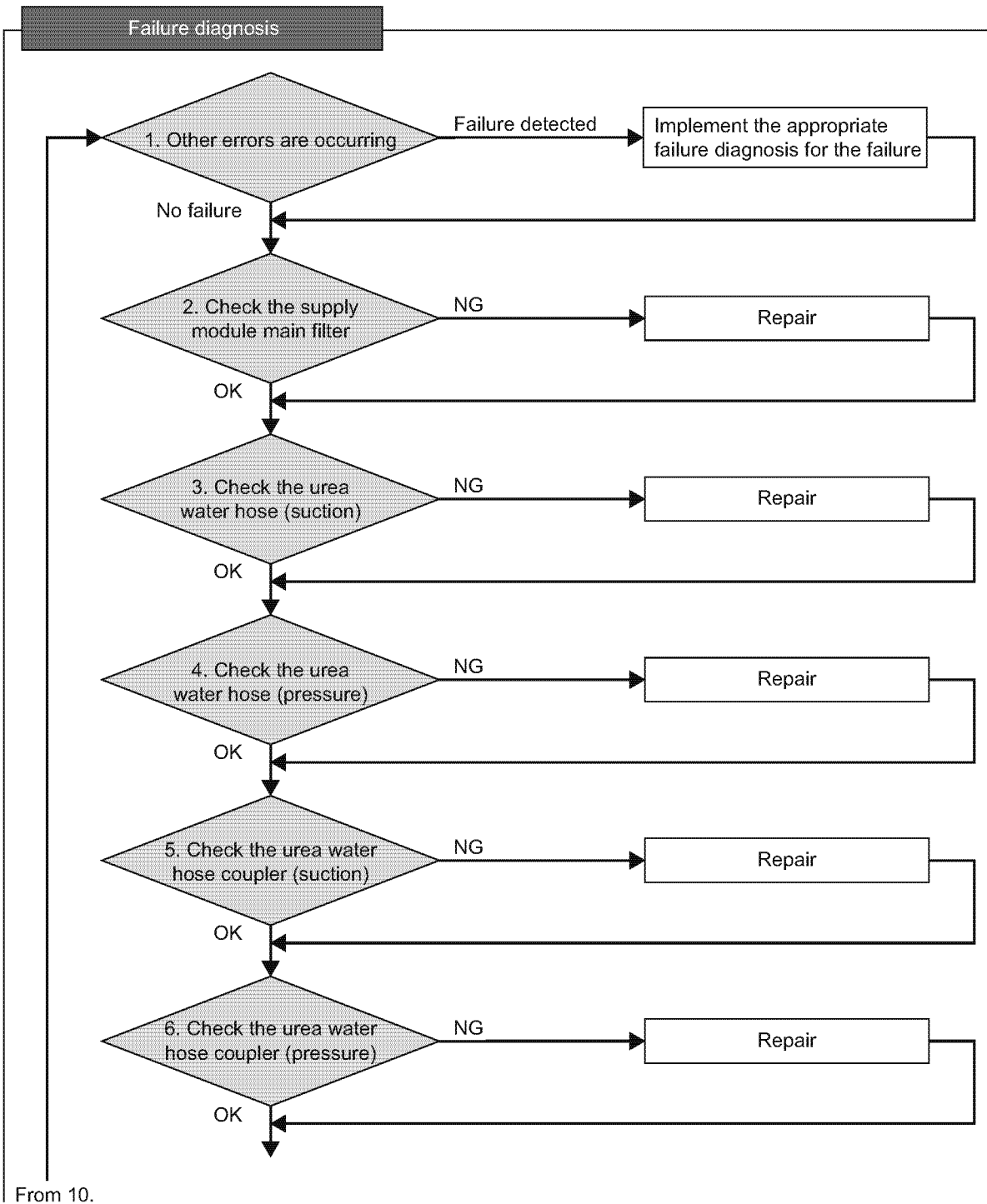
P code	P1537	Supply module pressure drop error
	P1538	Supply module urea water pressure rise failure

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.

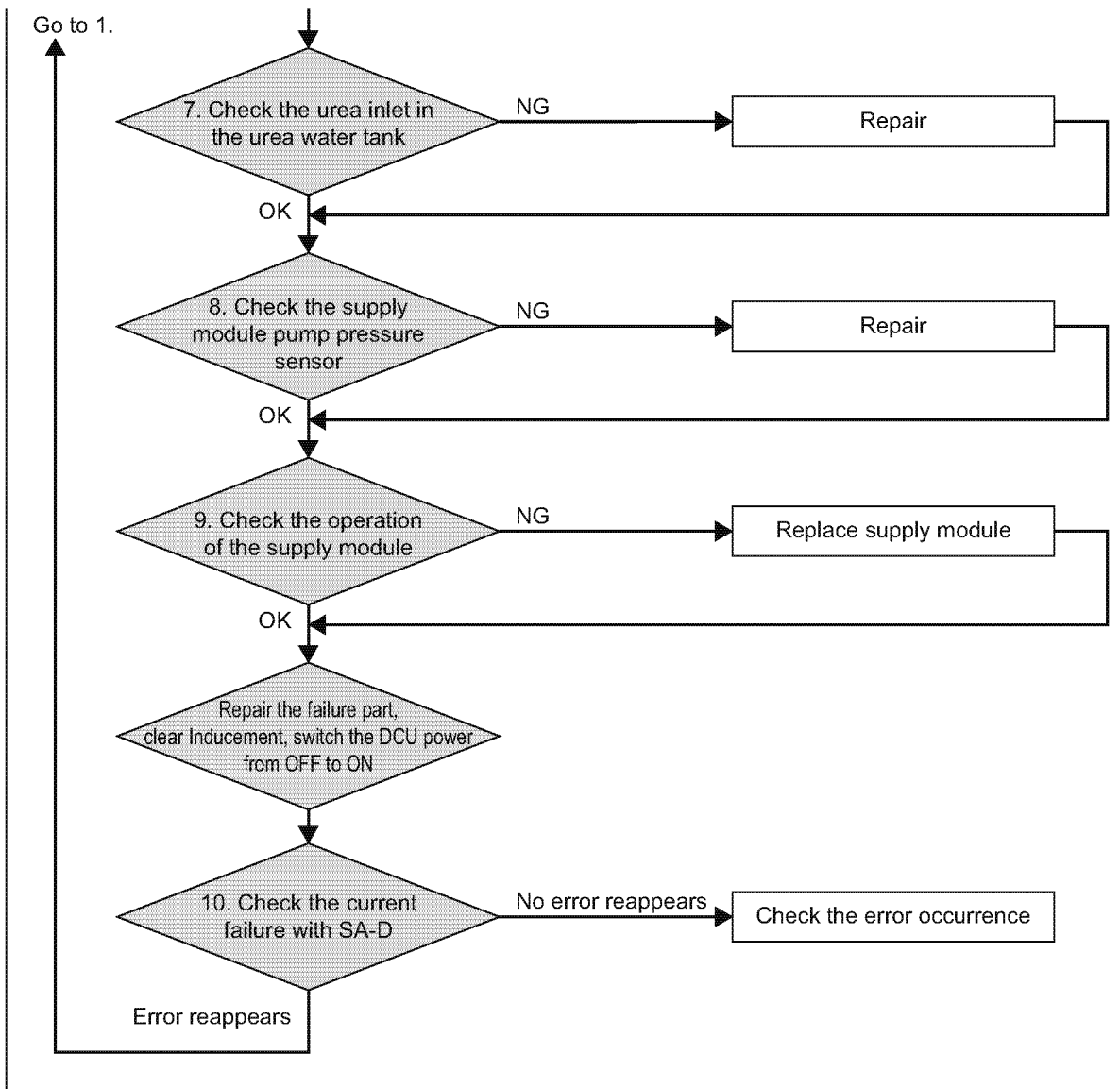


155030-00EN



From 10.

155308-00EN



155309-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure that no errors related to fresh air temperature sensor are detected on ECU side.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the supply module main filter" after treatment.
No error detected	Go to "Checking the supply module main filter".

2. Checking the supply module main filter

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Remove the supply module main filter from the supply module.
- 3-Make sure that the supply module main filter is not clogged by contamination or frozen urea water.

NG	<ul style="list-style-type: none"> • Repair or replace the supply module main filter. • Go to "Checking the urea water hose (suction)" after repair or replacement.
OK	Go to "Checking the urea water hose (suction)".

3. Checking the urea water hose (suction)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Make sure that the urea water hose (suction) is not removed from the supply module or the urea water tank.
- 3-Make sure that the urea water hose (suction) is not cracked or damaged, and that there is no sign of leaking the urea water.
- 4-Remove the urea water hose (suction).
- 5-Check the urea water hose (suction) to make sure its hose is not clogged by being twisted and bent, contamination.
- 6-Pour water into the urea water hose (suction), and make sure that this water comes out from the other side.

Prevent the water from entering the supply module or the urea water tank. Prevent the water from remaining in the urea water hose (suction).

NG	<ul style="list-style-type: none"> • Repair or replace the urea water hose (suction). • Go to "Checking the urea water hose (pressure)" after repair or replacement.
OK	Go to "Checking the urea water hose (pressure)".

4. Checking the urea water hose (pressure)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Make sure that the urea water hose (pressure) is not removed from the supply module or the dosing module.
- 3-Make sure that the urea water hose (pressure) is not cracked or damaged, and that there is no sign of leaking the urea water.

NG	<ul style="list-style-type: none"> • Repair or replace the urea water hose (pressure). • Go to "Checking the urea water hose coupler (suction)" after repair or replacement.
OK	Go to "Checking the urea water hose coupler (suction)".

5. Checking the urea water hose coupler (suction)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Make sure that the urea water hose coupler (suction) of supply module is not cracked or damaged, and that there is no sign of leaking the urea water.
- 3-Check the urea water hose coupler (suction) of supply module to make sure that its coupler is not deformed and its hose is not clogged by contamination.
- 4-Check the urea water hose coupler (suction) of urea water tank to make sure that its coupler is not deformed and its hose is not clogged by contamination.

NG	<ul style="list-style-type: none"> • Repair or replace the defective urea water hose coupler (suction). • Go to "Checking the urea water hose coupler (pressure)" after repair or replacement.
OK	Go to "Checking the urea water hose coupler (pressure)".

6. Checking the urea water hose coupler (pressure)

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Make sure that the urea water hose coupler (pressure) of supply module is not cracked or damaged, and that there is no sign of leaking the urea water.
- 3-Make sure that the urea water hose coupler (pressure) of dosing module is not cracked or damaged, and that there is no sign of leaking the urea water.

NG	<ul style="list-style-type: none"> • Repair or replace the defective urea water hose coupler (pressure). • Go to "Checking the urea inlet in the urea water tank" after repair or replacement.
OK	Go to "Checking the urea inlet in the urea water tank".

7. Checking the urea inlet in the urea water tank

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Make sure that the urea inlet filter of the urea water tank is not clogged.

NG	<ul style="list-style-type: none"> • Repair or replace the urea water tank. • Go to "Checking the supply module pressure sensor" after repair or replacement.
OK	Go to "Checking the supply module pressure sensor".

8. Checking the supply module pressure sensor

- 1-Perform the failure diagnosis for "Supply module pressure sensor".

Results of "Supply module pressure sensor"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the operation of supply module" after repair.
OK	Go to "Checking the operation of supply module".

9. Checking the operation of supply module

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 3-Remove the dosing module from the engine.
- 4-Turn ON the key switch.
- 5-Activate the urea water injection test (injection pattern = "3") of "Diagnosis Test: Active control" of SMARTASSIST-DIRECT (SA-D), operate the dosing module, and check if the dosing module injects the urea water, or if the urea water is not leaked from the urea water system.

NG	<ul style="list-style-type: none"> • When the urea water is not injected, replace the supply module. • When the urea water is leaked, repair it. • Go to "Checking the current failure with SA-D" after replacement or repair.
OK	Go to "Checking the current failure with SA-D".

10. Checking the current failure with SA-D

- 1-Clear Inducement, turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Connect all urea water system (urea water tank, urea water hose, supply module, and dosing module)
- 3-Turn ON the key switch again to start the engine.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	190 °C or higher
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 5-After meeting the above reference value, when it is normal, value changes as in the below table. At No. 5, the urea water injection is started, errors disappear from the current fault indication. If the error reappears in current fault indication, go back to procedure 1 and check again. Usually, it takes 2 minutes from No. 1 to No. 5.

No.	Dosing system state	Dosing system sub-state	Controlled condition of the urea water injection
1	"2"	"255"	Before urea water injection (NOPRESSURECTL)
2	"4"	"12"	Urea water pressure rise is started (REFILL)
3	"4"	"13"	Urea water pressure rise is started (PRESSUREBUILDUP)
4	"4"	"15"	Under the clogging check (DETECTIONMODE)
5	"4"	"16"	During the urea water injection (METERINGCONTROL)

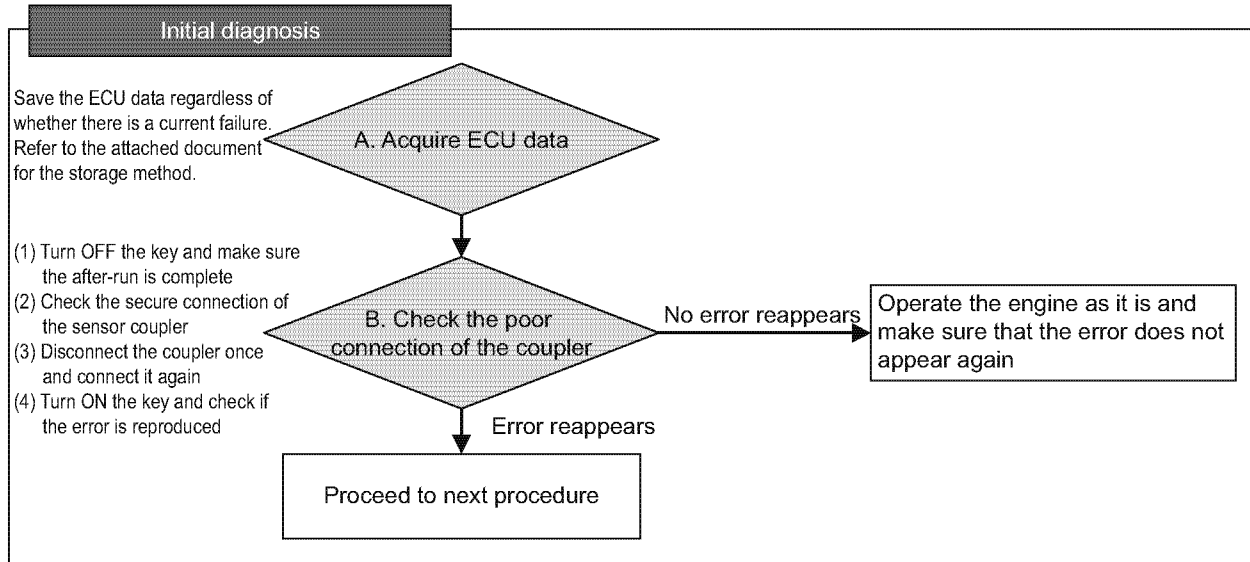
3.3.64. Supply module 6

Related DTC

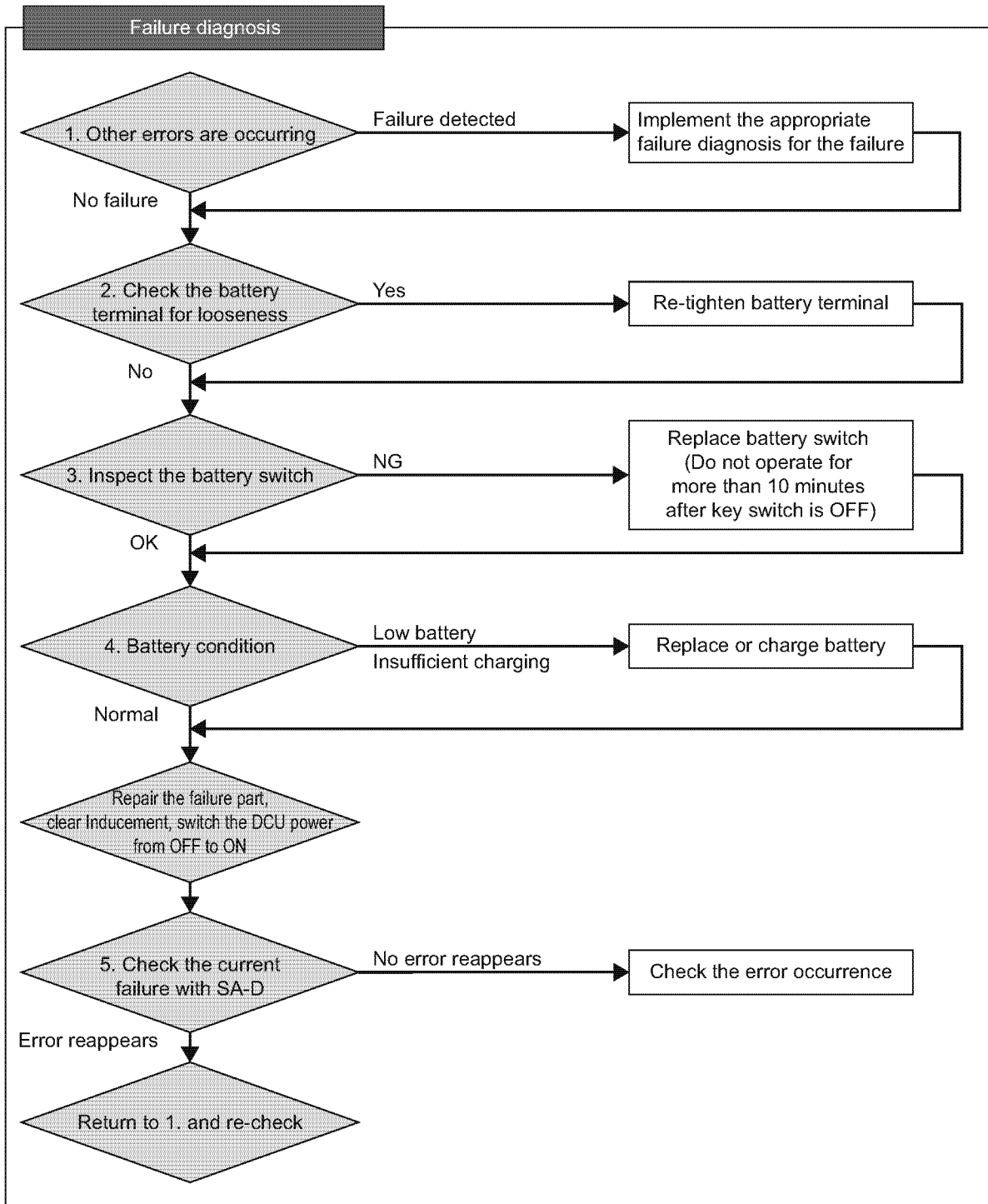
P code	P204F	Supply module urea water sucking back failure
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Workflow

See "Work description" for work details. Go to "SA-D Operation Manual" for the SA-D operation.



155020-00EN



155310-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected. Especially, make sure an error which stops the suck-back of urea water is not detected.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the battery terminal for looseness" after treatment.
No error detected	Go to "Checking the battery terminal for looseness".

2. Checking the battery terminal for looseness

- 1-Make sure that there is no looseness and damages in wiring from the battery to VB terminal of DCU.
- 2-Make sure that there is no looseness in fastening section between the GND terminal of the battery, and frame.
- 3-Make sure that there is no looseness and damages in wiring from the GND terminal of DCU to the frame GND.
- 4-Make sure that there is no looseness and damages in wiring from the key switch terminal of DCU to the key switch.

NG	<ul style="list-style-type: none"> • Repair the failure part. • Go to "Inspecting the battery switch" after treatment.
OK	Go to "Inspecting the battery switch".

3. Inspecting the battery switch

Some driven machines are equipped with the battery switch other than the key switch for the long-term storage.

Contact the driven machine manufacturer for details.

- 1-Make sure that there is no looseness in wiring of the battery switch.
- 2-Make sure that there is nothing wrong with the battery switch.
- 3-Do not turn OFF the battery switch within 10 minutes after turning off the key switch. Instruct an operator how to operate.

NG	<ul style="list-style-type: none"> • Repair the failure part. • Go to "Battery condition" after treatment.
OK	Go to "Battery condition".

4. Battery condition

When the battery is not charged enough or the battery capacity is decreased, it may decrease the supply voltage to DCU, and cause the malfunction to open main relay early. Inspect the battery.

NG	<ul style="list-style-type: none"> • Charge or replace the battery. • Go to "Checking the current failure with SA-D" after charging or replacement.
OK	Go to "Checking the current failure with SA-D".

5. Checking the current failure with SA-D

Clear Inducement, repeatedly switching the key switch from OFF to ON to make sure this malfunction does not occur again. When malfunction occurs again, carry out the inspection again from procedure 1.

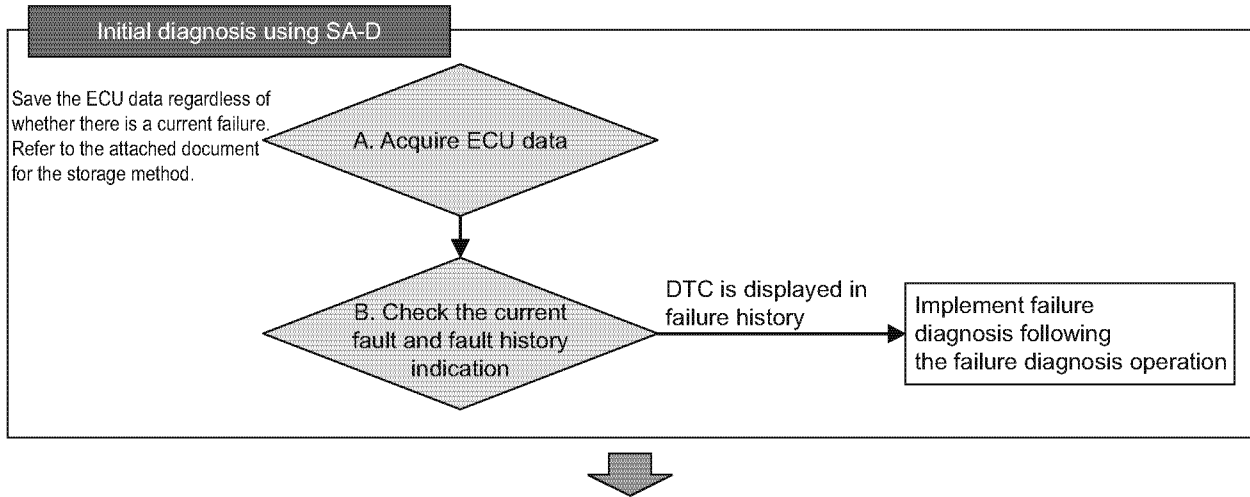
3.3.65. SCR system 1

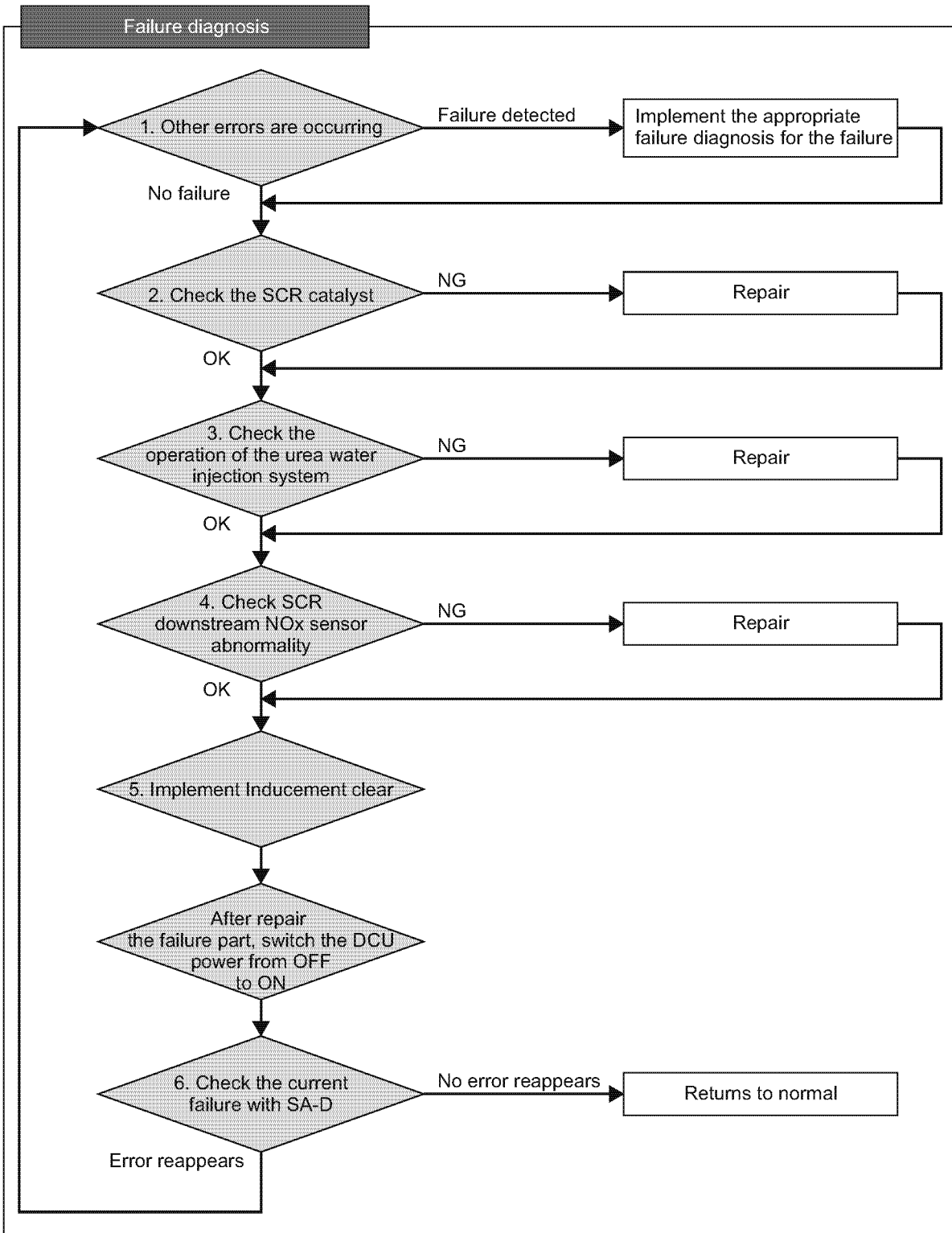
Related DTC

P code	P1520	Inefficient NOx cleaning
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Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





155311-00EN

Work description

1. Checking for other errors

- 1-Turn OFF the key switch and turn ON the key switch again.
- 2-Connect the SA-D and check the current fault indication to see whether any other errors are detected.

Error detected	<ul style="list-style-type: none"> • Implement the appropriate failure diagnosis for the failure. • Go to "Checking the SCR catalyst" after treatment.
No error detected	Go to "Checking the SCR catalyst".

2. Checking the SCR catalyst

- 1-Make sure that there is nothing wrong (disconnections and damages) with the SCR catalyst.

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the operation of urea water injection system" after repair.
OK	Go to "Checking the operation of urea water injection system".

3. Checking the operation of urea water injection system

- 1-Perform the failure diagnosis for "Supply module 5". However, do not replace the supply module, when the result of "Checking the operation of supply module" is OK.

Results of "Supply module 5"	State
All OK	OK: Normal
There are NG items	NG: Error

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Checking the SCR downstream NOx sensor abnormality" after repair.
OK	Go to "Checking the SCR downstream NOx sensor abnormality".

4. Checking the SCR downstream NOx sensor abnormality

- 1-Check the battery voltage (12 V spec: 9 V to 16 V, 24 V spec: 18 V to 33 V).
- 2-Check the wire-harness conduction.
- 3-Check the operation of the SCR downstream NOx sensor.

NG	<ul style="list-style-type: none"> • Repair the defective parts. • Go to "Implementation of Inducement clear" after repair.
OK	Go to "Implementation of Inducement clear".

5. Implementation of Inducement clear

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU).
- 3-Turn ON the key switch again.
- 4-Activate "Configuration of settings" of SA-D, and implement the Inducement clear. (Write "1" in data.)
- 5-Go to "Checking the current failure with SA-D".

When Inducement clear is implemented, the current malfunction is temporarily released. To check that no error is detected, make sure to perform "Checking the current failure with SA-D".

6. Checking the current failure with SA-D

- 1-Turn OFF the key switch, and wait until power supplies of ECU and DCU is turned OFF.
- 2-Connect all couplers (sensor, actuator, wire-harness, DCU, and ECU). Attach all the sensors, and actuator to the engine.
- 3-Turn ON the key switch again to start the engine.
- 4-Activate "Diagnosis Test: Input/output of pulse/analog" of SA-D, monitor items in the below table, and operate the engine under conditions where SCR catalyst temperature meets the reference value, and make sure that other reference value in the below table is met.

Item	Reference value
SCR catalyst temperature	260 °C or higher
NOx sensor heater release	"1" (NOx sensor heater release is completed.)
Dosing system state	"4" (During the urea water injection)
Dosing system sub-state	"16" (During the urea water injection)
Battery voltage	12 V specification: 10 to 16 V 24 V specification: 18 to 33 V

- 5-Keep on operating the engine under conditions meeting the above reference value for 10 minutes or more, and make sure that the reference value is met.

Item	Reference value
SCR catalyst upstream NOx concentration	SCR catalyst upstream NOx concentration > SCR catalyst downstream NOx concentration (after NOx sensor correction) (SCR downstream NOx sensor value is about 80% or less of upstream NOx sensor value)
SCR catalyst downstream NOx concentration (after NOx sensor correction)	

NG	Go back to procedure 1 and check the faulty part again.
OK	Returns to normal.

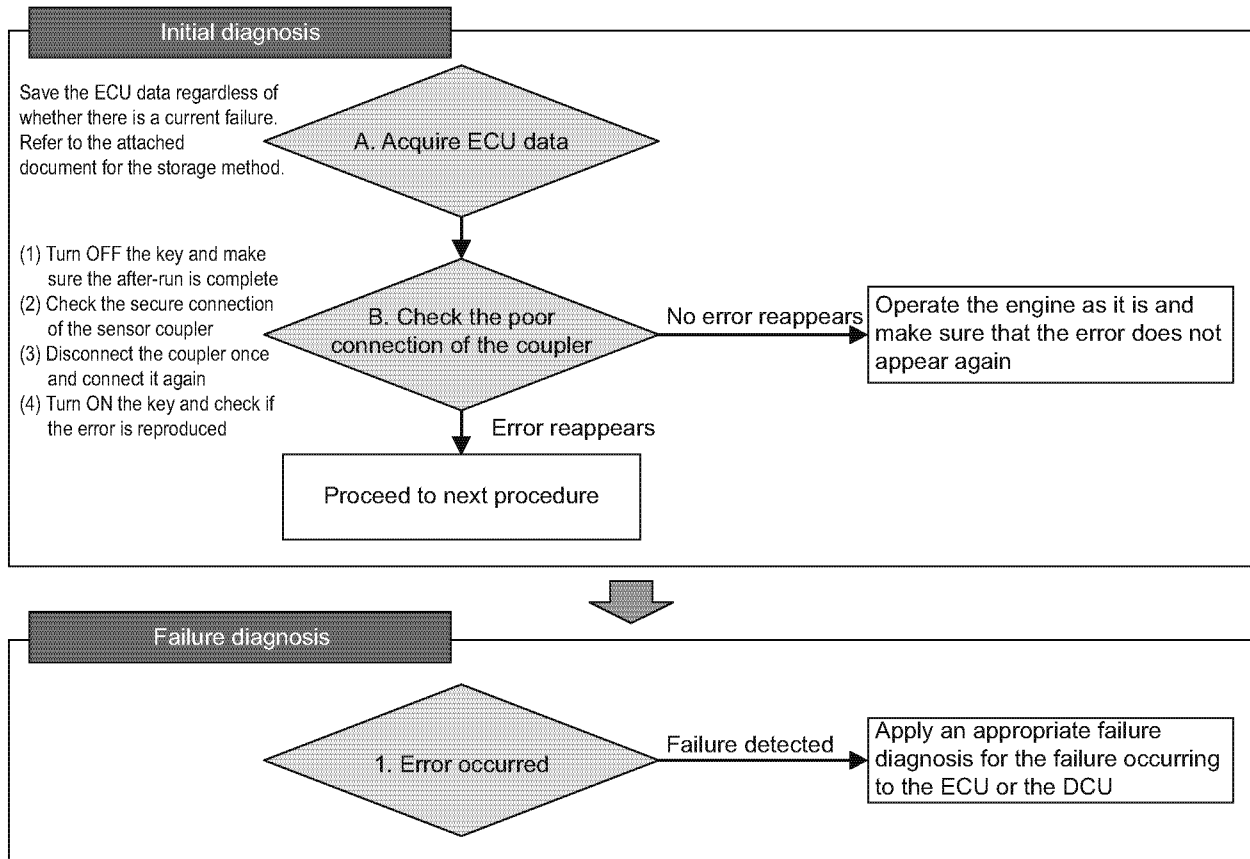
3.3.66. SCR system 2

Related DTC

P code	P1506	SCR system forced termination
	P1553	SCR system error Inducement 1
	P1554	SCR system error Inducement 2

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155324-00EN

Work description

When this error is detected, other errors that cause this error are detected in ECU or DCU at the same time.

Be sure to perform the failure diagnosis for the respective part first.

P1506:

- Check for malfunctions in the supply module heater, urea water hose heater, urea water tank heating valve, and heater relay.

P1553, P1554:

- After repairing the part where the error occurred, execute Inducement clear and check that the error does not reappear after running the engine.

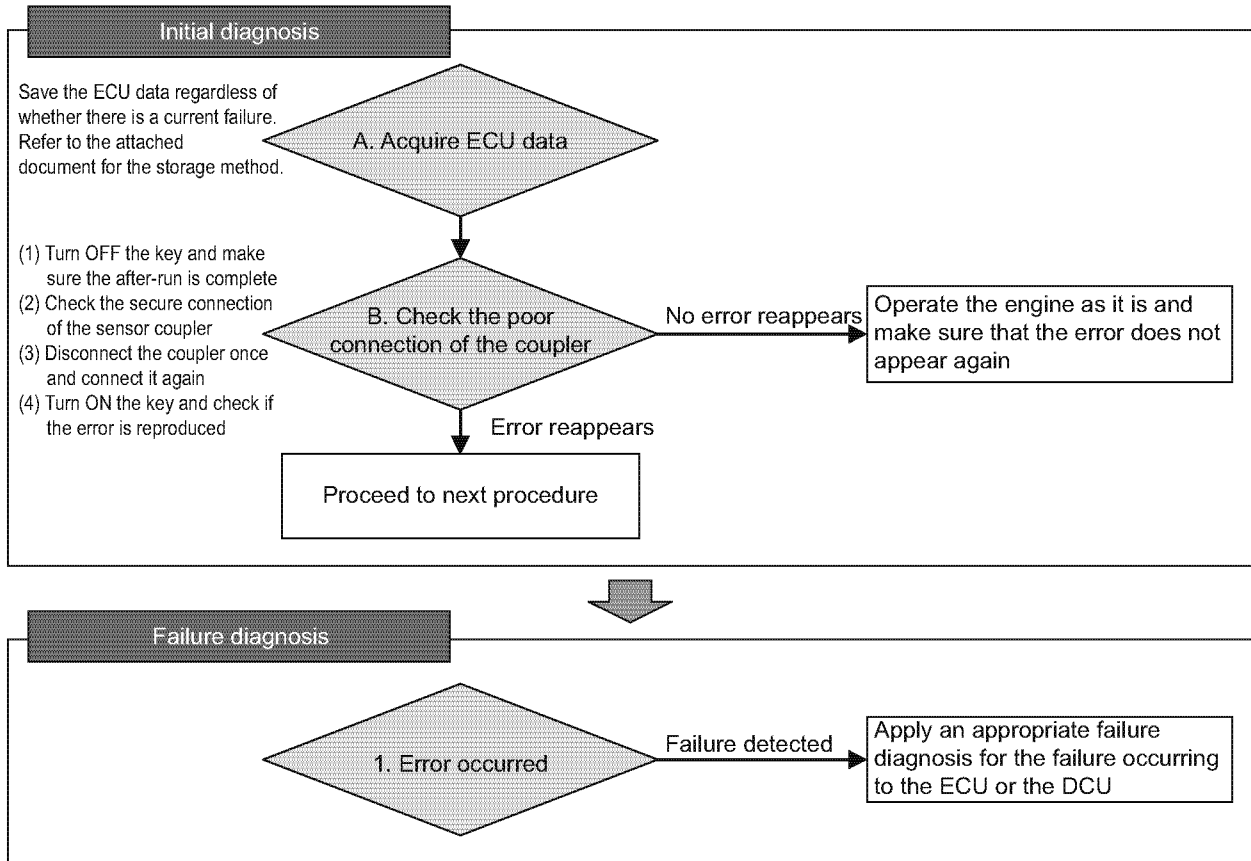
3.3.67. EGR system

Related DTC

P code	P1563	EGR system error (Inducement 1)
	P1564	EGR system error (Inducement 2)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155324-00EN

Work description

When this error is detected, other errors that cause this error are detected in ECU or DCU at the same time.

Be sure to perform the failure diagnosis for the respective part first.

After repairing the part where the error occurred, execute Inducement clear and check that the error does not reappear after running the engine.

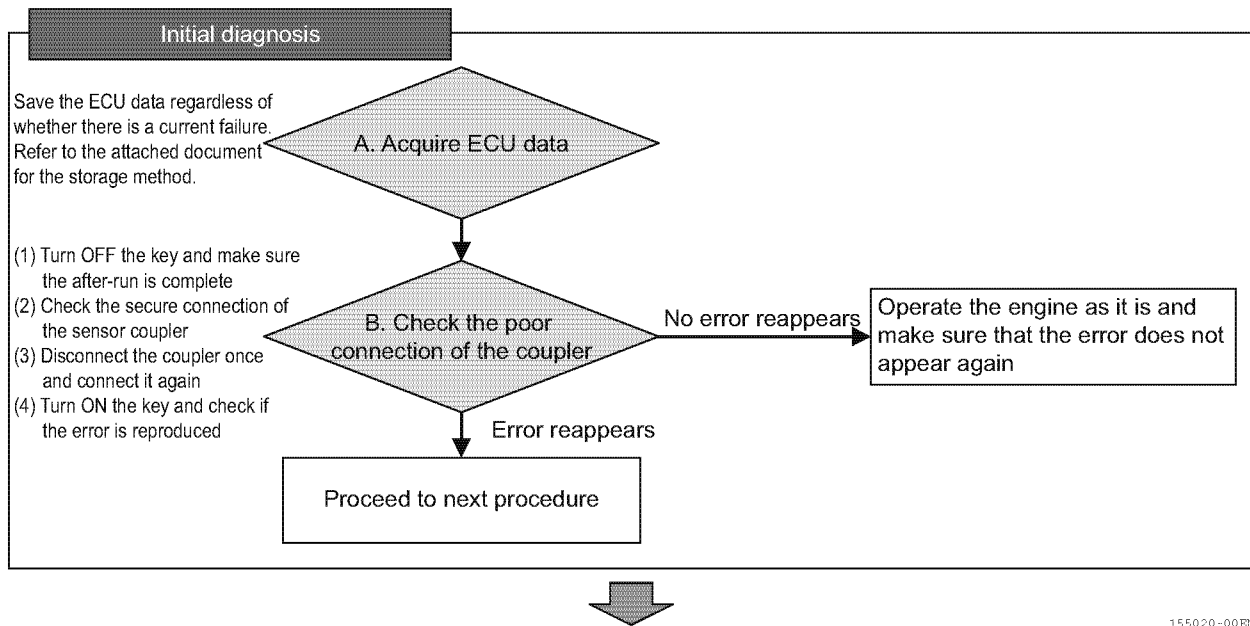
3.3.68. Urea water tank level

Related DTC

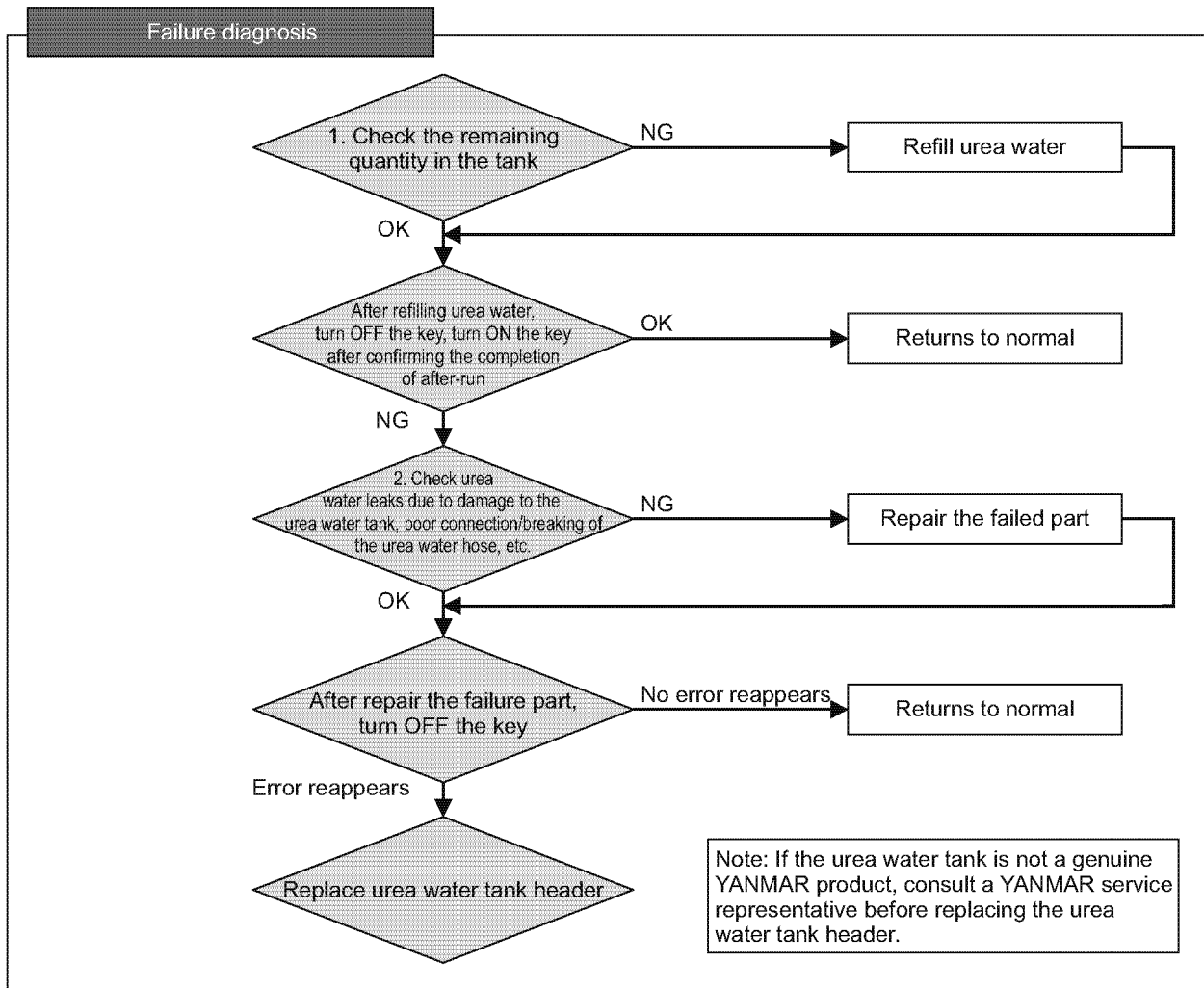
P code	P1549	Low urea water tank level (Inducement 1)
	P154A	Low urea water tank level (Inducement 2)

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.



155020-00EN



155325-00EN

Work description

1. Checking the remaining quantity in the tank

1-Make sure that the urea water which meets the reference value remains in the urea water tank.

Item	Reference value
Urea water tank level	20% or more

NG	<ul style="list-style-type: none"> • Refill it with urea water. • After refilling, if the key is turned ON and the error reappears, go to "Checking the urea water leaks due to damage to the urea water tank, poor connection/breaking of the urea water hose, etc."
OK	Returns to normal.

2. Checking the urea water leaks due to damage to the urea water tank, poor connection/breaking of the urea water hose, etc.

1-Check for urea water leaks due to breakage in the urea water tank or poor connection or breakage of the urea water hose.

2-Make sure that the urea water tank (back flow, pressure, and suction) is not removed.

3-Make sure that the urea water tank (back flow, pressure, and suction) is not damaged or does not leak the urea water.

NG	<ul style="list-style-type: none"> • Repair or replace the failed part. • After repairing or replacement, if the error reappears after turning the key ON, replace the urea water tank header. <p>If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.</p>
OK	Returns to normal.

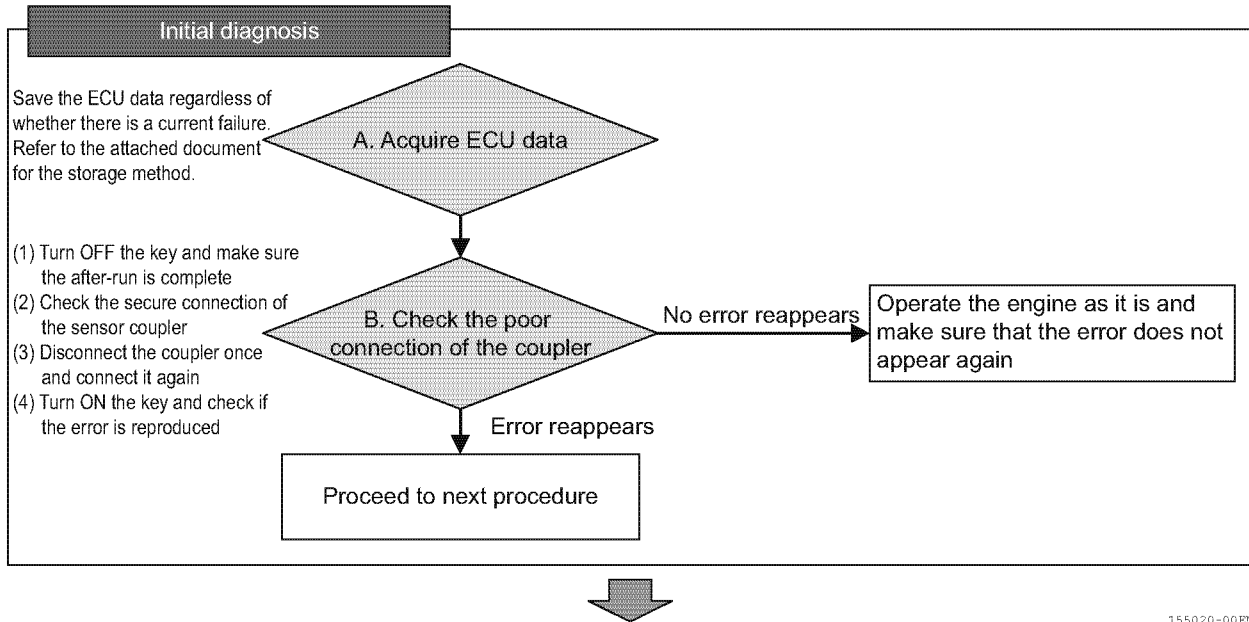
3.3.69. Urea water quality sensor

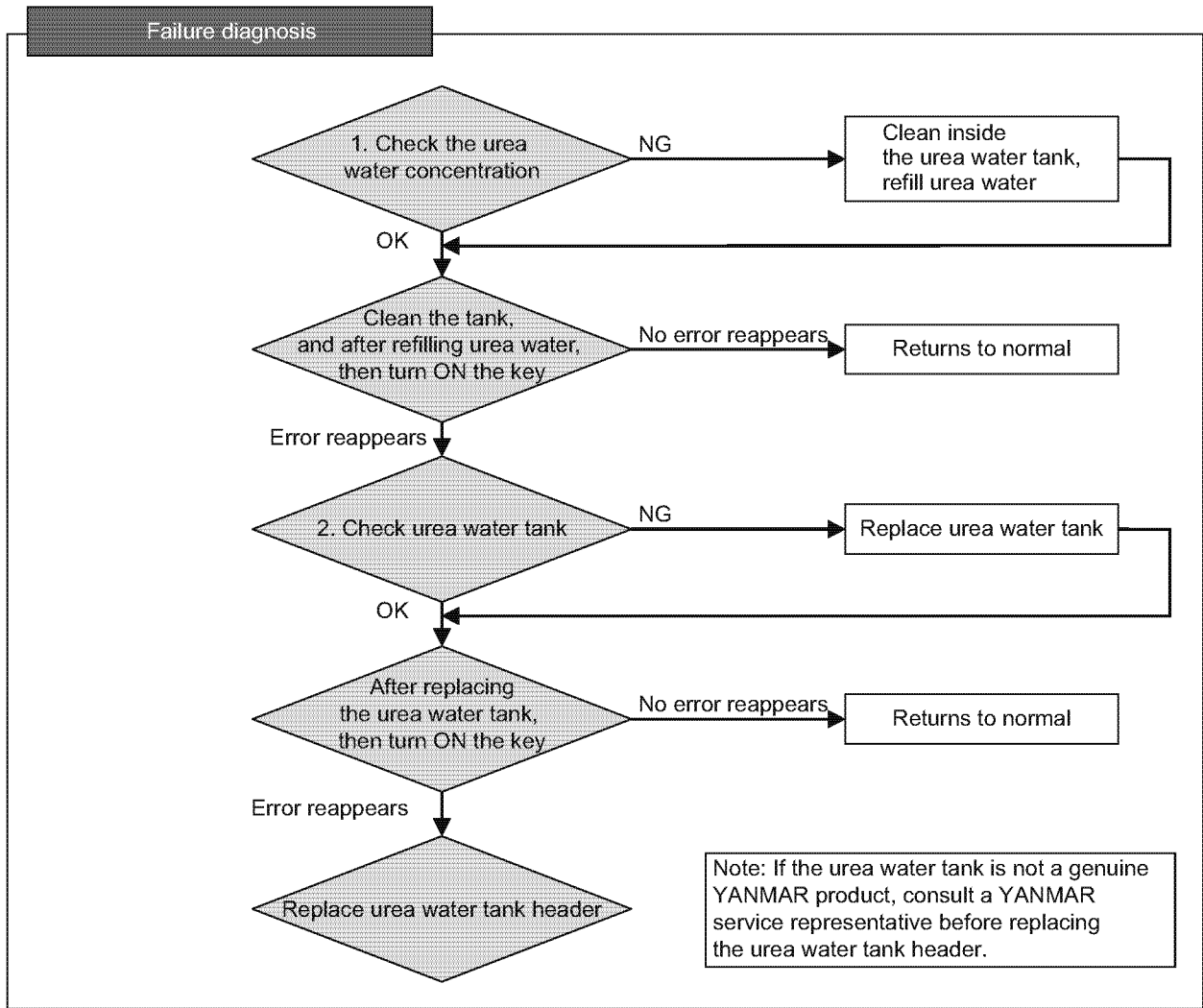
Related DTC

P code	P154E	Urea water quality sensor concentration error (small deviation)
	P154D	Urea water quality sensor concentration error (large deviation)
	P1558	Urea water quality sensor contamination error in urea water tank

Workflow

See “Work description” for work details. Go to “SA-D Operation Manual” for the SA-D operation.





Work description

1. Checking the urea water concentration

1-Check the urea water concentration. (In standards of AdBlue®, the urea water concentration is $32.5 \pm 0.7\%$.)

2-Makes sure liquid other than urea water is not in urea water tank.

NG	<ul style="list-style-type: none"> • Clean the inside of the urea water tank. • Refill it with urea water. • After treatment, if the key is turned ON and the error reappears, go to “Checking the urea water tank”.
OK	Returns to normal.

2. Checking the urea water tank

1-Make sure that the urea water tank is not damaged or does not leak the urea water.

2-Make sure that the cooling water does not flow into the urea water tank, which is caused by cracks or damages of cooling water piping circulating in the tank.

NG	<ul style="list-style-type: none"> • Replace the urea water tank. • After replacement, if the error reappears after turning the key ON, replace the urea water tank header. <p>If the urea water tank is not a genuine YANMAR product, consult a YANMAR service representative before replacing the urea water tank header.</p>
OK	Go to “Checking the current failure with SA-D”.

YANMAR

Head Office:
YANMAR POWER TECHNOLOGY CO., LTD.
1-32 Chayamachi, Kita-ku, Osaka, Japan
<https://www.yanmar.com>

Yanmar America Corporation
101 International Parkway
Adairsville, GA 30103, U.S.A.
TEL: +1-770-877-9894 FAX: +1-770-877-9009
<https://www.yanmar.com/us/>

Yanmar Europe B.V.
Brugplein11, 1332 BS Almere -de Vaart
The Netherlands.
TEL: +31-36-5493200 FAX: +31-36-5493209
<https://www.yanmar.com/eu/>

Yanmar Asia (Singapore) Corporation Pte Ltd.
4 Tuas Lane, Singapore 638613
TEL: +65-6861-3855 FAX: +65-6862-5189
<https://www.yanmar.com/sg/>

Yanmar Engine (Shanghai) Corporation Ltd.
Room 1101-1106, No.757 Mengzi Road,
Huangpu District, Shanghai 200023 PRC
TEL: +86-21-2312-0688 FAX: +86-21-6880-8090
<http://www.yanmar-china.com/cn/>

Yanmar South America Industria De Maquinas Ltda.
Av. Presidente Vargas 1400, Indaiatuba, S.P., Brazil, CEP: 13338-901
TEL: +55-19-3801-9224 FAX: +55-19-3875-3899, 2241
<https://www.yanmar.com/br/>

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