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LIST OF ERROR CODES

G2
CONTROL PANEL "WLP"

Technical support

Arion 640-510

Chapter G – Diagnostics

00 1137 933 0 – 09.2008 publication

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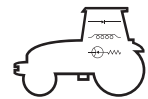
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G1

LIST OF ERROR CODES



Error codes

DESCRIPTION

When working, the computers permanently monitor correct system operation. If a defect occurs, an error code is displayed to the driver.

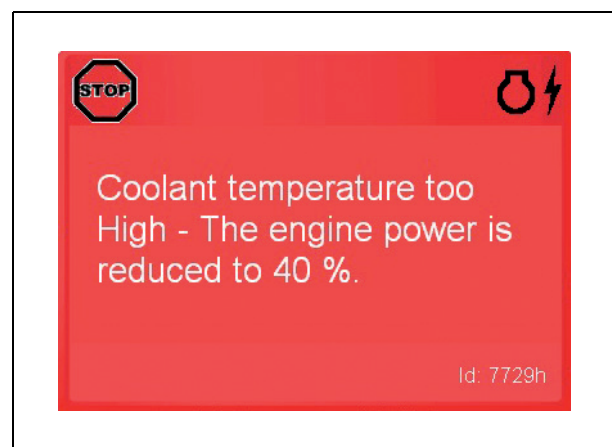
Depending on the severity of the defect, the computers may in certain circumstances switch to a degraded mode.

These error codes can be viewed using the diagnostic tool METADIAG ©

On the tractor, the error codes are visible via the following displays :

"Cebis" Panel

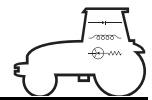
The Cebis panel centralises error codes and, depending on their severity, will display them by creating a defect window on top of the previous screen.



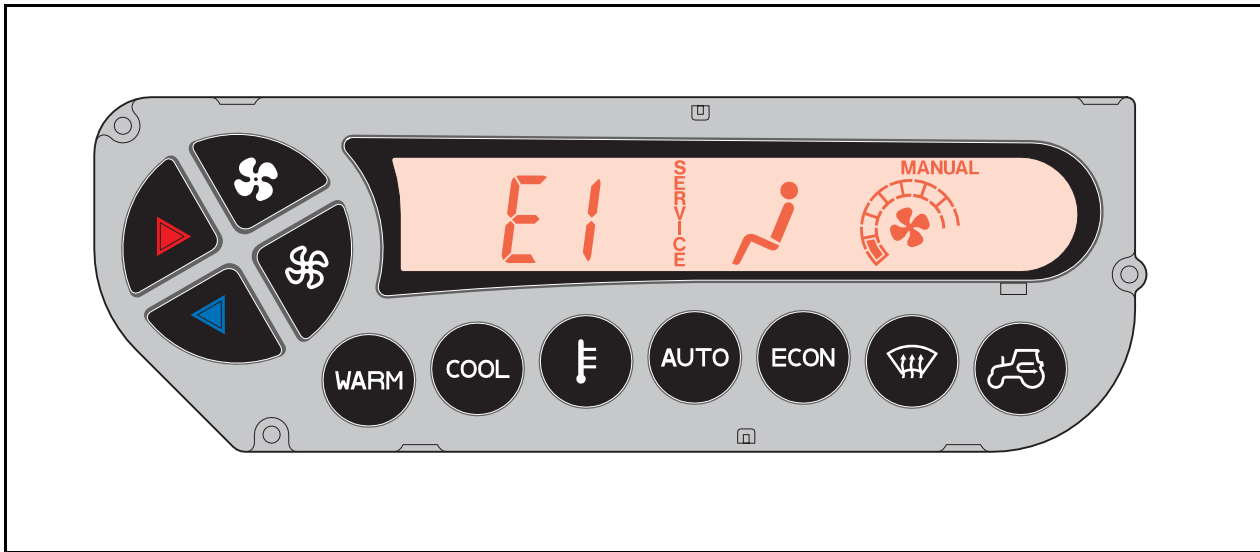
588hsn49

All error codes present on the tractor are not displayed on the terminal Cebis (no point for the user).

Only error codes for regulated A/C are not displayed on the terminal Cebis.



Automatic climate control

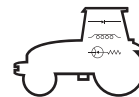


641msm35

If for example a temperature probe is faulty, an error code and "service" are displayed. The system maintains its operation, in the degraded mode.

List of A/C error codes

Error	Component concerned	Type of fault	"CLAAS component number"
E0	Sensor for air temperature inside the cab	Open circuit	B086
E1	Pulsed air temperature sensor	Open circuit	B087
E2	Solar sensor	Open circuit	B224
E3	Pressure switch	Open circuit	Z021
E4	Outside air temperature switch	Open circuit	B088
E5	Sensor for air temperature inside the cab	Short circuit	B086
E6	Pulsed air temperature sensor	Short circuit	B087
E7	Solar sensor	Short circuit	B224
E8	Compressor	Open circuit	Y032
E9	Outside air temperature switch	Short circuit	B088
EA	Heating power valve	Valve locked	V020
EB	Heating power valve	Bad connection	V020
EE	Motor fan regulator	Overheating	V020



"Cebis" Panel (MFT A30)

DESCRIPTION

Error code

Code designating an anomaly detected by one of the tractor's electronic modules. This code can be displayed on the Cebis terminal and/or in the memory of the module having issued the code.

This code is expressed under the form: Id75C0h

- Id means Identifier
- 75C0 designates the error code
- h means hexadecimal (error code encoding).

Native code

Source error code generated by:

- The engine module ENG (A15).
- The TR1 (A57-1), TR2 (A57-2), TR3 (A57-3) transmission modules.
- The lifting module REH (A58).
- The SFA (A102) suspended axle module.

These native codes are reconverted into error codes.

Example: 301 → 75C0h.

Sender module

Module having issued the error code.

Designation

Description of the defect detected.

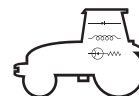
Cause

These elements are listed per CCN component.

For each of them, please:

- Check the connectors and continuity of harnesses linking each component.
- Check any short-circuits, open circuit.
- Check, if required, the component's resistance.
- Check, if required, the component's adjustment.
- Check the sources of energy (fuses, supply, and ground).
- Check the component's operating conditions (pressure, temperature, mechanical seizing, etc.).
- Check the CAN networks using the METADIAG 2007© tool.
- Check, if required, compatibility of programme versions, settings, and calibration.
- Replace the component if required.

These checking values are defined in the test and measurement files.

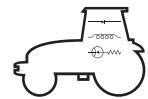


Comment

It defines the user effect obtained, as well as the operations to be performed.

Note: Particularity of the TR1 (A57-1), TR2 (A57-2), TR3 (A57-3) transmission modules:

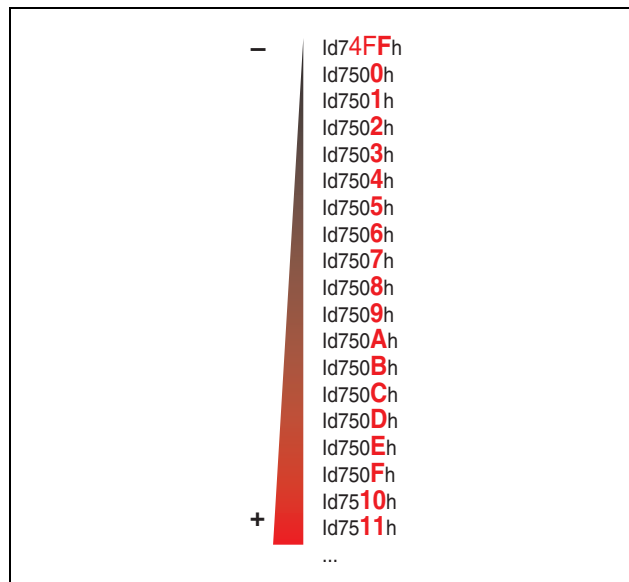
- Audio warning:: A sound alarm will sound in certain cases requiring the tractor to be stopped.
- "ISC" reset requested: In certain cases, the reverser requires to be reset. To do this, proceed as follows: With the engine running, depress the clutch pedal.



List of error codes

The error codes are ranked in an increasing order according to the hexadecimal system.

Decimal	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hexadecimal	0	1	2	3	4	5	6	7	8	9	A	B	C	D	E	F	10



586hsm5f

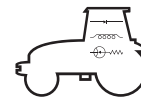
Reminder:

- Note the error codes present on the tractor.
- Identify the nature of each error code.
- Analyze the interaction between these error codes (an error code can generate another).
- Identify the error code at the origin of the anomaly.
- Perform the tests and measurements required to resolve the anomaly.
- If necessary, clear all error codes, then try the tractor again until the anomaly appears again.

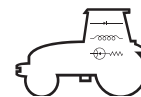


MFA (A100)

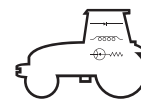
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7500h	–	MFA (A100)	Unable to read tractor-specific parameters in EEPROM memory.	The multifunction armrest runs in degraded mode (all options).	Check: The MFA (A100) armrest multifunction module.
Id7502h	–	MFA (A100)	Stabilized power supply 10V of contacts too low.	The contacts of the multifunction armrest are inactive	Check: The MFA (A100) armrest multifunction module.
Id7503h	–	MFA (A100)	Stabilized power supply 5V too low.	The multifunction armrest is inactive. The current gear is maintained. After restarting, the gears available are (C1) and (B1), according to the work/transport mode selected.	Check: The MFA (A100) armrest multifunction module.
Id7504h	–	MFA (A100)	Signal voltage specified with the Drivestick too high.	The multifunction armrest is inactive. The current gear is maintained. After restarting, the gears available are (C1) and (B1), according to the work/transport mode selected.	Check: – the Drivestick (R74). – The MFA (A100) armrest multifunction module.
Id7505h	–	MFA (A100)	Signal voltage specified with the Drivestick too low.	The multifunction armrest is inactive. The current gear is maintained. After restarting, the gears available are (C1) and (B1), according to the work/transport mode selected.	Check: – the Drivestick (R74). – The MFA (A100) armrest multifunction module.
Id7506h	–	MFA (A100)	Signal voltage specified with hand accelerator too high.	The hand accelerator is inactive.	Check: – The position potentiometer of the hand accelerator (R72). – The MFA (A100) armrest multifunction module.
Id7507h	–	MFA (A100)	Signal voltage specified by the hand accelerator too low.	The hand accelerator is inactive.	Check: – The position potentiometer of the hand accelerator (R72). – The MFA (A100) armrest multifunction module.
Id7508h	–	MFA (A100)	Signal voltage specified by the position instruction knob too high.	Lifting is locked. Use external controls.	Check: – The lifting position instruction potentiometer (R77). – The MFA (A100) armrest multifunction module.
Id7509h	–	MFA (A100)	Signal voltage specified by the position instruction knob too low.	Lifting is locked. Use external controls.	Check: – The lifting position instruction potentiometer (R77). – The MFA (A100) armrest multifunction module.



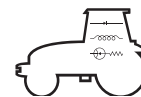
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id750Ah	–	MFA (A100)	Signal voltage specified with the distributor control on line 1 too high.	Online command 1 is inactive.	Check: – Online command of electro distributor n°1 (R76-1). – The MFA (A100) armrest multifunction module.
Id750Bh	–	MFA (A100)	Signal voltage specified with the online command distributor 1 too low.	Online command 1 is inactive.	Check: – Online command of electro distributor n°1 (R76-1). – The MFA (A100) armrest multifunction module.
Id750Ch	–	MFA (A100)	Signal voltage specified with the distributor control on line 2 too high.	Online command 2 is inactive.	Check: – Online command of electro distributor n°2 (R76-2). – The MFA (A100) armrest multifunction module.
Id750Dh	–	MFA (A100)	Signal voltage specified with the online command distributor 2 too low.	Online command 2 is inactive.	Check: – Online command of electro distributor n°2 (R76-2). – The MFA (A100) armrest multifunction module.
Id750Eh	–	MFA (A100)	Signal voltage specified with the distributor control on line 3 too high.	Online command 3 is inactive.	Check: – Online command of electro distributor n°3 (R76-3). – The MFA (A100) armrest multifunction module.
Id750Fh	–	MFA (A100)	Signal voltage specified with the online command distributor 3 too low.	Online command 3 is inactive.	Check: – Online command of electro distributor n°3 (R76-3). – The MFA (A100) armrest multifunction module.
Id7510h	–	MFA (A100)	Signal voltage specified with the distributor control on line 5 too high.	Axis 5 of the cross command (Electropilot) is inactive.	Check: – Cross command (Electropilot) electro distributor n° 5 (R75). – The MFA (A100) armrest multifunction module.
Id7511h	–	MFA (A100)	Signal voltage specified by the cross distributor command 5 too low.	Axis 5 of the cross command (Electropilot) is inactive.	Check: – Cross command (Electropilot) electro distributor n° 5 (R75). – The MFA (A100) armrest multifunction module.
Id7512h	–	MFA (A100)	Signal voltage specified with the distributor control on line 4 too high.	Axis 4 of the cross command (Electropilot) is inactive.	Check: – Cross command (Electropilot) electro distributor n° 4 (R75). – The MFA (A100) armrest multifunction module.



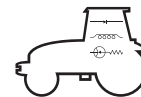
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7513h	–	MFA (A100)	Signal voltage specified by the cross distributor command 4 too low.	Axis 4 of the cross command (Electropilot) is inactive.	Check: – Cross command (Electropilot) electrodistributor n° 4 (R75). – The MFA (A100) armrest multifunction module.
Id7514h	–	MFA (A100)	Voltage of the signal specified by the stop lifting too high command.	Lifting is locked. Use external controls.	Check: – The stop lifting contact (S184). – The MFA (A100) armrest multifunction module.
Id7515h	–	MFA (A100)	Voltage of the signal specified by the stop lifting too low command.	Lifting is locked. Use external controls.	Check: – The stop lifting contact (S184). – The MFA (A100) armrest multifunction module.
Id7516h	–	MFA (A100)	Voltage of the signal specified by the stop lifting incoherent command.	Lifting is locked. Use external controls.	Check: – The stop lifting contact (S184). – The MFA (A100) armrest multifunction module.
Id7517h	–	MFA (A100)	Voltage of the signal specified by the lifting up too high command.	The lifting up mode is inactive.	Check: – The lifting up contact (S181). – The MFA (A100) armrest multifunction module.
Id7518h	–	MFA (A100)	Voltage of the signal specified by the lifting up too low command.	The lifting up mode is inactive.	Check: – The lifting up contact (S181). – The MFA (A100) armrest multifunction module.
Id7519h	–	MFA (A100)	Voltage of the signal specified by the lifting up command incoherent.	The lifting up mode is inactive.	Check: – The lifting up contact (S181). – The MFA (A100) armrest multifunction module.
Id751Ah	–	MFA (A100)	Voltage of the signal specified by the lifting down command too high.	Lifting is locked. Use external controls.	Check: – The lifting down contact (S182). – The MFA (A100) armrest multifunction module.
Id751Bh	–	MFA (A100)	Voltage of the signal specified by the lifting down too low signal.	Lifting is locked. Use external controls.	Check: – The lifting down contact (S182). – The MFA (A100) armrest multifunction module.
Id751Ch	–	MFA (A100)	Voltage of the signal specified by the lifting down command incoherent.	Lifting is locked. Use external controls.	Check: – The lifting down contact (S182). – The MFA (A100) armrest multifunction module.



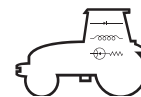
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id751Dh	–	MFA (A100)	Voltage of the signal specified by the Hexactiv contact too high.	The Hexactiv function is inactive.	Check: – The Hexactiv automation contact (S192). – The MFA (A100) armrest multifunction module.
Id751Eh	–	MFA (A100)	Voltage of the signal specified by the Hexactiv contact too low.	The Hexactiv function is inactive.	Check: – The Hexactiv automation contact (S192). – The MFA (A100) armrest multifunction module.
Id751Fh	–	MFA (A100)	Voltage of the signal specified by the Hexactiv contact incoherent.	The Hexactiv function is inactive.	Check: – The Hexactiv automation contact (S192). – The MFA (A100) armrest multifunction module.
Id7520h	–	MFA (A100)	Voltage of the signal specified by the transmission neutral contact too high.	The transmission neutral contact is inactive.	Check: – The transmission neutral contact (S180). – The MFA (A100) armrest multifunction module.
Id7521h	–	MFA (A100)	Voltage of the signal specified by the transmission neutral contact too low.	The transmission neutral contact is inactive.	Check: – The transmission neutral contact (S180). – The MFA (A100) armrest multifunction module.
Id7522h	–	MFA (A100)	Voltage of the signal specified by the transmission neutral contact incoherent.	The transmission neutral contact is inactive.	Check: – The transmission neutral contact (S180). – The MFA (A100) armrest multifunction module.
Id7523h	–	MFA (A100)	Voltage of the signal specified by the 1 engine speed memory too high contact.	The engine speed memory 1 is inactive	Check: – The engine speed memory 1 contact (S178). – The MFA (A100) armrest multifunction module.
Id7524h	–	MFA (A100)	Voltage of the signal specified by the engine speed memory 1 too low contact.	The engine speed memory 1 is inactive	Check: – The engine speed memory 1 contact (S178). – The MFA (A100) armrest multifunction module.
Id7525h	–	MFA (A100)	Voltage of the signal specified by the engine speed memory 1 incoherent contact.	The engine speed memory 1 is inactive	Check: – The engine speed memory 1 contact (S178). – The MFA (A100) armrest multifunction module.
Id7526h	–	MFA (A100)	Voltage of the signal specified by the 2 engine speed memory too high contact.	The engine speed memory 2 is inactive	Check: – The engine speed memory 2 contact (S179). – The MFA (A100) armrest multifunction module.



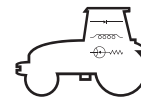
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7527h	–	MFA (A100)	Voltage of the signal specified by the engine speed memory 2 too low contact.	The engine speed memory 2 is inactive	Check: – The engine speed memory 2 contact (S179). – The MFA (A100) armrest multifunction module.
Id7528h	–	MFA (A100)	Voltage of the signal specified by the engine speed memory 2 incoherent contact.	The engine speed memory 2 is inactive	Check: – The engine speed memory 2 contact (S179). – The MFA (A100) armrest multifunction module.
Id7529h	–	MFA (A100)	Voltage of the signal specified by the engine speed + too high contact.	The engine speed + contact is inactive.	Check: – The + engine speed contact (S188). – The MFA (A100) armrest multifunction module.
Id752Ah	–	MFA (A100)	Voltage of the signal specified by the engine speed + too low contact.	The engine speed + contact is inactive.	Check: – The + engine speed contact (S188). – The MFA (A100) armrest multifunction module.
Id752Bh	–	MFA (A100)	Voltage of the signal specified by the engine speed + incoherent contact.	The engine speed + contact is inactive.	Check: – The + engine speed contact (S188). – The MFA (A100) armrest multifunction module.
Id752Ch	–	MFA (A100)	Voltage of the signal specified by the engine speed – too high contact.	The engine speed – contact is inactive.	Check: – The – engine speed contact (S189). – The MFA (A100) armrest multifunction module.
Id752Dh	–	MFA (A100)	Voltage of the signal specified by the engine speed – too low contact.	The engine speed – contact is inactive.	Check: – The – engine speed contact (S189). – The MFA (A100) armrest multifunction module.
Id752Eh	–	MFA (A100)	Voltage of the signal specified by the engine speed – incoherent contact.	The engine speed – contact is inactive.	Check: – The – engine speed contact (S189). – The MFA (A100) armrest multifunction module.
Id752Fh	–	MFA (A100)	Voltage of the signal specified by the stop sequence too high contact.	The Claas Sequence Management is inactive.	Check: – The stop sequence contact (S185). – The MFA (A100) armrest multifunction module.
Id7530h	–	MFA (A100)	Voltage of the signal specified by the stop sequence too low contact.	The Claas Sequence Management is inactive.	Check: – The stop sequence contact (S185). – The MFA (A100) armrest multifunction module.



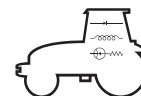
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7531h	–	MFA (A100)	Voltage of the signal specified by the stop sequence incoherent contact.	The Claas Sequence Management is inactive.	Check: – The stop sequence contact (S185). – The MFA (A100) armrest multifunction module.
Id7532h	–	MFA (A100)	Voltage of the signal specified by the sequence 1 too high contact.	The Claas Sequence Management is inactive.	Check: – The sequence 1 contact (S186). – The MFA (A100) armrest multifunction module.
Id7533h	–	MFA (A100)	Voltage of the signal specified by the sequence 1 too low contact.	The Claas Sequence Management is inactive.	Check: – The sequence 1 contact (S186). – The MFA (A100) armrest multifunction module.
Id7534h	–	MFA (A100)	Voltage of the signal specified by the sequence 1 incoherent contact.	The Claas Sequence Management is inactive.	Check: – The sequence 1 contact (S186). – The MFA (A100) armrest multifunction module.
Id7535h	–	MFA (A100)	Voltage of the signal specified by the sequence 2 too high contact.	The Claas Sequence Management is inactive.	Check: – The sequence 2 contact (S187). – The MFA (A100) armrest multifunction module.
Id7536h	–	MFA (A100)	Voltage of the signal specified by the sequence 2 too low contact.	The Claas Sequence Management is inactive.	Check: – The sequence 2 contact (S187). – The MFA (A100) armrest multifunction module.
Id7537h	–	MFA (A100)	Voltage of the signal specified by the sequence 2 incoherent contact.	The Claas Sequence Management is inactive.	Check: – The sequence 2 contact (S187). – The MFA (A100) armrest multifunction module.
Id7538h	–	MFA (A100)	Voltage of the signal specified by the Auto pilot contact too high.	Autopilot is inactive.	Check: – The Auto pilot contact. – The MFA (A100) armrest multifunction module.
Id7839h	–	MFA (A100)	Voltage of the signal specified by the Auto pilot contact too low.	Autopilot is inactive.	Check: – The Auto pilot contact. – The MFA (A100) armrest multifunction module.
Id753Ah	–	MFA (A100)	Voltage of the signal specified by the Auto pilot contact incoherent.	Autopilot is inactive.	Check: – The Auto pilot contact. – The MFA (A100) armrest multifunction module.



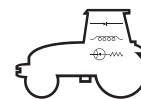
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id753Bh	–	MFA (A100)	Voltage of the signal specified by the function F1 too high contact.	The function F1 contact is inactive.	Check: – The function F1 contact (S190). – The MFA (A100) armrest multifunction module.
Id753Ch	–	MFA (A100)	Voltage of the signal specified by the function F1 too low contact.	The function F1 contact is inactive.	Check: – The function F1 contact (S190). – The MFA (A100) armrest multifunction module.
Id753Dh	–	MFA (A100)	Voltage of the signal specified by the function F1 incoherent function.	The function F1 contact is inactive.	Check: – The function F1 contact (S190). – The MFA (A100) armrest multifunction module.
Id753Eh	–	MFA (A100)	Voltage of the signal specified by the function F2 too high contact.	The function F2 contact is inactive.	Check: – The function F2 contact (S191). – The MFA (A100) armrest multifunction module.
Id753Fh	–	MFA (A100)	Voltage of the signal specified by the function F2 too low contact.	The function F2 contact is inactive.	Check: – The function F2 contact (S191). – The MFA (A100) armrest multifunction module.
Id7540h	–	MFA (A100)	Voltage of the signal specified by the function F2 incoherent function.	The function F2 contact is inactive.	Check: – The function F2 contact (S191). – The MFA (A100) armrest multifunction module.
Id7541h	–	MFA (A100)	Signal voltage returned by the (+) contact for speed range shifting too high.	The (+) contact for speed range shifting is inactive (C-Matic).	Check: – The (+) contact on speed range shifting (S200). – The MFA (A100) armrest multifunction module.
Id7542h	–	MFA (A100)	Voltage of the signal sent by the (+) contact for speed range shifting too low.	The (+) contact for speed range shifting is inactive (C-Matic).	Check: – The (+) contact on speed range shifting (S200). – The MFA (A100) armrest multifunction module.
Id7543h	–	MFA (A100)	Voltage of the signal sent by the (+) contact for speed range shifting incoherent.	The (+) contact for speed range shifting is inactive (C-Matic).	Check: – The (+) contact on speed range shifting (S200). – The MFA (A100) armrest multifunction module.
Id7544h	–	MFA (A100)	Signal voltage returned by the (-) contact for speed range shifting too high.	The (+) contact for speed range shifting is inactive (C-Matic).	Check: – The (-) contact on speed range shifting (S201). – The MFA (A100) armrest multifunction module.



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7545h	–	MFA (A100)	Voltage of the signal sent by the (-) contact for speed range shifting too low.	The (+) contact for speed range shifting is inactive (C-Matic).	Check: – The (-) contact on speed range shifting (S200). – The MFA (A100) armrest multifunction module.
Id7546h	–	MFA (A100)	Voltage of the signal sent by the (-) contact for speed range shifting incoherent.	The (+) contact for speed range shifting is inactive (C-Matic).	Check: – The (-) contact on speed range shifting (S201). – The MFA (A100) armrest multifunction module.
Id7547h	–	MFA (A100)	Voltage of the signal specified by the manoeuvring gear too high contact.	The manoeuvring gear function is inactive.	Check: – The manoeuvring gear contact (S177). – The MFA (A100) armrest multifunction module.
Id7548h	–	MFA (A100)	Voltage of the signal specified by the manoeuvring gear too low contact.	The manoeuvring gear function is inactive.	Check: – The manoeuvring gear contact (S177). – The MFA (A100) armrest multifunction module.
Id7549h	–	MFA (A100)	Voltage of the signal specified by the manoeuvring gear incoherent contact.	The manoeuvring gear function is inactive.	Check: – The manoeuvring gear contact (S177). – The MFA (A100) armrest multifunction module.
Id754Ah	–	MFA (A100)	Voltage of the signal specified by the function F3 too high contact.	The F3 function is inactive.	Check: – The function F3 contact (S198). – The MFA (A100) armrest multifunction module.
Id754Bh	–	MFA (A100)	Voltage of the signal specified by the function F3 too low contact.	The F3 function is inactive.	Check: – The function F3 contact (S198). – The MFA (A100) armrest multifunction module.
Id754Ch	–	MFA (A100)	Voltage of the signal specified by the function F3 incoherent function.	The F3 function is inactive.	Check: – The function F3 contact (S198). – The MFA (A100) armrest multifunction module.
Id754Dh	–	MFA (A100)	Voltage of the signal specified by the function F4 too high contact.	The F4 function is inactive.	Check: – The function F4 contact (S199). – The MFA (A100) armrest multifunction module.
Id754Eh	–	MFA (A100)	Voltage of the signal specified by the function F4 too low contact.	The F4 function is inactive.	Check: – The function F4 contact (S199). – The MFA (A100) armrest multifunction module.

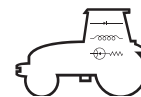


Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id754Fh	–	MFA (A100)	Voltage of the signal specified by the function F4 incoherent function.	The F4 function is inactive.	Check: – The function F4 contact (S199). – The MFA (A100) armrest multifunction module.
Id7550h	–	MFA (A100)	Voltage of the signal specified by the cross control locking Electropilot too high contact.	The Electropilot cross control is inactive.	Check: – The Electropilot cross control locking contact (S183). – The MFA (A100) armrest multifunction module.
Id7551h	–	MFA (A100)	Voltage of the signal specified by the Electropilot cross control locking too low contact.	The Electropilot cross control is inactive.	Check: – The Electropilot cross control locking contact (S183). – The MFA (A100) armrest multifunction module.
Id7552h	–	MFA (A100)	Voltage of the signal specified by the Electropilot cross control locking incoherent contact.	The Electropilot cross control is inactive.	Check: – The Electropilot cross control locking contact (S183). – The MFA (A100) armrest multifunction module.
Id7553h	–	MFA (A100)	Error on CLAAS vehicle CAN bus.	Random operation of the multifunction armrest.	Check: – The CLAAS vehicle CAN bus network. – The CAN bus network communication module BDG (A103). – The TR2 transmission module (A57-2).
Id7554h	–	MFA (A100)	The multifunction armrest does not receive the CAN message for backlighting and activation lamps.	The backlighting of the multifunction armrest is activated by default.	Check: – The CLAAS vehicle CAN bus network. – The CAN bus network communication module BDG (A103). – The instrument panel module DBD (A101).
Id7555h	–	MFA (A100)	Error on CLAAS vehicle CAN bus.	Random operation of the multifunction armrest.	Check: – The CLAAS vehicle CAN bus network. – The CAN bus network communication module BDG (A103). – The instrument panel module DBD (A101).
Id7556h	–	MFA (A100)	The multifunction armrest no longer emits the message over the CLAAS vehicle CAN bus due to too many CAN error frames over the CLAAS vehicle CAN bus.	The multifunction armrest is inactive. The current gear is maintained. After restarting, the gears available are C1 and B1, according to the work/transport mode selected.	Check: The MFA (A100) armrest multifunction module.

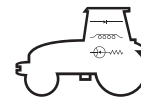


TR1 (A57-1)

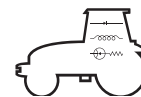
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution	
Id75C0h	301	TR1 (A57-1)	Inconsistent current measurements obtained on the forward gear solenoid valve. A different value is received from each of the two measuring points on the return. The "Auto 5" working with the estimated current.	Audio warning:: No. "ISC" reset requested: No.	Check: The "Auto 5" module using tool n° 60 05 033 249, and change if required.	
Id75C1h	302	TR1 (A57-1)	Inconsistent current measurements obtained on the reverse gear solenoid valve. A different value is received from each of the two measuring points on the return. The "Auto 5" working with the estimated current.			
Id75C2h	303	TR1 (A57-1)	Supply voltage measured on the forward gear solenoid valve when the driver is not controlled (setpoint PWM = 0).	Audio warning:: Yes. "ISC" reset requested: Yes.	Check: – For a possible 12 V short circuit on the solenoid valve power supply harness. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.	
Id75C3h	304	TR1 (A57-1)	Supply voltage measured on the reverse gear solenoid valve when the driver is not controlled (setpoint PWM = 0).			
Id75C4h	305	TR1 (A57-1)	Actual current measured on the return of the forward gear solenoid valve is too high relative to the setpoint.		Check: – For a possible 12 V short circuit on the solenoid valve power supply harness. – The resistance of the solenoid valve winding. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.	
Id75C5h	306	TR1 (A57-1)	Actual current measured on the return of the reverse gear solenoid valve is too high relative to the setpoint.			
Id75C6h	307	TR1 (A57-1)	The current consumed by the forward gear solenoid valve is greater than 1,4 A (maximum allowable).			Check: – The solenoid valve if 301/302 are not shown. – For a possible 12 V short circuit on the solenoid valve power supply harness. – The resistance of the solenoid valve winding. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75C7h	308	TR1 (A57-1)	The current consumed by the reverse gear solenoid valve is greater than 1,4 A (maximum allowable).			



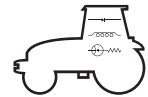
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id75C8h	309	TR1 (A57-1)	The actual current measured on the forward gear solenoid valve return is less than the setpoint value.	Audio warning:: Yes. "ISC" reset requested: Yes.	Check: <ul style="list-style-type: none"> - For a possible open circuit in the solenoid valve supply harness. - For a possible short circuit to earth on the solenoid valve. - The resistance of the solenoid valve winding. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75C9h	310	TR1 (A57-1)	The actual current measured on the reverse gear solenoid valve return is less than the setpoint value.		
Id75CAh	311	TR1 (A57-1)	The current sent to the forward gear solenoid valve is insufficient (current regulation problem).	Audio warning:: No. "ISC" reset requested: No.	Check: <ul style="list-style-type: none"> - The battery voltage. - For a possible resistance on the solenoid valve supply. - The solenoid valve winding.
Id75CBh	312	TR1 (A57-1)	The current sent to the reverse gear solenoid valve is insufficient (current regulation problem).		
Id75CCh	313	TR1 (A57-1)	Loss of shuttle reverser output speed information (knowing that the theoretical speed is indicated).	Audio warning:: Yes. "ISC" reset requested: No.	Check: The reverser exit speed sensor under torque (B229).
Id75CDh	314	TR1 (A57-1)	Loss of the ENG module engine speed information (knowing the units are supplied with 12V after ignition and a theoretical speed of > 1 km/h is specified).		Check: The Powertrain CAN bus network. The engine module (A15).
Id75CEh	315	TR1 (A57-1)	Loss of theoretical speed information (knowing that the shuttle reverser output speed is indicated). This fault not detected when changing range or a slow range is engaged.	Audio warning:: No. "ISC" reset requested: No.	Check: The theoretical speed sensor (B227).
Id75CFh	316	TR1 (A57-1)	The voltage of the signal provided by the clutch pedal sensor is < 0,3 V or > 4,8 V.	Audio warning:: No. "ISC" reset requested: Yes.	Check: The clutch pedal position potentiometer (R73).



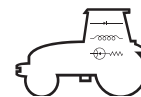
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id75D0h	317	TR1 (A57-1)	The voltage of the signal provided by the accelerator pedal sensor is < 0,3 V or > 4,8 V.	Audio warning:: No. "ISC" reset requested: No. The Hexactiv function is inactive. The engine remains in idle speed.	Check: The clutch pedal position potentiometer (R71).
Id75D1h	318	TR1 (A57-1)	Loss of the theoretical forward speed information on the Powertrain CAN bus or inconsistency between the theoretical forward speed information on the Powertrain CAN bus and the information from the theoretical forward speed sensor.	Audio warning:: No. "ISC" reset requested: No. The REH (A58) lifting module and its associated functions may be lost.	Check: – The instrument panel module (A101). – The Powertrain CAN bus network. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75D2h	319	TR1 (A57-1)	Inconsistency between the information from the crawler range engaging contact and the mechanical status of the crawler range.		Check: – The theoretical speed sensor (B227). – The slow range contact (Z150). – Status of the crawler range. – Status of the range module. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75D4h	321	TR1 (A57-1)	The information provided by the reverser lever is inconsistent (several states simultaneously).	Audio warning:: Yes or no. "ISC" reset requested: Yes if sound alarm.	Check: – The reverser lever (S171). – The "Auto 5" module using tool n° 60 05 033 249, and change if required.



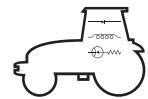
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id75D6h	323	TR1 (A57-1)	The position of the clutch pedal and the status of the end-of-travel switch (BOC) are inconsistent. There are three possible cases: The pedal is fully released (angle sensor signal) but the "BOC" is closed (12 V on terminal pin 30 of the "Auto 5.51"). The "BOC" indicates that the pedal is not fully released (12 V on terminal pin 30 of the "Auto 5.51") but the reverser controller is in neutral (12 V on terminal pin 19 of the "Auto 5.51"). The reverser controller is not in neutral (zero voltage on terminal pin 19 of the "Auto 5.51"), the clutch pedal is depressed more than 50 % (angle sensor signal) but the pedal arm sensor remains open (0 V on terminal pin 30 of the "Auto 5.51").	Audio warning:: Yes or no. "ISC" reset requested: Yes if sound alarm.	Check: – The clutch pedal position potentiometer (R73). – The "BOC" clutch pedal low contact (Z152). – The neutral position of the reverser lever (S171). – For a possible short circuit on 12 V on the harnesses of terminal pins 30 or 19. – For a possible open circuit on the harness of terminal pin 30. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75D7h	324	TR1 (A57-1)	The status of the engaged range does not correspond to the range engaged.	Audio warning:: No. "ISC" reset requested: Yes if tractor stopped.	Check: – The A range engaged contact (Z153-1). – The B range engaged contact (Z153-2). – The C range engaged contact (Z153-3). – The D range engaged contact (Z153-4). – For a possible mechanical problem on the range module.
Id75D8h	325	TR1 (A57-1)	A minimum of 2 range sensors are simultaneously open (normally only 1).		
Id75D9h	326	TR1 (A57-1)	The comparison of the information from the reverser output speed sensor and the theoretical speed sensor is inconsistent.		
Id75DAh	327	TR1 (A57-1)	Physical error on the CAN network. At least one of the tractor computers is not detected or CAN network overload.	Audio warning:: Yes. "ISC" reset requested: Yes.	Check: The Powertrain CAN bus network.



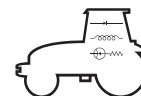
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id75DBh	328	TR1 (A57-1)	Unable to read tractor-specific parameters in EEPROM memory.	Audio warning:: No. "ISC" reset requested: No.	Configure the "Auto 5" modules using Win Metadiag® otherwise change the "Auto 5".
Id75DCh	329	TR1 (A57-1)	Problem saving parameters when placing units on standby.		Check: For a possible loss of the permanent 12 V supply prior to 12 V shutoff after switching on the ignition, otherwise change the "Auto 5".
Id75DDh	330	TR1 (A57-1)	The unit 12 V supply voltage is less than 7 V after switching on the ignition.		Check: – The battery voltage. – The 12V harnesses and connections after contact of the "Auto 5" modules.
Id75DEh	331	TR1 (A57-1)	The 10 V supply to the sensors is not within the $\pm 5\%$ tolerance.		–



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id75DFh	332	TR1 (A57-1)	Short circuit or open circuit on range A solenoid valve (SVA).	Audio warning:: Yes. "ISC" reset requested: No.	Check: – Solenoid valve of (SVA) (Y339-1) robotized range. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75E0h	333	TR1 (A57-1)	Short circuit or open circuit on range B solenoid valve (SVB).		Check: – Solenoid valve of (SVB) (Y339-2) robotized range. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75E1h	334	TR1 (A57-1)	Short circuit or open circuit on range C solenoid valve (SVC).		Check: – Solenoid valve of (SVC) (Y339-3) robotized range. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75E2h	335	TR1 (A57-1)	Short circuit or open circuit on range D solenoid valve (SVD).		Check: – Solenoid valve of (SVD) (Y339-4) robotized range. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75E3h	336	TR1 (A57-1)	Inconsistent "Auto 5" analog readings.	Audio warning:: No. "ISC" reset requested: No.	Check: – For a possible short circuit between the accelerator sensor harness and range sensor A, B. – For a possible short circuit between the clutch sensor harness and C, D range sensor. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75E4h	337	TR1 (A57-1)	Inconsistency between the selected gear and the measured ratio.	Audio warning:: Yes. "ISC" reset requested: Yes. The Powershift 4 gear is reached gradually by default.	Check: – Engine speed data. – The reverser exit speed sensor under torque (B229). – For a possible seizure of the forward/reverse or "Hexashift solenoid valves (PSV1, PSV2, PSV3). – For a possible mechanical problem on the forward/reverse or "Hexashift" clutches (slippage).

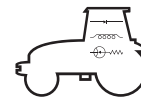


Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id75F5h	354	TR1 (A57-1)	Short circuit on range A sensor.	Audio warning:: No. "ISC" reset requested: No.	Check: – The A range engaged contact (Z153-1). – The B range engaged contact (Z153-2). – The C range engaged contact (Z153-3). – The D range engaged contact (Z153-4). – Warning: During voltage control as the "Auto 5" fuse is burnt out.
Id75F6h	355	TR1 (A57-1)	Short circuit on range B sensor.		
Id75F7h	356	TR1 (A57-1)	Short circuit on range C sensor.		
Id75F8h	357	TR1 (A57-1)	Short circuit on range D sensor.		
Id75F9h	358	TR1 (A57-1)	Calibration of the Revershift ongoing.		
Id75FAh	359	TR1 (A57-1)	Stack overload.		–
Id75FBh	360	TR1 (A57-1)	Paddle in forward gear (or reverse) and paddle up at the same time.	Audio warning:: Yes or no. "ISC" reset requested: Yes if sound alarm.	Check: – The reverser lever (S171). – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id75FCh	361	TR1 (A57-1)	Paddle in forward gear (or reverse) and paddle in neutral at the same time.		
Id75FDh	362	TR1 (A57-1)	Paddle in forward gear and reverse at the same time.		
Id75FEh	363	TR1 (A57-1)	Palette position not detected.		



TR2 (A57-2)

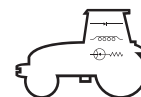
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7620h	401	TR2 (A57-2)	Pressure of high-pressure brakes < 70 bar at initialisation.	Audio warning:: Yes. Brake indicator light: Steady "on".	Check: <ul style="list-style-type: none"> - The hydraulic circuit (valve, pipes, switch...). - Braking pressure sensor (B233). - High pressure braking solenoid valve (Y329). - Voltage delivered by the transformer (V24). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7621h	402	TR2 (A57-2)	Pressure of high-pressure brakes < 70 bar during < 2 seconds, during operation.		
Id7622h	403	TR2 (A57-2)	Pressure of high-pressure brakes does not drop, or too high.	Audio warning:: No. Brake indicator light: BLINKING.	Check: <ul style="list-style-type: none"> - The hydraulic circuit (valve, pipes, switch...). - Braking pressure sensor (B233). - High pressure braking solenoid valve (Y329). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7623h	404	TR2 (A57-2)	Supply problem with high-pressure brake sensor.	Audio warning:: Yes. Brake indicator light: Steady "on".	Check: <ul style="list-style-type: none"> - Voltage delivered by the transformer (V24). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7624h	405	TR2 (A57-2)	78 bar < pressure of high-pressure brakes < 98 bar at initialisation. Instead of 98 bar < pressure of high-pressure brakes < 120 bar. The pressure value filled in by the sensor is greater than around 2 to 4 bar of the real pressure in the circuit.	Audio warning:: No. Brake indicator light: BLINKING.	Check: <ul style="list-style-type: none"> - The hydraulic circuit (valve, pipes, switch...). - Braking pressure sensor (B233). - High pressure braking solenoid valve (Y329). - Voltage delivered by the transformer (V24). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7625h	406	TR2 (A57-2)	High-pressure brake accumulator inflates too often (leak on energy reserve).		Check: The hydraulic circuit (valve, pipes, switch...).



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7626h	407	TR2 (A57-2)	High-pressure brake sensor disconnected.	Audio warning:: Yes. Brake indicator light: Steady "on".	Check: – Braking pressure sensor (B233). – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7627h	408	TR2 (A57-2)	High-pressure brake accumulator faulty, torn.		Check: Cumulator (5016).
Id7628h	409	TR2 (A57-2)	Loss of the Hexactiv function engaged on the Powertrain CAN bus information or Hexactiv function engaged information exceeds 10 seconds.	Audio warning:: No. "ISC" reset requested: Yes. The Hexactiv function is inactive.	Check: – Hexactiv engaged function contact (S192). – The Armrest (A30) module. – The Powertrain CAN bus network. – The CLAAS vehicle CAN bus network. – The Bridge (A103) module. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7629h	410	TR2 (A57-2)	Full left steering position not validated when configuring the steering angle sensor (B117).	Return to normal mode by pressing the differential lock button.	Turn the wheels fully to the left. Validate by pressing the differential locking button. Do not forget to validate the wheel in line position of the steering.
Id762Ah	411	TR2 (A57-2)	Wheel in line position not validated when configuring the steering angle sensor (B117).	Return to normal mode by pressing the differential lock button.	Set the wheels straight. Validate by pressing the differential locking button. Do not forget to validate the right-hand mechanical stop position of the steering.
Id762Bh	412	TR2 (A57-2)	Steering right-hand mechanical stop position not validated when configuring the steering angle sensor (B117)	Return to normal mode by pressing the differential lock button.	Turn the wheels fully to the right. Validate by pressing the differential locking button. Do not forget to validate the right-hand steering mechanical stop position to finish calibration.
Id762Ch	413	TR2 (A57-2)	Voltage of the steering angle sensor (B117) outside 0,5V and 4,5V. The transmission module TR2 (A57-2) considers that the steering angle is 0°	–	Diagnostic lamp blinks. Check: The steering angle sensor (B117) and the wiring between sensor and module.



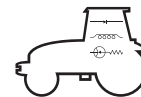
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id762Dh	414	TR2 (A57-2)	Loss of the ENG module engine speed information (knowing the units are supplied with 12V after ignition and a theoretical speed of > 1 km/h is specified).	Audio warning:: Yes. "ISC" reset requested: No.	Check: The Powertrain CAN bus network. The engine module ENG (A15).
Id762Eh	415	TR2 (A57-2)	Loss of the theoretical forward speed on the Powertrain CAN bus information although the gearbox intermediate speed information (on Revershift output) is present on Powertrain CAN bus.	Audio warning:: Yes. "ISC" reset requested: No.	Check: <ul style="list-style-type: none"> - The instrument panel module DBD (A101). - Status of the crawler range. - Status of the range module. - The Powertrain CAN bus network. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id762Fh	416	TR2 (A57-2)	Error on high pressure braking.	Pressure < 70 bar during initialization. The tractor is limited to gear B6. Engine speed 300 rpm.	Pump for 15 seconds. Start the tractor.
Id7630h	417	TR2 (A57-2)	Error on high pressure braking.	Pressure < 70 bar at least 2 seconds during operation. The tractor is limited to gear B6. Engine speed 300 rpm.	Pump for 15 seconds. Start the tractor.
Id7631h	418	TR2 (A57-2)	Loss of gear upshift control information on the Powertrain CAN bus.	Audio warning:: Yes. "ISC" reset requested: No. Return to the default start gear after shifting to transmission neutral.	Check: <ul style="list-style-type: none"> - the Drivestick (R74). - The Armrest (A30) module. - The Powertrain CAN bus network. - The CLAAS vehicle CAN bus network. - The Bridge (A103) module. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7632h	419	TR2 (A57-2)	Loss of the downshifting control on Powertrain CAN bus information.		
Id7633h	420	TR2 (A57-2)	Loss of the up and down shifting control of ranges on Powertrain CAN bus information.		
Id7634h	421	TR2 (A57-2)	Error on high pressure braking.	Pressure exceeds the maximum threshold during initialization. Engine speed is limited at 300 rev/min.	Pump for 15 seconds. Start the tractor.



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7635h	422	TR2 (A57-2)	The transmission oil temperature provided by the temperature sensor is < 24 °C or > 150 °C.	Audio warning:: Yes. "ISC" reset requested: No.	Check: – The transmission oil temperature sensor (B123). – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7636h	423	TR2 (A57-2)	Error on high pressure braking.	Pressure ranges between 78 and 98 bars during initialization. Engine speed is limited at 300 rev/min.	Pump for 15 seconds. Start the tractor.
Id7637h	424	TR2 (A57-2)	Error on high pressure braking.	The accumulator inflates too often (risk of leaks).	Cancel the fault, If the error appears again, Restart the tractor.
Id7638h	425	TR2 (A57-2)	Error on high pressure braking.	The pressure sensor (B233) is disconnected	Pump for 15 seconds. Start the tractor.
Id7639h	426	TR2 (A57-2)	Error on high pressure braking.	Pressure < 70 bars during 0,2 to 2 seconds.	Pump for 15 seconds. Start the tractor.
Id763Ah	427	TR2 (A057-2)	Physical error on the CAN network. At least one of the tractor computers is not detected or CAN network overload.	Audio warning:: Yes. "ISC" reset requested: Yes.	Check: The Powertrain CAN bus network.
Id763Bh	428	TR2 (A57-2)	Unable to read tractor-specific parameters in EEPROM memory.	Audio warning:: No. "ISC" reset requested: No.	Configure the "Auto 5" modules using Win Metadiag© otherwise change the "Auto 5".
Id763Ch	429	TR2 (A57-2)	Problem saving parameters when placing units on standby.		Check: For a possible loss of the permanent 12 V supply prior to 12 V shutoff after switching on the ignition, otherwise change the "Auto 5".
Id763Dh	430	TR2 (A57-2)	The unit 12 V supply voltage is less than 7 V after switching on the ignition.		Check: – The battery voltage. – The 12V harnesses and connections after contact of the "Auto 5" modules.
Id763Eh	431	TR2 (A57-2)	The 10 V supply to the sensors is not within the ± 5 % tolerance.	–	Check: – For a possible short circuit (harnesses or sensors). – The "Auto 5" module using tool n° 60 05 033 249, and change if required.



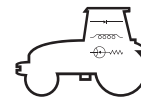
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7640h	433	TR2 (A57-2)	Calibration of the Power Boost failed, Power Boost only in C and D	Bad measurement. Engine speed sensor 1 of 2 disconnected	Recalibrate
Id7641h	434	TR2 (A57-2)	During operation Powerboost only in C and D	Engine speed sensor 1 of 2 disconnected	Bad measurement. The tractor returns to normal mode once the fault disappears
Id7643h	436	TR2 (A57-2)	Inconsistent "Auto 5" analog readings.	Audio warning:: No. "ISC" reset requested: No.	Check: <ul style="list-style-type: none"> - For a possible short circuit between the accelerator sensor harness and range sensor A, B (S1, S2). - For a possible short circuit between the clutch sensor harness and C, D (S3, S4) range sensor. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7645h	438	TR2 (A57-2)	Supply voltage measured on solenoid valve SV3 when the driver is not controlled (setpoint PWM = 0).	Audio warning:: Yes. "ISC" reset requested: Yes.	Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7646h	439	TR2 (A57-2)	Actual current measured on the return of solenoid valve SV3 is too high relative to the setpoint.		Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness. - The solenoid valve SV3 (Y335-3) - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7647h	440	TR2 (A57-2)	The current consumed by solenoid valve SV3 is greater than 1,4 A (maximum allowable).	Audio warning:: Yes. "ISC" reset requested: Yes.	Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness. - The solenoid valve SV3 (Y335-3) - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7648h	441	TR2 (A57-2)	The actual current measured on the solenoid valve SV3 return is less than the setpoint value.		Check: <ul style="list-style-type: none"> - For a possible open circuit in the solenoid valve supply harness. - For a possible short circuit to earth on the solenoid valve. - The solenoid valve SV3 (Y335-3) - The "Auto 5" module using tool n° 60 05 033 249, and change if required.



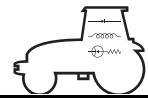
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7649h	442	TR2 (A57-2)	The current sent to solenoid valve SV3 is insufficient (current regulation problem).	Audio warning:: Yes. "ISC" reset requested: Yes.	Check: <ul style="list-style-type: none"> - The battery voltage. - For a possible resistance on the solenoid valve supply. - The solenoid valve SV3 (Y335-3)
Id764Ah	443	TR2 (A57-2)	Supply voltage measured on solenoid valve SV2 when the driver is not controlled (setpoint PWM = 0).		Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id764Bh	444	TR2 (A57-2)	Actual current measured on the return of solenoid valve SV2 is too high relative to the setpoint.		Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness. - The solenoid valve SV2 (Y335-2) - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id764Ch	445	TR2 (A57-2)	The current consumed by solenoid valve SV2 is greater than 1,4 A (maximum allowable).	Audio warning:: Yes. "ISC" reset requested: Yes.	Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness. - The solenoid valve SV2 (Y335-2) - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id764Dh	446	TR2 (A57-2)	The actual current measured on the solenoid valve SV2 return is less than the setpoint value.		Check: <ul style="list-style-type: none"> - For a possible open circuit in the solenoid valve supply harness. - For a possible short circuit to earth on the solenoid valve. - The solenoid valve SV2 (Y335-2) - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id764Eh	447	TR2 (A57-2)	The current sent to solenoid valve SV2 is insufficient (current regulation problem).	Audio warning:: Yes. "ISC" reset requested: Yes.	Check: <ul style="list-style-type: none"> - The battery voltage. - For a possible resistance on the solenoid valve supply. - The solenoid valve SV2 (Y335-2).
Id764Fh	448	TR2 (A57-2)	Supply voltage measured on solenoid valve SV1 when the driver is not controlled (setpoint PWM = 0).		Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.



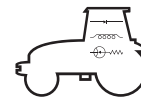
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7650h	449	TR2 (A57-2)	Actual current measured on the return of solenoid valve SV1 is too high relative to the setpoint.	Audio warning:: Yes. "ISC" reset requested: Yes.	Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness. - The solenoid valve SV1 (Y335-1) - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7651h	450	TR2 (A57-2)	The current consumed by solenoid valve SV1 is greater than 1,4 A (maximum allowable).		Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness. - The solenoid valve SV1 (Y335-1) - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7652h	451	TR2 (A57-2)	The actual current measured on the solenoid valve SV1 return is less than the setpoint value.		Check: <ul style="list-style-type: none"> - For a possible open circuit in the solenoid valve supply harness. - For a possible short circuit to earth on the solenoid valve. - The solenoid valve SV1 (Y335-1) - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7653h	452	TR2 (A57-2)	The current sent to solenoid valve SV1 is insufficient (current regulation problem).		Check: <ul style="list-style-type: none"> - The battery voltage. - For a possible resistance on the solenoid valve supply. - The solenoid valve SV1 (Y335-1)
Id7654h	453	TR2 (A57-2)	No 20 bar low pressure information (knowing that engine speed > 500 rpm).	Audio warning:: Yes. "ISC" reset requested: No.	Check: <ul style="list-style-type: none"> - The pressure of the low pressure circuit. - The low pressure sensor (Z154). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7655h	454	TR2 (A57-2)	Calibration of the Power Boost ongoing.	-	-
Id7656h	455	TR2 (A57-2)	Calibration of the right position of the current steering angle.		
Id7657h	456	TR2 (A57-2)	Calibration of the center position of the current steering angle.		
Id7658h	457	TR2 (A57-2)	Calibration of the left position of the current steering angle.		



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7659h	458	TR2 (A57-2)	Loss of the information on "Manoeuvring gear" function engaged on the Powertrain CAN bus or information on "Manoeuvring gear" function engaged exceeds 10 seconds or in short-circuit.	The manoeuvring gear function is inactive.	Check: <ul style="list-style-type: none"> - The contact of engaging (S177) manoeuvring gear. - The Armrest (A30) module. - The Powertrain CAN bus network. - The CLAAS vehicle CAN bus network. - The (A103) module. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id765Ah	459	TR2 (A57-2)	Stack overload- Random behaviour.	Random operation.	-
Id765Bh	460	TR2 (A57-2)	Limitation of the Claas Power Management caused by power consumption on the rear PTO (540 or 540 Eco) exceeding transmissible power.	The Claas Power Management restricts additional power.	Check: <ul style="list-style-type: none"> - Abnormal use of the rear PTO. - Status of the PTO line. - Tool coupled.
Id765Ch	461	TR2 (A57-2)	Limitation of the Claas Power Management caused by the coolant temperature too high 105 °C < T° < 113 °C.	The Claas Power Management restricts additional power.	Check: <ul style="list-style-type: none"> - The engine cooling circuit. - The engine coolant temperature sensor (B045).
Id765Dh	462	TR2 (A57-2)	Claas Power Management function faulty due to loss of information from engine speed sensor (on PTO clutch housing) or engine speed sensor (on gearbox primary shaft).	The Claas Power Management is available in C and D ranges only.	Check: <ul style="list-style-type: none"> - Adjustment of the 2 engine speed sensors (B228-1, B228-2). - The engine speed sensor (on PTO clutch housing) (B228-1). - The engine speed sensor (on gearbox primary shaft) (B228-2). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id765Eh	463	TR2 (A57-2)	Claas Power Management function faulty due to loss of engine speed information on the Powertrain CAN bus.	The lowest power curve is selected by default.	Check: <ul style="list-style-type: none"> - The engine module (A15). - The Powertrain CAN bus network. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id78B0h	840	TR2 (A57-2)	Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence	Gear selection command disconnected	Check: <ul style="list-style-type: none"> - The TR2 transmission module (A57-2) - The external function module EXT (A62)
Id78B1h	841	TR2 (A57-2)	The gearbox is disconnected during a sequence CSM.	Sequence stopped.	Wait for the sequence to be relaunched.

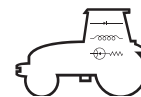


Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id78B2h	842	TR2 (A57-2)	Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence	DrivestickDisconnected	Check: – The TR2 transmission module (A57-2) – The external function module EXT (A62)
Id78B3h	843	TR2 (A57-2)	Field end maneuvering gear disconnected during a sequence CSM.	Sequence stopped.	Wait for the sequence to be relaunched.
Id78B4h	844	TR2 (A57-2)	Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence	Automatic gear shifting disconnected	Check: – The TR2 transmission module (A57-2) – The external function module EXT (A62)
Id78B5h	845	TR2 (A57-2)	Automatic gear shifting disconnected during a sequence CSM.	Sequence stopped.	Wait for the sequence to be relaunched.
Id78B6h	846	TR2 (A57-2)	Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence	4 wheel drive disconnected	Check: – The TR2 transmission module (A57-2) – The external function module EXT (A62)
Id78B7h	847	TR2 (A57-2)	Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence	Differential lock disconnected	Check: – The TR2 transmission module (A57-2) – The external function module EXT (A62)

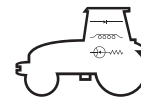


TR3 (A57-3)

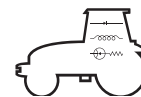
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7680h	501	TR3 (A57-3)	PTO clutch skidding high.	The PTO is off.	Check: – The rear PTO speed sensor (B142). – The engine speed sensor (B228-1). – The pressure of the low pressure circuit. – Power take-off clutch. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7681h	502	TR3 (A57-3)	Open circuit on the rear PTO solenoid valve.	The PTO is off.	Check: – For a possible open circuit in the solenoid valve supply harness. – The rear PTO solenoid valve (Y325). – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7682h	503	TR3 (A57-3)	Short-circuit to 12V of the rear PTO solenoid valve.	The PTO is off.	Check: – For a possible 12 V short circuit on the solenoid valve power supply harness. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7683h	504	TR3 (A57-3)	Short-circuit to ground of the rear PTO solenoid valve.	The PTO is off.	Check: – For a possible open circuit in the solenoid valve supply harness. – For a possible short circuit to earth on the solenoid valve. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7684h	505	TR3 (A57-3)	Drop in engine speed (during power take-off start-up).	The PTO is off.	Check: – Possible mechanical problem with the power take-off. – Possible problem with the tool driven by the power take-off.
Id7685h	506	TR3 (A57-3)	Overspeed in economy.	The PTO is off.	Check: – The rear PTO speed sensor (B142). – The engine speed sensor (B228-1). – The engine speed. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7686h	507	TR3 (A57-3)	Battery fault out of range (10 volts - 16 volts).	The PTO is off.	Check: – The battery. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.



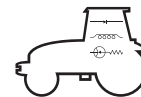
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7687h	508	TR3 (A57-3)	The information on the Powertrain CAN bus indicate a major drop in engine speed and a steering pressure below 9 bar for 4 seconds.	The PTO is off.	Check: <ul style="list-style-type: none"> - The steering pressure sensor (Z154). - The steering pressure. - The Powertrain CAN bus network. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7688h	509	TR3 (A57-3)	Engine speed information on the Powertrain CAN bus (from the TR2) incoherent.	The PTO is off.	Check: <ul style="list-style-type: none"> - The rear PTO speed sensor (B142). - The rear PTO clutch. - The engine speed. - The Powertrain CAN bus network. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7689h	510	TR3 (A57-3)	Clutch time of the PTO too high.	The PTO continues running in poor conditions.	Check: <ul style="list-style-type: none"> - The rear PTO speed sensor (B142). - The rear PTO clutch. - The rear PTO solenoid valve (Y325). - The steering pressure. - The engine speed. - The Powertrain CAN bus network. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id768Ah	511	TR3 (A57-3)	Loss of information from the rear PTO sensor.	The PTO continues running in poor conditions. The PTO is clutched with a default progressivity.	Check: <ul style="list-style-type: none"> - The rear PTO speed sensor (B142). - Sensor adjustment (B142). - The rear PTO clutch. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id768Bh	512	TR3 (A57-3)	Regulation of the PTO's progressivity is not operating optimally.	The PTO continues running in poor conditions.	Check: <ul style="list-style-type: none"> - The rear PTO speed sensor (B142). - The engine speed. - The Powertrain CAN bus network. - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id768Ch	513	TR3 (A57-3)	Operating code (no anomaly). PTO external engaging controls (ON/OFF) ON for < 6 seconds (slow PTO rotation).	Normal operation.	-
Id768Dh	514	TR3 (A57-3)	Operating code (no anomaly). PTO external engaging controls (ON/OFF) used in OFF.	Normal operation.	-



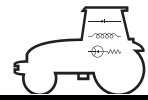
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id768Eh	515	TR3 (A57-3)	Confirmation of the automatic power take-off setting (PTO).	–	–
Id768Fh	516	TR3 (A57-3)	Open circuit of automatic hand brake sensor disengaged.	The automatic hand brake is inactive. Cannot engage or disengage the automatic hand brake. Use the release screw to disengage the automatic hand brake.	Check: <ul style="list-style-type: none"> – Possible open circuit in the harness of sensor (Z158). – The sensor (Z158). – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7690h	517	TR3 (A57-3)	The automatic hand brake disengaged sensor is locked in the engaged position.	The automatic hand brake is inactive. Cannot engage or disengage the automatic hand brake. Use the release screw to disengage the automatic hand brake.	Check: <ul style="list-style-type: none"> – Possible open circuit in the harness of sensor (Z158). – The automatic hand brake engaged sensor (Z158). – Possible mechanical problem on the automatic hand brake. – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7691h	518	TR3 (A57-3)	Open circuit on the automatic hand brake disengaging solenoid valve.	Cannot disengage the automatic hand brake. Use the release screw to disengage the automatic hand brake.	Check: <ul style="list-style-type: none"> – For a possible open circuit in the solenoid valve supply harness (Y324). – The resistance of the solenoid valve winding (Y324). – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7692h	519	TR3 (A57-3)	Short-circuit to ground of the automatic hand brake disengaging solenoid valve.	Cannot disengage the automatic hand brake. Use the release screw to disengage the automatic hand brake.	Check: <ul style="list-style-type: none"> – For a possible open circuit in the solenoid valve supply harness (Y324). – For a possible short circuit to earth on the solenoid valve (Y324). – The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7693h	520	TR3 (A57-3)	Information of the automatic hand brake disengaging contact in engaged position.	Automatic hand brake contact inactive. Use the reverser lever to disengage the automatic hand brake.	Check: <ul style="list-style-type: none"> – Possible short-circuit in the harness of the contact (S196). – The button (S196). – The "Auto 5" module using tool n° 60 05 033 249, and change if required.



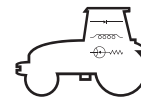
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7694h	521	TR3 (A57-3)	Short-circuit to ground of the automatic hand brake engaging solenoid valve.	Cannot engage the automatic hand brake.	Check: <ul style="list-style-type: none"> - For a possible open circuit in the solenoid valve supply harness (Y323). - For a possible short circuit to earth on the solenoid valve (Y323). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7695h	522	TR3 (A57-3)	Open circuit on the automatic hand brake engaging solenoid valve.	Cannot engage the automatic hand brake.	Check: <ul style="list-style-type: none"> - For a possible open circuit in the solenoid valve supply harness (Y323). - The resistance of the solenoid valve winding (Y323). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7696h	523	TR3 (A57-3)	Short-circuit to 12V of the automatic hand brake disengaging solenoid valve	Cannot engage the automatic hand brake.	Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness (Y324). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7697h	524	TR3 (A57-3)	Short-circuit at 12V of the automatic hand brake engaging solenoid valve.	Normal operation.	Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness (Y323). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7698h	525	TR3 (A57-3)	Wear sensor of the automatic hand brake activated.	Wear of the automatic hand brake.	Check: <ul style="list-style-type: none"> - Hand brake wear. - Otherwise check: - Possible short-circuit on the sensor harness (Z157). - The automatic hand brake wear sensor (Z157). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id7699h	526	TR3 (A57-3)	Automatic hand brake wear sensor blocked in active mode.	The automatic hand brake wear information is no longer available.	Check: <ul style="list-style-type: none"> - Possible short-circuit on the sensor harness (Z157). - The automatic hand brake wear sensor (Z157). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id769Ah	527	TR3 (A57-3)	Open circuit on the front PTO engaging solenoid valve.	The front PTO is stopped.	Check: <ul style="list-style-type: none"> - For a possible open circuit in the solenoid valve supply harness (Y326). - The resistance of the solenoid valve winding (Y326). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id769Bh	528	TR3 (A57-3)	Short-circuit at the 12V of the front PTO engaging solenoid valve.	The front PTO is stopped.	Check: <ul style="list-style-type: none"> - For a possible 12 V short circuit on the solenoid valve power supply harness (Y326). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id769Ch	529	TR3 (A57-3)	Short-circuit to ground of the front PTO engaging solenoid valve.	The front PTO is stopped.	Check: <ul style="list-style-type: none"> - For a possible open circuit in the solenoid valve supply harness (Y326). - For a possible short circuit to earth on the solenoid valve (Y323). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id769Dh	530	TR3 (A57-3)	Short-circuit at the 12V of the rear PTO brake contact.	Rear PTO brake inactive.	Check: <ul style="list-style-type: none"> - Possible short-circuit at the 12V in the harness of the contact (S173). - The rear PTO brake contact (S173). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id769Eh	531	TR3 (A57-3)	Short-circuit at the 12V of the automatic rear PTO engaging contact.	Rear PTO automation inactive.	Check: <ul style="list-style-type: none"> - Possible short-circuit at the 12V in the harness of the contact (S172). - The rear PTO brake contact (S172). - The "Auto 5" module using tool n° 60 05 033 249, and change if required.
Id769Fh	532	TR3 (A57-3)	This code appears upon ignition off after Park-Lock codes. Check the previous codes. Automatic handbrake invalid. The transmission module TR3 (A57-3) does not see the key's status change and switches to standby.	Problem Park-Lock. Turn off the main switch, wait for at least 30 seconds and restart the engine. Engage Park Lock.	The Park-Lock is inoperative.



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id78BAh	850	TR3 (A57-3)	Rear power take-off disconnected during a sequence CSM.	The power take-off is inoperative.	After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM.
Id78BBh	851	TR3 (A57-3)	Transmission module TR3 (A57-3) has detected communication loss with the external function module EXT (A62) during a CSM sequence.	Rear power take-off disconnected.	Check: <ul style="list-style-type: none"> - The TR3 transmission module (A57-3). - The external function module EXT (A62).
Id78BCh	852	TR3 (A57-3)	Front power take-off disconnected during a sequence CSM.	The power take-off is inoperative.	After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM.
Id78BDh	853	TR3 (A57-3)	Transmission module TR3 (A57-3) has detected communication loss with the external function module EXT (A62) during a CSM sequence.	Front power take-off disconnected.	Check: <ul style="list-style-type: none"> - The TR3 transmission module (A57-3). - The external function module EXT (A62).

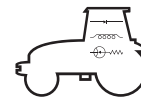


REH (A58)

Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id76A0h	711	REH (A58)	Open circuit on the supply of the lifting solenoid valve.	Lifting is inactive.	Check: – The rear lifting solenoid valve (Y336). – The lifting module REH (A58).
Id76A1h	712	REH (A58)	Open circuit on the supply of the down solenoid valve	Lifting is inactive.	Check: – The rear down/up solenoid valve (Y337). – The lifting module REH (A58).
Id76A2h	713	REH (A58)	Short-circuit at 12V or to ground on power supply of the up or down solenoid valve.	Lifting is inactive.	Check: – The rear lifting solenoid valve (Y336). – The rear down/up solenoid valve (Y337). – The lifting module REH (A58).
Id76A3h	714	REH (A58)	Voltage of the external lifting controls signal non valid.	Lifting is inactive.	Check: – External controls (S181, S182). – The lifting module REH (A58).
Id76A5h	716	REH (A58)	12V supply of the REH module or 10V regulated voltage non valid.	Lifting is inactive.	Check: The lifting module REH (A58).
Id76A7h	718	REH (A58)	The REH (A58) lifting module does not receive any engine running information on the Powertrain CAN bus or this information is in error on the Powertrain CAN bus, and the alternator's D+ load signal of is missing.	Lifting is inactive.	Check: – The Powertrain CAN bus network. – The TR2 transmission module (A57-2). – The engine module ENG (A15). – The lifting module REH (A58).
Id76ABh	722	REH (A58)	Voltage of the signal of position sensor non valid.	Lifting is locked. Use external controls.	Check: – The position sensor (B139-2). – The lifting module REH (A58).



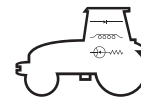
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id76ACh	723	REH (A58)	The REH (A58) lifting module receives no lifting position instruction information or this information is in error on the Powertrain CAN bus.	Lifting is locked. Use external controls.	Check: – The Powertrain CAN bus network. – The CLAAS vehicle CAN bus network. – The lifting position instruction potentiometer (R77). – The MFA (A100) armrest multifunction module. – The lifting module REH (A58).
Id76ADh	724	REH (A58)	Voltage of the high stop instruction signal non valid.	Lifting is locked. Use external controls.	Check: – The lifting control panel (V22). – The lifting module REH (A58).
Id76B1h	728	REH (A58)	Error on the rear lifting mode selector.	Rear lifting is blocked.	Restart the tractor. The external controls located on the fenders can be used.
Id76B2h	729	REH (A58)	The stop lifting contact of the multifunction armrest remained pressed for more than 6 seconds.	Lifting is locked. Use external controls.	Check: – The rear stop lifting contact (S184). – The MFA (A100) armrest multifunction module.
Id76B4h	731	REH (A58)	Signal voltage of the right load sensor non valid.	Load control and transport damper are inactive.	Check: – The right load sensor (B144-2). – The lifting module REH (A58).
Id76B5h	732	REH (A58)	Signal voltage of the left load sensor non valid.	Load control and transport damper are inactive.	Check: – The left load sensor (B144-1). – The lifting module REH (A58).
Id76B6h	733	REH (A58)	Voltage of the transport damper control non valid.	Load control and transport damper are inactive.	Check: – The lifting control panel (V22). – The lifting module REH (A58).
Id76B7h	734	REH (A58)	Voltage of the down speed instruction non valid.	Control of the down speed inactive. The lowest down speed is selected by default.	Check: – The lifting control panel (V22). – The lifting module REH (A58).



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id76B8h	735	REH (A58)	The REH lifting module has not received the theoretical speed information for more than 1 second over the Powertrain CAN bus.	Load control and skid control are inactive (the load value considered is the last value measured).	Check: <ul style="list-style-type: none"> - The Powertrain CAN bus network. - The instrument panel module DBD (A101). - The lifting module REH (A58).
Id76B9h	736	REH (A58)	Voltage of the load control instruction signal non valid.	Load control is inactive.	Check: <ul style="list-style-type: none"> - The lifting control panel (V22). - The lifting module REH (A58).
Id76BAh	737	REH (A58)	Voltage of the skid instruction signal non valid.	Skid control is inactive.	Check: <ul style="list-style-type: none"> - The lifting control panel (V22). - The lifting module REH (A58).
Id76BBh	738	REH (A58)	The REH lifting module has not received the actual speed information for more than 1 second over the Powertrain CAN bus.	Skid control is inactive (or deactivated if it was active).	Check: <ul style="list-style-type: none"> - The Powertrain CAN bus network. - The instrument panel module DBD (A101). - The actual forward speed sensor (radar) (B230). - The lifting module REH (A58).
Id76BCh	739	REH (A58)	The REH (A58) lifting module does not receive the lifting up mode selection information, or this information is in error on the Powertrain CAN bus.	The lifting up mode is inactive.	Check: <ul style="list-style-type: none"> - The Powertrain CAN bus network. - The CLAAS vehicle CAN bus network. - The actual forward speed sensor (radar) (B230). - The lifting module REH (A58).
Id76BEh	741	REH (A58)	The right load sensor is in overload.	The right load sensor is ignored.	Check: <ul style="list-style-type: none"> - A possible mechanical prestress (use non compliant with lifting). - The right load sensor (B144-2). - The lifting module REH (A58).
Id76C0h	743	REH (A58)	Calibrating....	Lifting calibration....	None.
Id76C1h	744	REH (A58)	Lifting parameters have been reinitialized (factory parameters).	The lifting parameters have been reinitialized (factory parameters) following a problem during lifting calibration.	Check: The lifting module REH (A58).

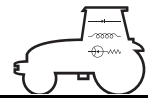


Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id78CFh	871	REH (A58)	Rear lifting disconnected during a sequence CSM.	Rear lifting is inoperative.	After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM.
Id78D0h	872	REH (A58)	The lifting module REH (A58) detects communication loss with the external function module EXT (A62) during a CSM sequence.	Rear lifting disconnected.	Check: <ul style="list-style-type: none"> - The lifting module REH (A58) - The external function module EXT (A62).

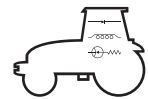


SFA (A102)

Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7580h	900	SFA (A102)	The cab suspension compressor is inoperative.	The compressor (Y334) is inoperative 100 ms after the command of the SFA (A102).	Check the supply voltage of the compressor between the 1 (+AVC) and 3 (ground) terminals and the command between the 2 (command) and 3 (ground) terminals of the connector J489. The voltage must be 12V. Active damping. Cannot manage the cab's position.
Id7581h	901	SFA (A102)	Compressor wear.	The number of cycles has increased by 15% in 1 hour.	The compressor is running. Active damping. Cab position management possible.
Id7582h	902	SFA (A102)	The cab suspension compressor is inoperative.	The compressor has been running for 6 mn.	Active damping. Cannot manage the cab's position.
Id7583h	903	SFA (A102)	Cab suspension failure.	No message from the left-hand shock absorber 5 seconds after starting.	Maximum tractor speed 15 km/h. Active damping (Hard mode). Cannot manage the cab's position.
Id7584h	904	SFA (A102)	Cab suspension failure.	No message from the right-hand shock absorber 5 seconds after starting.	Maximum tractor speed 15 km/h. Active damping (Hard mode). Cannot manage the cab's position.
Id76D0h	613	SFA (A102)	Unable to read tractor-specific parameters in EEPROM memory.	Non functional suspension locked in its current position.	Check: The SFA (A102) suspended axle module.
Id76D8h	621	SFA (A102)	Short-circuit on the On/Off supply solenoid valve (solenoid valve 1).	Non functional suspension locked in its current position.	Check: Supply solenoid valve 1 (Y321).
Id76D9h	622	SFA (A102)	Short-circuit on the supply of down On/Off solenoid valve (solenoid valve 2).	Non functional suspension locked in its current position.	Check: Down solenoid valve 2 (Y322).
Id76DAh	623	SFA (A102)	Short-circuit on the supply of the transfer proportional solenoid valve (Y331).	Non functional suspension locked in its current position.	Check: Transfer solenoid valve 3 (Y331). Drive slow.



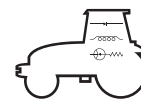
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id76DBh	624	SFA (A102)	Short-circuit on the supply of the transfer proportional solenoid valve (solenoid valve 3).	Non functional suspension locked in its current position.	Check: Transfer solenoid valve 3 (Y331).
Id76DCh	625	SFA (A102)	Short-circuit on the supply of the cumulator proportional solenoid valve (solenoid valve 4).	Non functional suspension locked in its current position.	Check: Cumulator solenoid valve 4 (Y332).
Id76DDh	626	SFA (A102)	Open circuit on the On/Off supply solenoid valve (solenoid valve 1).	Non functional suspension locked in its current position.	Check: Supply solenoid valve 1 (Y321).
Id76DEh	627	SFA (A102)	Open circuit on the down On/Off solenoid valve (solenoid valve 2).	Non functional suspension locked in its current position.	Check: Down solenoid valve 2 (Y322).
Id76DFh	628	SFA (A102)	Open circuit on the transfer solenoid valve (3 solenoid valve).	Non functional suspension locked in its current position.	Check: Transfer solenoid valve 3 (Y331).
Id76E0h	629	SFA (A102)	Open circuit on the transfer proportional solenoid valve (solenoid valve 3).	Non functional suspension locked in its current position.	Check: Transfer solenoid valve 3 (Y331).
Id76E2h	631	SFA (A102)	Open circuit on the cumulator proportional solenoid valve (solenoid valve 4).	Non functional suspension locked in its current position.	Check: Cumulator solenoid valve 4 (Y332).
Id76E3h	632	SFA (A102)	Short-circuit to ground of the supply On/Off solenoid valve (solenoid valve 1).	Non functional suspension locked in its current position.	Check: Supply solenoid valve 1 (Y321).
Id76E4h	633	SFA (A102)	Short-circuit to ground of the down On/Off solenoid valve (solenoid valve 2).	Non functional suspension locked in its current position.	Check: Down solenoid valve 2 (Y322).
Id76E5h	634	SFA (A102)	Short circuit to ground of the transfer solenoid valve (solenoid valve 3).	Non functional suspension locked in its current position.	Check: Transfer solenoid valve 3 (Y331).



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id76E6h	635	SFA (A102)	Short-circuit to ground of the transfer proportional solenoid valve (solenoid valve 3).	Non functional suspension locked in its current position.	Check: Transfer solenoid valve 3 (Y331).
Id76E7h	636	SFA (A102)	Short-circuit to ground of the cumulator proportional solenoid valve (solenoid valve 4).	Non functional suspension locked in its current position.	Check: Cumulator solenoid valve 4 (Y332).
Id76E8h	637	SFA (A102)	Open circuit, short-circuit to ground of the suspension's right-hand position sensor.	Non functional suspension locked in its current position.	Check: RH suspension sensor (B234-1).
Id76E9h	638	SFA (A102)	Short-circuit on the supply of the right-hand suspension position sensor.	Non functional suspension locked in its current position.	Check: RH suspension sensor (B234-1).
Id76EAh	639	SFA (A102)	Open circuit, short-circuit to ground of the suspension's position sensor or Open circuit, short-circuit to ground of the left-hand suspension position sensor.	Non functional suspension locked in its current position.	Check: The suspension sensor (B220) or The suspension sensor (B234-2).
Id76ECh	641	SFA (A102)	Short-circuit to supply of the suspension position sensor or Short-circuit on the supply of the left-hand suspension position sensor.	Non functional suspension locked in its current position.	Check: The suspension sensor (B220) or The suspension sensor (B234-2).
Id76EDh	642	SFA (A102)	Supply voltage too low (< 10,5 V).	Non functional suspension locked in its current position.	Check: – The voltage source (G001). – The SFA (A102) suspended axle module.
Id78C4h	860	SFA (A102)	Front suspended axle disconnected during a sequence CSM.	The front axle is inoperative.	After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM.

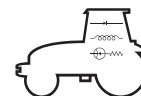


Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id78C5h	861	SFA (A102)	The front suspended axle module SFA (A102) detects communication loss with the external function module EXT (A62) during a CSM sequence .	Front suspended axle disconnected.	Check: <ul style="list-style-type: none">- The SFA (A102) suspended axle module.- The external function module EXT (A62).

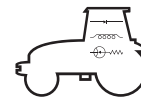


BDG (A103)

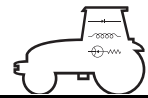
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id76F0h	–	BDG (A103)	Confirmation of engine speed memorization.	–	–
Id76F1h	–	BDG (A103)	No message was transmitted by the SFA module although the configuration indicates its presence.	The front axle suspension is locked in its current position.	Check: – The Powertrain CAN bus network. – The SFA (A102) suspended axle module. – The CAN network communication module BDG (A103).
Id76F2h	–	BDG (A103)	No message was transmitted by the HYD module although the configuration indicates its presence.	The hydraulic module HYD (A60) and the associated functions are inactive.	Check: – The CLAAS vehicle CAN bus network. – The hydraulic module HYD (A60). – The CAN network communication module BDG (A103).
Id76F3h	–	BDG (A103)	No message was transmitted by the EXT module although the configuration indicates its presence.	The external function module EXT (A62) and its associated functions are inactive	Check: – The CLAAS vehicle CAN bus network. – The EXT terminal module (A62). – The CAN network communication module BDG (A103).
Id76F4h	–	BDG (A103)	No message was transmitted by the Z+ module although the configuration indicates its presence.	The Z+ module and its associated functions are inactive.	Check: – The CLAAS vehicle CAN bus network. – The suspended cab module Z+. – The CAN network communication module BDG (A103).
Id76F5h	–	BDG (A103)	No message was transmitted by the CVT module although the configuration indicates its presence.	The CVT module and its associated functions are inactive.	Check: – The CLAAS vehicle CAN bus network. – The CVT module. – The CAN network communication module BDG (A103).
Id76F6h	–	BDG (A103)	No message was transmitted by the MFT module although the configuration indicates its presence.	The Cebis terminal module MFT (A30) and its associated functions can be inactive.	Check: – The CLAAS vehicle CAN bus network. – The Cebis terminal module MFT (A30). – The CAN network communication module BDG (A103).



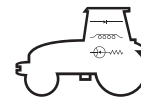
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id76F7h	–	BDG (A103)	No message has been transmitted by the WLP module for at least 5 seconds.	The WLP (A104) working light module and its associated functions may be inactive.	Check: – The CLAAS vehicle CAN bus network. – The working light module WLP (A104). – The CAN network communication module BDG (A103).
Id76F8h	–	BDG (A103)	No message has been transmitted by the MFA module for at least 5 seconds.	The MFA (A100) multifunction armrest module and its associated functions may be inactive.	Check: – The CLAAS vehicle CAN bus network. – The MFA (A100) armrest multifunction module. – The CAN network communication module BDG (A103).
Id76F9h	–	BDG (A103)	No message has been transmitted by the DBD module for at least 5 seconds.	The DBD (A101) instrument panel module and its associated functions may be lost.	Check: – The CLAAS vehicle CAN bus network. – The instrument panel module DBD (A101). – The CAN network communication module BDG (A103).
Id76FAh	–	BDG (A103)	No message has been transmitted by the ENG module for at least 5 seconds.	The ENG (A15) engine module and its associated functions may be lost.	Check: – The Powertrain CAN bus network. – The engine module ENG (A15). – The CAN network communication module BDG (A103).
Id76FBh	–	BDG (A103)	No message has been transmitted by the TR1 module for at least 5 seconds.	The TR1 (A57-1) transmission module and its associated functions may be lost.	Check: – The Powertrain CAN bus network. – The TR1 transmission module (A57-1). – The CAN network communication module BDG (A103).
Id76FCh	–	BDG (A103)	No message has been transmitted by the TR2 module for at least 5 seconds.	The TR2 (A57-2) transmission module and its associated functions may be lost.	Check: – The Powertrain CAN bus network. – The TR2 transmission module (A57-2). – The CAN network communication module BDG (A103).
Id76FDh	–	BDG (A103)	No message has been transmitted by the TR3 module for at least 5 seconds.	The TR3 (A57-3) transmission module and its associated functions may be lost.	Check: – The Powertrain CAN bus network. – The TR3 transmission module (A57-3). – The CAN network communication module BDG (A103).



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id76FEh	–	BDG (A103)	No message has been transmitted by the REH module for at least 5 seconds.	The REH (A58) lifting module and its associated functions may be lost.	Check: – The Powertrain CAN bus network. – The lifting module REH (A58). – The CAN network communication module BDG (A103).
Id76FFh	–	BDG (A103)	Short-circuit to the 12V on the CLAAS vehicle CAN bus.	–	Check: The CLAAS vehicle CAN bus network.
Id7700h	–	BDG (A103)	Short-circuit to the ground on the CLAAS vehicle CAN bus.	–	Check: – The CLAAS vehicle CAN bus network. – The CAN network communication module BDG (A103).
Id7701h	–	BDG (A103)	The BDG module no longer transmits any messages on the CLAAS vehicle CAN bus due to a number of CAN frame errors too high on the CLAAS vehicle CAN bus	–	Check: – The CLAAS vehicle CAN bus network. – The CAN network communication module BDG (A103).
Id7702h	–	BDG (A103)	Short-circuit to the 12V on the Powertrain CAN bus.	–	Check: The Powertrain CAN bus network. The CAN network communication module BDG (A103).
Id7703h	–	BDG (A103)	Short-circuit to the ground on the Powertrain CAN bus.	–	Check: – The Powertrain CAN bus network. – The CAN network communication module BDG (A103).
Id7704h	–	BDG (A103)	The BDG module no longer transmits any messages on the Powertrain CAN bus due to a number of CAN frame errors too high on the Powertrain CAN bus.	–	Check: – The Powertrain CAN bus network. – The CAN BDG network communication module (A103).
Id7705h	–	BDG (A103)	Engine controller disconnected during a sequence CSM.	The engine controller is inoperative.	After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM.

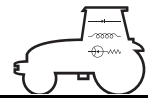


Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7706h	–	BDG (A103)	Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence.	–	Sequence stopped. Wait for the sequence to be relaunched. Check: – The TR2 transmission module (A57-2). – The external function module EXT (A62).
Id7707h	–	BDG (A103)	Message missing on the level of the stop sequence button CSM.	Functions unavailable.	Back to normal mode when the message is received again.
Id7708h	–	BDG (A103)	Message missing on the level of button 1 and 2 in the CSM sequence.	Functions unavailable.	Back to normal mode when the message is received again.
Id7709h	–	BDG (A103)	Message missing on the level of the front external control buttons.	Functions unavailable.	Back to normal mode when the message is received again.
Id770Ah	–	BDG (A103)	Message missing on the level of the function 1 and 2 button.	Functions unavailable.	Back to normal mode when the message is received again.
Id770Bh	–	BDG (A103)	Message missing on the level of the function 3 and 4 button.	Functions unavailable.	Back to normal mode when the message is received again.
Id770Ch	–	BDG (A103)	Message missing on the level of the ITE.	No message from the ITE during 5 seconds.	Back to normal mode when the message is received again.

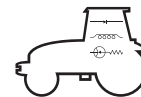


ENG (A15)

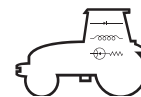
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7710h	190 00	ENG (A15)	Extreme engine overspeed.	The fuel supply of the common rail by the high pressure pump is off.	Abnormal use of the engine. Check the engine application.
Id7711h	676 03	ENG (A15)	High voltage on the glow plug relay.	Difficult start. Irregular engine running.	Check: – The glow plugs (R78). – The preheating relay (K1).
Id7712h	676 04	ENG (A15)	No return voltage on the glow plug relay.	Difficult start in extreme cold.	Check: – The glow plugs (R78). – The preheating relay (K1).
Id7713h	898 09	ENG (A15)	The ENG (A15) engine module does not receive the accelerator information on the Powertrain CAN bus or this information is in error on the Powertrain CAN bus.	The engine remains in idle speed.	Check: – The Powertrain CAN bus network. – The TR2 (A57-2) module. – The engine module ENG (A15).
Id7714h	1568 02	ENG (A15)	The ENG (A15) engine module receives no information from torque curve selection on the Powertrain CAN bus or this information is in error on the Powertrain CAN bus.	The Claas Sequence Management is inactive. The lowest power curve is selected by default.	Check: – The Powertrain CAN bus network. – The TR2 (A57-2) module. – The engine module ENG (A15).
Id7715h	2004 09	ENG (A15)	Communication error on the Powertrain CAN bus.	The engine remains in idle speed.	Check: – The Powertrain CAN bus network. – The TR2 (A57-2) module. – The engine module ENG (A15).
Id7716h	2000 13	ENG (A15)	Engine/transmission configuration error.	The engine stays in idle speed after 1 minute running.	Check: – The configuration of the TR1 (A57-1), TR2 (A57-2), TR3 (A57-3) transmission modules and ENG (A15) engine module.



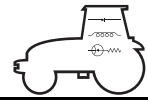
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7717h	2005 09	ENG (A15)	Communication error on the Powertrain CAN bus.	The engine remains in idle speed.	Check: – The Powertrain CAN bus network. – The TR2 (A57-2) module. – The engine module ENG (A15).
Id7718h	97 03	ENG (A15)	Voltage of the signal high presence of water in the fuel.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – The water presence sensor (B225). – The engine module ENG (A15).
Id7719h	97 04	ENG (A15)	Voltage of the signal low presence of water in the fuel.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – The water presence sensor (B225). – The engine module ENG (A15).
Id771Ah	97 16	ENG (A15)	Presence of water detected in the fuel.	Engine power is reduced to 50%.	Empty the decanter prefilter. Restart the tractor. The tractor returns to the normal mode when the error disappears.
Id771Bh	102 02	ENG (A15)	Air pressure in the intake manifold non valid.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – Intake air pressure sensor (B51). – The engine module ENG (A15).
Id771Ch	102 03	ENG (A15)	High intake manifold air pressure voltage.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – Intake air pressure sensor (B51). – The engine module ENG (A15).
Id771Dh	102 04	ENG (A15)	Low air pressure at intake manifold voltage.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – Intake air pressure sensor (B51). – The engine module ENG (A15).



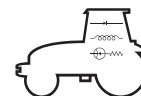
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id771Eh	103 00	ENG (A15)	Turbocharger speed excessively high.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute).	Check: – Turbocharger linkages. – Turbocharger speed sensor (B226). – Turbocharger.
Id771Fh	103 05	ENG (A15)	Intensity of the turbocharger speed sensor low.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – Turbocharger speed sensor (B226). – The engine module ENG (A15).
Id7720h	103 06	ENG (A15)	Intensity of the turbocharger speed sensor high.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – Turbocharger speed sensor (B226). – The engine module ENG (A15).
Id7721h	103 08	ENG (A15)	Turbocharger speed non valid.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – Turbocharger speed sensor (B226). – The engine module ENG (A15).
Id7722h	103 31	ENG (A15)	Turbocharger speed missing	The engine runs normally without considering the information delivered by the sensor in error.	Check: – Turbocharger speed sensor (B226). – The engine module ENG (A15).
Id7723h	105 00	ENG (A15)	Air mix temperature excessively high.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 40% its nominal power (power recovered: 20% per minute).	Check: – The mixed air temperature sensor (B223). – The engine module ENG (A15).
Id7724h	105 03	ENG (A15)	Input voltage of the mixed air high temperature sensor.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – The mixed air temperature sensor (B223). – The engine module ENG (A15).



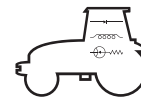
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7725h	105 04	ENG (A15)	Input temperature of the mixed air low temperature sensor.	The engine runs normally without considering the information delivered by the sensor in error.	Check: <ul style="list-style-type: none"> - The mixed air temperature sensor (B223). - The engine module ENG (A15).
Id7726h	105 15	ENG (A15)	Temperature of mixed air slightly high.	The engine runs normally without considering the information delivered by the sensor in error.	Check: <ul style="list-style-type: none"> - The mixed air temperature sensor (B223). - The engine module ENG (A15).
Id7727h	105 16	ENG (A15)	Temperature of mixed air averagely high.	The ENG (A15) engine calculator reduces engine power by 5% per minute until it reaches 80% its nominal power (power recovered: 5% per minute).	Check: <ul style="list-style-type: none"> - The mixed air temperature sensor (B223). - The engine module ENG (A15).
Id7728h	108 02	ENG (A15)	Internal barometric pressure of the engine module non valid.	The ENG (A15) engine calculator uses a default barometric pressure to run the engine.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15).
Id7729h	110 00	ENG (A15)	Engine coolant temperature excessively high.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 40% its nominal power (power recovered: 20% per minute).	Check: <ul style="list-style-type: none"> - The engine cooling circuit. - The engine coolant temperature sensor (B45). - The engine module ENG (A15).
Id772Ah	110 03	ENG (A15)	Input voltage of the engine coolant high.	The ENG (A15) engine coolant uses a default coolant temperature of 90°C.	Check: <ul style="list-style-type: none"> - The engine cooling circuit. - The engine coolant temperature sensor (B45). - The engine module ENG (A15).
Id772Bh	110 04	ENG (A15)	Input voltage of the engine coolant low.	The ENG (A15) engine coolant uses a default coolant temperature of 90°C.	Check: <ul style="list-style-type: none"> - The engine cooling circuit. - The engine coolant temperature sensor (B45). - The engine module ENG (A15).



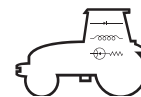
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id772Ch	110 15	ENG (A15)	Temperature of the engine coolant slightly high.	The engine runs normally.	Check: – The engine cooling circuit. – The engine coolant temperature sensor (B45). – The engine module ENG (A15).
Id772Dh	110 16	ENG (A15)	Temperature of the engine coolant averagely high.	The ENG (A15) engine calculator reduces engine power by 5% per minute until it reaches 80% its nominal power (power recovered: 5% per minute).	Check: – The engine cooling circuit. – The engine coolant temperature sensor (B45). – The engine module ENG (A15).
Id772Eh	110 17	ENG (A15)	Engine coolant temeprature slightly low.	The engine runs normally.	Check: – The engine cooling circuit. – The engine coolant temperature sensor (B45). – The engine module ENG (A15).
Id772Fh	157 03	ENG (A15)	Input voltage of the fuel pressure sensor in the common rail high.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute). The ENG (A15) engine calculator manages the high pressure pump in order to establish a 2 000 bar pressure in the common rail (opening the pressure restricter in the common rail).	Check: – The fuel pressure sensor of the common rail (B42). – The engine module ENG (A15).
Id7730h	157 04	ENG (A15)	Input voltage of the fuel pressure sensor in the common rail low.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute). The ENG (A15) engine calculator manages the high pressure pump in order to establish a 2 000 bar pressure in the common rail (opening the pressure restricter in the common rail).	Check: – The fuel pressure sensor of the common rail (B42). – The engine module ENG (A15).



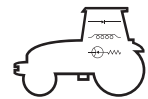
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7731h	157 10	ENG (A15)	Loss of pressure in the fuel rail.	The engine cannot start or cannot gain power.	Check: <ul style="list-style-type: none"> - Supply ducts and fittings. - The pressure restricter. - The electronic injectors (Y320).
Id7732h	157 17	ENG (A15)	Fuel pressure in the common rail not reached.	The engine will not start.	Check: <ul style="list-style-type: none"> - Supply ducts and fittings. - The fuel prefilter and filter. - The pressure restricter. - The high pressure pump.
Id7733h	158 17	ENG (A15)	Error when powering off the ENG (A15) engine module.	The ENG (A15) engine calculator does not switch to standby. The tractor battery may be discharged.	Check: <ul style="list-style-type: none"> - The key contact (S64).
Id7734h	174 00	ENG (A15)	Fuel temperature excessively high.	The ENG (A15) engine calculator reduces engine power by 5% per minute until it reaches 80% its nominal power (power recovered: 5% per minute).	Check: <ul style="list-style-type: none"> - Supply ducts and fittings. - The overflow valve. - The fuel cooler. - The high pressure pump.
Id7735h	174 03	ENG (A15)	Fuel temperature input voltage high.	The ENG (A15) engine calculator uses a default fuel temperature of 40°C.	Check: <ul style="list-style-type: none"> - The fuel temperature sensor (B44). - The engine module ENG (A15).
Id7736h	174 04	ENG (A15)	Fuel temperature input voltage low.	The ENG (A15) engine calculator uses a default fuel temperature of 40°C.	Check: <ul style="list-style-type: none"> - The fuel temperature sensor (B44). - The engine module ENG (A15).
Id7737h	174 16	ENG (A15)	Fuel temperature moderately high.	The engine runs normally.	Check: <ul style="list-style-type: none"> - Supply ducts and fittings. - The overflow valve. - The fuel cooler. - The high pressure pump.



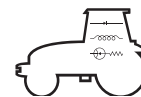
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7738h	412 00	ENG (A15)	Temperature of cooled exhaust gases excessively high.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute).	Check: <ul style="list-style-type: none"> - The cooled exhaust gas temperature sensor (B221). - The coolant level. - The coolant thermostat. - The exhaust gas recycling cooler.
Id7739h	412 03	ENG (A15)	Input voltage of the temperature of cooled exhaust gases high.	The engine runs normally without considering the information delivered by the sensor in error.	Check: <ul style="list-style-type: none"> - The cooled exhaust gas temperature sensor (B221). - The engine module ENG (A15).
Id773Ah	412 04	ENG (A15)	Input voltage of cooled exhaust gases temperature low.	The engine runs normally without considering the information delivered by the sensor in error.	Check: <ul style="list-style-type: none"> - The cooled exhaust gas temperature sensor (B221). - The engine module ENG (A15).
Id773Bh	412 15	ENG (A15)	Temperature of cooled exhaust gases slightly high.	The ENG (A15) engine calculator reduces the engine power instantly to 95% of its nominal power (power recovery of 5% per minute).	Check: <ul style="list-style-type: none"> - The harness and its connectors. - The general condition of the cooling circuit. - The cooled exhaust gas temperature sensor (B221). - A possible short-circuit.
Id773Ch	412 16	ENG (A15)	Temperature of cooled exhaust gases averagely high.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute).	Check: <ul style="list-style-type: none"> - The cooled exhaust gas temperature sensor (B221). - The coolant level. - The coolant thermostat. - The exhaust gas recycling cooler.
Id773Dh	611 03	ENG (A15)	Short-circuit on the power supply of the electronic injection device.	The engine misfires and/or grey/black smoke is seen.	Check: <ul style="list-style-type: none"> - The electronic injectors (Y320).
Id773Eh	611 04	ENG (A15)	Short-circuit to ground of the electronic injection device	The engine misfires and/or grey/black smoke is seen.	Check: <ul style="list-style-type: none"> - For a possible short circuit to earth. - The electronic injectors (Y320).



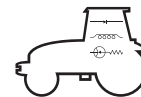
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id773Fh	627 01	ENG (A15)	Supply voltage of the ENG engine module out of tolerance.	The engine may fail to start.	Check: <ul style="list-style-type: none"> - The battery voltage. - The supply of the ENG (A15) engine module.
Id7740h	629 13	ENG (A15)	Error of the ENG engine module.	The engine will not start.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15).
Id7741h	636 02	ENG (A15)	Signal of the position sensor of the high pressure pump non valid.	The start time is extended. The ENG (A15) engine calculator uses the signal of the crankshaft position sensor to determine the piston's position.	Check: <ul style="list-style-type: none"> - The position sensor of the (B232) high pressure pump. - The engine module ENG (A15).
Id7742h	636 05	ENG (A15)	Intensity of the position sensor of the high pressure pump low.	The engine runs normally without considering the information delivered by the sensor in error.	Check: <ul style="list-style-type: none"> - The position sensor of the (B232) high pressure pump. - The engine module ENG (A15).
Id7743h	636 06	ENG (A15)	Intensity of the position sensor of the high pressure pump high.	The engine runs normally without considering the information delivered by the sensor in error.	Check: <ul style="list-style-type: none"> - The position sensor of the (B232) high pressure pump. - The engine module ENG (A15).
Id7744h	636 08	ENG (A15)	No signal from the position sensor of the high pressure pump.	The engine runs normally without considering the information delivered by the sensor in error.	Check: <ul style="list-style-type: none"> - The position sensor of the (B232) high pressure pump. - The engine module ENG (A15).
Id7745h	636 10	ENG (A15)	Format of the position signal of the high pressure pump non valid.	The start time is extended. At the precise moment when the anomaly code is declared, the engine might shudder or stall but it should restart. The ENG (A15) engine calculator uses the signal of the crankshaft position sensor to determine the piston's position.	Check: <ul style="list-style-type: none"> - The position sensor of the (B232) high pressure pump. - The engine module ENG (A15).



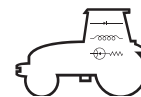
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7746h	637 02	ENG (A15)	Signal of the crankshaft position sensor non valid	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute).	Check: – The crankshaft position sensor (B231). – The engine module ENG (A15).
Id7747h	637 05	ENG (A15)	Intensity of the crankshaft position sensor low.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – The crankshaft position sensor (B231). – The engine module ENG (A15).
Id7748h	637 06	ENG (A15)	Intensity of the crankshaft position sensor high.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – The crankshaft position sensor (B231). – The engine module ENG (A15).
Id7749h	637 07	ENG (A15)	Position of the crankshaft/ high pressure pump slightly desynchronized.	The engine may stall, then resart or not.	Check: – The shimming of the high pressure pump's position. – The timing gear of the crankshaft and sensor. – The crankshaft position sensor (B231). – The position sensor of the (B232) high pressure pump.
Id774Ah	637 08	ENG (A15)	No signal from the crankshaft position sensor.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute).	Check: – The crankshaft position sensor (B231). – The engine module ENG (A15).
Id774Bh	637 10	ENG (A15)	Format of the crankshaft position signal non valid.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute).	Check: – The crankshaft position sensor (B231). – The engine module ENG (A15).



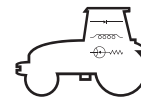
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id774Ch	641 04	ENG (A15)	Turbocharger actuator error.	The engine may have a power loss as the turbocharger actuator does not react.	Check: – Turbocharger actuator (M37). – The engine module ENG (A15).
Id774Dh	641 12	ENG (A15)	Communication error between the ENG engine module/turbocharger actuator.	The actuator approaches the 20% closed position and stays in this position.	Check: – Turbocharger actuator (M37). – The engine module ENG (A15).
Id774Eh	641 13	ENG (A15)	Error in the values of the turbocharger actuator in the diagnostic mode.	The engine runs normally.	Check: – The linkages of the turbocharger actuator. – Turbocharger actuator (M37). – Turbocharger.
Id774Fh	641 16	ENG (A15)	Temperature of the turbocharger actuator averagly high.	The engine runs normally.	Check: – The cooling circuit of the actuator. – Turbocharger actuator (M37). – Turbocharger. – The engine module ENG (A15).
Id7750h	651 02	ENG (A15)	Reference of the injector of cylinder n°1 non valid	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°1.	Check: – The engine module ENG (A15). – Electronic injector (Y320-1).
Id7751h	651 05	ENG (A15)	Open circuit on the electronic injector of cylinder n°1.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°1 is inoperative.	Check: – The engine module ENG (A15). – Electronic injector (Y320-1).
Id7752h	651 06	ENG (A15)	Short-circuit of the electronic injector on cylinder n°1.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°1 is inoperative.	Check: – The engine module ENG (A15). – Electronic injector (Y320-1).



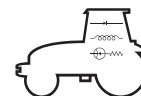
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7753h	651 07	ENG (A15)	Mechanical failure of the electronic injector of cylinder n°1.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°1 is inoperative.	Check: <ul style="list-style-type: none"> - The supply ducts and lateral supply tube of the electronic injector. - The flow restricter. - Electronic injector (Y320-1). - The engine module ENG (A15).
Id7754h	651 13	ENG (A15)	QR code non valid of the electronic injector of cylinder n°1.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°1.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15). - Electronic injector (Y320-1).
Id7755h	652 02	ENG (A15)	Reference of the injector of cylinder n°2 non valid.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°2.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15). - Electronic injector (Y320-2).
Id7756h	652 05	ENG (A15)	Open circuit on the electronic injector of cylinder n°2.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°2 is inoperative.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15). - Electronic injector (Y320-2).
Id7757h	652 06	ENG (A15)	Short-circuit of the electronic injector on cylinder n°2.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°2 is inoperative.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15). - Electronic injector (Y320-2).
Id7758h	652 07	ENG (A15)	Mechanical failure of the electronic injector of cylinder n°2.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°2 is inoperative.	Check: <ul style="list-style-type: none"> - The supply ducts and lateral supply tube of the electronic injector. - The flow restricter. - Electronic injector (Y320-2). - The engine module ENG (A15).
Id7759h	652 13	ENG (A15)	QR code non valid of the electronic injector of cylinder n°2.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°2.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15). - Electronic injector (Y320-2).



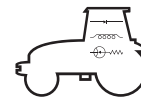
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id775Ah	653 02	ENG (A15)	Reference of the injector of cylinder n°3 non valid.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°3.	Check: – The engine module ENG (A15). – Electronic injector (Y320-3).
Id775Bh	653 05	ENG (A15)	Open circuit on the electronic injector of cylinder n°3.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°3 is inoperative.	Check: – The engine module ENG (A15). – Electronic injector (Y320-3).
Id775Ch	653 06	ENG (A15)	Short-circuit of the electronic injector on cylinder n°3.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°3 is inoperative.	Check: – The engine module ENG (A15). – Electronic injector (Y320-3).
Id775Dh	653 07	ENG (A15)	Mechanical failure of the electronic injector of cylinder n°3.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°3 is inoperative.	Check: – The supply ducts and lateral supply tube of the electronic injector. – The flow restricter. – Electronic injector (Y320-3). – The engine module ENG (A15).
Id775Eh	653 13	ENG (A15)	QR code non valid of the electronic injector of cylinder n°3.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°4.	Check: – The engine module ENG (A15). – Electronic injector (Y320-3).
Id775Fh	654 02	ENG (A15)	Reference of the injector of cylinder n°4 non valid.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°4.	Check: – The engine module ENG (A15). – Electronic injector (Y320-4).
Id7760h	654 05	ENG (A15)	Open circuit on the electronic injector of cylinder n°4.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°4 is inoperative.	Check: – The engine module ENG (A15). – Electronic injector (Y320-4).
Id7761h	654 06	ENG (A15)	Short-circuit of the electronic injector on cylinder n°4.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°4 is inoperative.	Check: – The engine module ENG (A15). – Electronic injector (Y320-4).



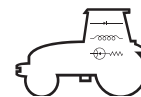
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7762h	654 07	ENG (A15)	Mechanical failure of the electronic injector of cylinder n°4.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°4 is inoperative.	Check: <ul style="list-style-type: none"> - The supply ducts and lateral supply tube of the electronic injector. - The flow restricter. - Electronic injector (Y320-4). - The engine module ENG (A15).
Id7763h	654 13	ENG (A15)	QR code non valid of the electronic injector of cylinder n°4.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°4.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15). - Electronic injector (Y320-4).
Id7764h	655 02	ENG (A15)	Reference of the injector of cylinder n°5 non valid.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°5.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15). - Electronic injector (Y320-5).
Id7765h	655 05	ENG (A15)	Open circuit on the electronic injector of cylinder n°5.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°5 is inoperative.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15). - Electronic injector (Y320-5).
Id7766h	655 06	ENG (A15)	Short-circuit of the electronic injector on cylinder n°5.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°5 is inoperative.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15). - Electronic injector (Y320-5).
Id7767h	655 07	ENG (A15)	Mechanical failure of the electronic injector of cylinder n°5.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°5 is inoperative.	Check: <ul style="list-style-type: none"> - The supply ducts and lateral supply tube of the electronic injector. - The flow restricter. - Electronic injector (Y320-5). - The engine module ENG (A15).
Id7768h	655 13	ENG (A15)	QR code non valid of the electronic injector of cylinder n°5.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°5.	Check: <ul style="list-style-type: none"> - The engine module ENG (A15). - Electronic injector (Y320-5).



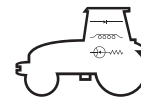
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7769h	656 02	ENG (A15)	Reference of the injector of cylinder n°6 non valid.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°6.	Check: – The engine module ENG (A15). – Electronic injector (Y320-6).
Id776Ah	656 05	ENG (A15)	Open circuit on the electronic injector of cylinder n°6.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°6 is inoperative.	Check: – The engine module ENG (A15). – Electronic injector (Y320-6).
Id776Bh	656 06	ENG (A15)	Short-circuit of the electronic injector on cylinder n°6.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°6 is inoperative.	Check: – The engine module ENG (A15). – Electronic injector (Y320-6).
Id776Ch	656 07	ENG (A15)	Mechanical failure of the electronic injector of cylinder n°6.	The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°6 is inoperative.	Check: – The supply ducts and lateral supply tube of the electronic injector. – The flow restricter. – Electronic injector (Y320-6). – The engine module ENG (A15).
Id776Dh	656 13	ENG (A15)	QR code non valid of the electronic injector of cylinder n°6.	The engine may run with difficulty due to invalid calibration of the injector of cylinder n°6.	Check: – The engine module ENG (A15). – Electronic injector (Y320-6).
Id776Eh	1136 00	ENG (A15)	Temperature of the engine module excessively high.	The ENG (A15) engine calculator reduces engine speed by 600 rev/min and limits engine speed at 1 200 rev/min (returning to engine speed after restarting).	Check: – The engine module ENG (A15).
Id776Fh	1136 16	ENG (A15)	Temperature of the engine module averagely high.	The ENG (A15) engine calculator reduces engine speed by 600 rev/min and limits engine speed at 1 200 rev/min (returning to engine speed after restarting).	Check: – The engine module ENG (A15).



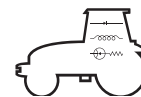
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7770h	1172 03	ENG (A15)	Input voltage of the turbocharger intake air temperature high.	The ENG (A15) engine calculator uses a default intake air temperature of 30°C.	Check: – The intake air temperature sensor (B1). – The engine module ENG (A15).
Id7771h	1172 04	ENG (A15)	Input voltage of the turbocharger intake air temperature low.	The ENG (A15) engine calculator uses a default intake air temperature of 30°C.	Check: – The intake air temperature sensor (B1). – The engine module ENG (A15).
Id7772h	1180 00	ENG (A15)	Intake air temperature of the turbocharger excessively high.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute).	Check: – The intake air temperature sensor (B1). – The air filter. – The engine fan. – The supercharging air circuit
Id7773h	1180 16	ENG (A15)	Turbocharger intake air temperature averagely high.	The ENG (A15) engine calculator reduces the engine power instantly to 95% of its nominal power (power recovery of 5% per minute).	Check: – The intake air temperature sensor (B1). – The air filter. – The engine fan. – The supercharging air circuit
Id7774h	1347 03	ENG (A15)	Intensity of the high pressure pump solenoid valve high.	The engine will run abnormally according to the severity of the problem.	Check: – The high pressure pump solenoid valve for high pressure fuel (Y344).
Id7775h	1347 05	ENG (A15)	Disparity of intensity of the high pressure pump solenoid valve.	The engine's power increases juste for the time required for the high pressure common rail pressure to exceed the upper threshold of the pressure restricter (pressure restricter of the common rail opens).	Check: – The high pressure pump solenoid valve for high pressure fuel (Y344).
Id7776h	1347 07	ENG (A15)	Error in fuel pressure of the common rail	The engine calculator instructs the high pressure pump to increase or reduce the quantity of fuel in the common rail. The engine can misfire or rune irregularly. The engine can provide low power.	Check: – Supply ducts and fittings. – Timing of the high pressure pump. – The fuel pressure sensor of the common rail (B42). – The engine module ENG (A15).



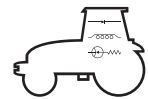
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7777h	1569 31	ENG (A15)	Reduction of fuel input.	The ENG (A15) engine calculator reduces fuel supply to protect the engine	Check the following error codes: Id771Ah, Id771Eh, Id7723h, Id7727h, Id7729h, Id772Dh, Id772Fh, Id7730h, Id7734h, Id7738h, Id773Ch, Id7746h, Id7749h, Id774Ah, Id774Bh, Id7772h, Id7773h, Id7778h, Id777Ch, Id777Fh, Id7780h, Id7781h, Id7785h, Id7787h.
Id7778h	2630 00	ENG (A15)	Fresh air intake temperature excessively high.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 40% its nominal power (power recovered: 20% per minute).	Check: <ul style="list-style-type: none"> - The air cooler (intercooler). - The fresh air intake temperature sensor (B222).
Id7779h	2630 03	ENG (A15)	Input voltage of the fresh air intake temperature high.	The ENG (A15) engine calculator uses a default intake fresh air temperature of 50°C. The engine protection function ensured by the ENG (A15) engine calculator with the fresh air maximum temperature EGR is deactivated.	Check: <ul style="list-style-type: none"> - The fresh air intake temperature sensor (B222). - The engine module ENG (A15).
Id777Ah	2630 04	ENG (A15)	Input voltage of the fresh air intake temperature low.	The ENG (A15) engine calculator uses a default intake fresh air temperature of 50°C. The engine protection function ensured by the ENG (A15) engine calculator with the fresh air maximum temperature EGR is deactivated.	Check: <ul style="list-style-type: none"> - The fresh air intake temperature sensor (B222). - The engine module ENG (A15).
Id777Bh	2630 15	ENG (A15)	Input voltage of the fresh air intake temperature slightly high.	The engine runs normally.	Check: <ul style="list-style-type: none"> - The air cooler (intercooler). - The fresh air intake temperature sensor (B222). - The engine module ENG (A15).
Id777Ch	2630 16	ENG (A15)	Fresh air intake temperature averagely high.	The ENG (A15) engine calculator reduces engine power by 5% per minute until it reaches 80% its nominal power (power recovered: 5% per minute).	Check: <ul style="list-style-type: none"> - The air cooler (intercooler). - The fresh air intake temperature sensor (B222). - The engine module ENG (A15).



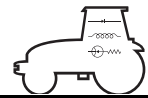
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id777Dh	2659 02	ENG (A15)	Flow rate/temperature gap for exhaust gas recycling.	The engine runs normally without considering the information delivered by the sensor in error.	Check: – The air intake temperature and pressure sensors B222, B042, B221. – The engine module ENG (A15).
Id777Eh	2659 15	ENG (A15)	Flow rate of recycled exhaust gases slightly high.	-	Check: – The EGR (M38) actuator. – The engine module ENG (A15).
Id777Fh	2659 17	ENG (A15)	Flow rate of recycled exhaust gases slightly low.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 80% its nominal power (power recovered: 20% per minute).	Check: – The EGR (M38) actuator. – The engine module ENG (A15).
Id7780h	2790 16	ENG (A15)	Turbocharger exit temperature averagely high.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute).	Check: – The following error codes: Id7770h, Id7771h, Id7778h, Id7779h, Id777Ah, Id777Bh, Id777Ch. – The air filter. – The engine fan.
Id7781h	2791 02	ENG (A15)	Position of the EGR exhaust gas recycling valve non valid.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 80% its nominal power (power recovered: 20% per minute).	Check: – The EGR (M38) actuator. – The engine module ENG (A15).
Id7782h	2791 03	ENG (A15)	Signal of the EGR exhaust gas recycling valve above maximum tolerance.	This error code produces the Id7784h, Id7785h error codes, generating a power reduction.	Check: – The EGR (M38) actuator. – The engine module ENG (A15).
Id7783h	2791 04	ENG (A15)	Signal of the EGR exhaust gas recycling valve above minimum tolerance.	This error code produces the Id7784h, Id7785h error codes, generating a power reduction.	Check: – The EGR (M38) actuator. – The engine module ENG (A15).



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7784h	2791 07	ENG (A15)	Command error of the exhaust gas recycling valve.	If the Id7782h, Id7783h, Id7790h, Id7791h error codes also appear, run the procedure for these codes first.	Check: – The EGR (M38) actuator. – The engine module ENG (A15).
Id7785h	2791 13	ENG (A15)	EGR exhaust gas recycling valve out of calibration.	If the Id7782h, Id7783h, Id7790h, Id7791h error codes also appear, run the procedure for these codes first. The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 80% its nominal power (power recovered: 20% per minute).	Check: – The EGR (M38) actuator. – The engine module ENG (A15).
Id7786h	2791 31	ENG (A15)	Calibration error of the EGR exhaust gas recycling valve.	The engine runs normally while ignoring the calibration error of the EGR exhaust gas recycling valve.	Check: – The EGR (M38) actuator. – The engine module ENG (A15).
Id7787h	2795 07	ENG (A15)	Gap in the position of the turbocharger actuator.	The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute).	Check: – Turbocharger actuator (M37). – Turbocharger linkages. – Turbocharger.
Id7788h	3509 03	ENG (A15)	Reference voltage of the fuel pressure sensor of the common rail high	The ENG (A15) engine calculator is trying to operate normally.	Check: – The fuel pressure sensor of the common rail (B42). – The engine module ENG (A15).
Id7789h	3509 04	ENG (A15)	Reference voltage of the fuel pressure sensor on the lower common rail.	The ENG (A15) engine calculator is trying to operate normally.	Check: – The fuel pressure sensor of the common rail (B42). – The engine module ENG (A15).
Id778Ah	3510 03	ENG (A15)	Reference voltage (5V) of the pressure, temperature and water presence sensors high.	The ENG (A15) engine calculator is trying to operate normally.	Check: The engine module ENG (A15).

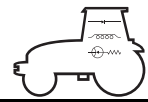


Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id778Bh	3510 04	ENG (A15)	Reference voltage (5V) of the pressure, temperature, water presence sensors low.	The ENG (A15) engine calculator is trying to operate normally.	Check: The engine module ENG (A15).
Id778Ch	3511 03	ENG (A15)	Reference voltage (5V) high. Not used.	The ENG (A15) engine calculator is trying to operate normally.	Check: The engine module ENG (A15).
Id778Dh	3511 04	ENG (A15)	Reference voltage (5V) low. Not used.	The ENG (A15) engine calculator is trying to operate normally.	Check: The engine module ENG (A15).
Id778Eh	3512 03	ENG (A15)	Reference voltage (5V) high. Not used.	The ENG (A15) engine calculator is trying to operate normally.	Check: The engine module ENG (A15).
Id778Fh	3512 04	ENG (A15)	Reference voltage (5V) low. Not used.	The ENG (A15) engine calculator is trying to operate normally.	Check: The engine module ENG (A15).
Id7790h	3513 03	ENG (A15)	Reference voltage (5V) of the EGR exhaust gas recycling valve position sensor high.	The ENG (A15) engine calculator is trying to operate normally.	Check: – The EGR (M38) actuator. – The engine module ENG (A15).
Id7791h	3513 04	ENG (A15)	Reference voltage (5V) of the EGR exhaust gas recycling valve position sensor low.	The ENG (A15) engine calculator is trying to operate normally.	Check: – The EGR (M38) actuator. – Potential short-circuit to ground of the 5V supply.



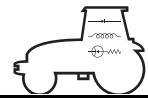
MFT (A30)

Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7877h	–	MFT (A30)	Internal error of the Cebis terminal.	Random operation of the Cebis terminal.	Check: The Cebis terminal module MFT (A30).
Id7878h	–	MFT (A30)	Brightness sensor of the terminal out of service.	Automatic control of brightness of the terminal is inactive. Manual brightness check.	Check: The Cebis terminal module MFT (A30).
Id7879h	–	MFT (A30)	Internal temperature sensor of the terminal out of service.	The internal temperature sensor is inactive.	Check: The Cebis terminal module MFT (A30).
Id787Ah	–	MFT (A30)	Voltage delivered by the loudspeaker too low.	The loudspeaker of the Cebis terminal is active.	Check: – The loudspeaker of the Cebis terminal (C22). – The Cebis terminal module MFT (A30).
Id787Bh	–	MFT (A30)	Voltage delivered by the loudspeaker too high.	The loudspeaker of the Cebis terminal is active.	Check: – The loudspeaker of the Cebis terminal (C22). – The Cebis terminal module MFT (A30).
Id787Ch	–	MFT (A30)	Short-circuit to the 12V on the CLAAS vehicle CAN bus.	The Cebis terminal no longer emits on the CAN but can receive.	Check: – The CLAAS vehicle CAN bus network. – The Cebis terminal module MFT (A30).
Id787Dh	–	MFT (A30)	Short-circuit to the ground on the CLAAS vehicle CAN bus.		Check: – The CLAAS vehicle CAN bus network. – The Cebis terminal module MFT (A30).
Id787Eh	–	MFT (A30)	The CLAAS vehicle CAN bus component of the MFT module is faulty.		Check: – The CLAAS vehicle CAN bus network. – The Cebis terminal module MFT (A30).
Id787Fh	–	MFT (A30)	The Cebis terminal no longer emits messages over the CLAAS vehicle CAN bus due to too many CAN frame errors over the CLAAS vehicle CAN bus.		Check: – The CLAAS vehicle CAN bus network. – The Cebis terminal module MFT (A30).

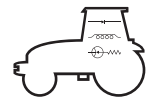


EXT (A62)

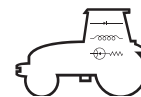
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7880h	–	EXT (A62)	Short-circuit to the 12V on the CLAAS vehicle CAN bus.	–	Check: – The CLAAS vehicle CAN bus network. – The external function module EXT (A62).
Id7881h	–	EXT (A62)	Short-circuit to the ground on the CLAAS vehicle CAN bus	–	Check: – The CLAAS vehicle CAN bus network. – The external function module EXT (A62).
Id7882h	–	EXT (A62)	The EXT module no longer transmits any messages on the CLAAS vehicle CAN bus due to a number of CAN frame errors too high on the CLAAS vehicle CAN bus.	–	Check: – The CLAAS vehicle CAN bus network. – The external function module EXT (A62).
Id7883h	–	EXT (A62)	The CLAAS vehicle CAN bus component of the EXT module is faulty.	–	Check: – The CLAAS vehicle CAN bus network. – The external function module EXT (A62).
Id7884h	–	EXT (A62)	Short-circuit to the 12V on the ISO CAN bus.	–	Check: – The ISO CAN bus network. – The external function module EXT (A62).
Id7885h	–	EXT (A62)	Short-circuit to the ground on the ISO CAN bus.	–	Check: – The ISO CAN bus network. – The external function module EXT (A62).
Id7886h	–	EXT (A62)	The EXT module no longer transmits any messages on the ISO CAN bus due to a number of CAN frame errors too high on the ISO CAN bus.	–	Check: – The ISO CAN bus network. – The external function module EXT (A62).
Id7887h	–	EXT (A62)	The ISO CAN bus component of the EXT module is faulty.	–	Check: – The ISO CAN bus network. – The external function module EXT (A62).



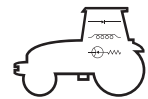
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7888h	–	EXT (A62)	Short-circuit to ground of the left indicator information.	–	Check: – The indicator switch (S16). – The external function module EXT (A62).
Id7889h	–	EXT (A62)	Short-circuit to ground of the right indicator information.	–	Check: – The indicator switch (S16). – The external function module EXT (A62).
Id788Ah	–	EXT (A62)	The EXT external function module has not received actual speed information for more than 5 seconds (BUS CAN).	The actual speed information is not available on the 7-pin ISO connector.	Check: – The CLAAS vehicle CAN bus network. – The bus CAN network communication module BDG (A103). – The instrument panel module DBD (A101). – The external function module EXT (A62).
Id788Bh	–	EXT (A62)	The EXT external function module has not received theoretical speed information for over 5 seconds (BUS CAN).	The theoretical speed information is not available on the 7-pin ISO connector.	Check: – The CLAAS vehicle CAN bus network. – The bus CAN network communication module BDG (A103). – The instrument panel module DBD (A101). – The external function module EXT (A62).
Id788Ch	–	EXT (A62)	The EXT external function module has not received speed information from the rear PTO for more than 5 seconds (BUS CAN).	The PTO speed information is not available over the 7-pin ISO connector.	Check: – The CLAAS vehicle CAN bus network. – The bus CAN network communication module BDG (A103). – The TR3 transmission module (A57-3). – The external function module EXT (A62).
Id788Dh	–	EXT (A62)	The EXT external function module has not received the rear lifting status information for more than 5 seconds (BUS CAN).	The lifting high position information is not available on the 7-pin ISO connector.	Check: – The CLAAS vehicle CAN bus network. – The bus CAN network communication module BDG (A103). – The lifting module REH (A58). – The external function module EXT (A62).



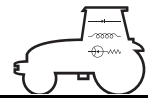
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id788Eh	–	EXT (A62)	The EXT external function module has not received rear lifting position information for more than 5 seconds (BUS CAN).	The lifting position information is not available over the 7-pin ISO connector.	Check: <ul style="list-style-type: none"> – The CLAAS vehicle CAN bus network. – The bus CAN network communication module BDG (A103). – The lifting module REH (A58). – The external function module EXT (A62).
Id788Fh	–	EXT (A62)	The EXT external function module has not received the rear lifting, theoretical speed and rear PTO information for more than 5 seconds (BUS CAN).	No information is available over the 7-pin ISO connector.	Check: <ul style="list-style-type: none"> – The CLAAS vehicle CAN bus network. – The bus CAN network communication module BDG (A103). – The lifting module REH (A58). – The instrument panel module DBD (A101). – The TR3 transmission module (A57-3). – The external function module EXT (A62).
Id7890h	–	EXT (A62)	The external function module EXT has received no information from the engine or receives an invalid engine speed signal for more than 5 seconds (Bus CAN).	The engine speed information is not available on the 7 pin ISO connector.	Check: <ul style="list-style-type: none"> – The CLAAS vehicle CAN bus network. – The bus CAN network communication module BDG (A103). – The ENG (A15) module. – The external function module EXT (A62).
Id7891h	–	EXT (A62)	The external function module EXT has received no information from the position lights or receives an invalid signal from the position lights for more than 5 seconds (BUS CAN).	The position light information is not available on the ISO 7 pin connector.	Check: <ul style="list-style-type: none"> – The CLAAS vehicle CAN bus network. – CAN bus network communication module.
Id7892h	–	EXT (A62)	The external function module EXT has received no information from the stop lights or receives an invalid signal from the left stop light for more than 5 seconds (Bus CAN).	The left stop light information is not available on the 7 pin ISO connector.	Check: <ul style="list-style-type: none"> – The CLAAS vehicle CAN bus network. – CAN bus network communication module.
Id7893h	–	EXT (A62)	The external function module EXT has received no information from the stop lights or receives an invalid signal from the right stop light for more than 5 seconds (Bus CAN).	The right stop light information is not available on the 7 pin ISO connector.	Check: <ul style="list-style-type: none"> – The CLAAS vehicle CAN bus network. – CAN bus network communication module.



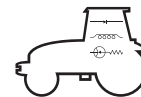
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7894h	–	EXT (A62)	The external function module EXT receives invalid information from the WLP (A104) modules for more than 5 seconds (Bus CAN).	The information from the WLP is not available on the 7 pin ISO connector.	Check: – The CLAAS vehicle CAN bus network. – CAN bus network communication module.
Id7895h	–	EXT (A62)	The external function module EXT receives invalid rear power take-off engaging information for more than 5 seconds (Bus CAN).	The rear power take-off engaging information is not available on the 7 pin ISO connector	Check: – The CLAAS vehicle CAN bus network. – CAN bus network communication module.
Id78A0h	–	EXT (A62)	You are about to launch a sequence CSM.	–	–
Id78A1h	–	EXT (A62)	The CSM sequence is interrupted.	CSM sequence interrupted as ignition off	–
Id78A2h	–	EXT (A62)	The CSM sequence cannot be started.	The CSM sequence does not start as speed is not high enough.	Speed must exceed 1,5 km/h
Id78A3h	–	EXT (A62)	The version of the CSM sequence is not compatible.	The sequence has been cleared.	–
Id78A4h	–	EXT (A62)	Fault of the "Claas Sequence Management" (S177) switch.	–	Check: – The "Claas Sequence Management" (S177) switch – The external function module EXT (A62) – The hydraulic module HYD (A60)
Id78A5h	–	EXT (A62)	Switch the CSM (S177) switch to play before selecting a sequence.	–	–



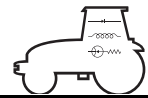
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id78A6h	–	EXT (A62)	The CSM sequence is interrupted.	The CSM sequence is interrupted after pressing one of the external commands.	–
Id78A7h	–	EXT (A62)	The CSM sequence is interrupted.	The CSM sequence is interrupted as the driver is not sitting on the seat.	–
Id78A8h	–	EXT (A62)	The CSM sequence is interrupted.	The CSM sequence does not start as speed is not high enough.	Speed must exceed 1,5 km/h
Id78A9h	–	EXT (A62)	The CSM sequence is interrupted.	The CSM sequence is interrupted as the engine is not running.	–
Id78AAh	–	EXT (A62)	One of the functions to be controlled by the CSM is beyond its control without prior information to the EXT (A62) external function module.	Entry rejected	Check: – The HYD (A60) module, Electrical wiring, Valve – The external function module EXT (A62)
Id78ABh	–	EXT (A62)	Communication problem between one of the functions to be controlled by the CSM and the EXT (A62) external function module.	No response after validation.	Check: – The HYD (A60) module, Electrical wiring, Valve – The external function module EXT (A62)
Id78ACh	–	EXT (A62)	Communication problem between one of the functions to be controlled by the CSM and the EXT (A62) external function module.	No input message received.	Check: – The HYD (A60) module, Electrical wiring, Valve – The external function module EXT (A62)
Id78ADh	–	EXT (A62)	Recording of the CSM sequence is interrupted.	Memory full.	Recording canceled.



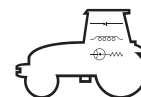
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id78AEh	–	EXT (A62)	The EXT (A62) external function module detects an inconsistency between 2 signals, the first giving the status of the CSM function, the second the status of the "Claas Sequence Management" (S177) switch.	–	Check: – The "Claas Sequence Management" (S177) switch – The external function module EXT (A62)
Id78AFh	–	EXT (A62)	The CSM sequence cannot be started.	Cannot display the sequence.	–
Id78C6h	–	EXT (A62)	The CSM sequence cannot be started.	No recorded sequence is valid.	–
Id78C7h	–	EXT (A62)	The CAN "Distance" message is not received by the EXT (A62) external function module.	–	Check: – The DBD (A101) dashboard sending the information to the CAN and the bus CAN BDG (A103) network communication module relaying it to the Claas Vehicle Can Bus.
Id78C8h	–	EXT (A62)	Internal error CSM.	–	–
Id78C9h	–	EXT (A62)	No CSM sequence can be read or recorded.	The engine is not running.	–
Id78CAh	–	EXT (A62)	No CSM sequence can be read or recorded.	The driver is not sitting on the seat.	–
Id78CBh	–	EXT (A62)	No CSM sequence can be read or recorded.	Ignition switched off.	–
Id78CCh	–	EXT (A62)	No CSM sequence can be read or recorded.	Speed exceeds 20 km/h	–



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id78D1h	–	EXT (A62)	The CAN "Engine running" message is not received by the external function module EXT (A62) or invalid value.	–	Check: – The TR2 transmission module (A57-2). – The Bus CAN network communication module BDG (A103) – The external function module EXT (A62).
Id78D2h	–	EXT (A62)	The CAN "Driver sitting" message is not received by the EXT (A62) external function module or invalid value.	–	Check: – The TR2 transmission module (A57-2). – The Bus CAN network communication module BDG (A103) – The external function module EXT (A62).
Id78D3h	–	EXT (A62)	The CAN "Ignition off" message is not received by the external function module EXT (A62) or invalid value.	–	Check: – The lifting module REH (A58) – The Bus CAN network communication module BDG (A103) – The external function module EXT (A62).
Id78D4h	–	EXT (A62)	The CAN "Contacts S1 or S2" message is not received by the EXT (A62) external function module or invalid value.	–	Check: – The MFA (A100) armrest multifunction module – The external function module EXT (A62).
Id78D5h	–	EXT (A62)	The CAN "Stop contact" message is not received by the external function module EXT (A62) or invalid value.	–	Check: – The MFA (A100) armrest multifunction module – The external function module EXT (A62).
Id78D6h	–	EXT (A62)	The CAN "CSM permission" message is not received by the external function module EXT (A62) or invalid value.	–	Check: – The hydraulic module HYD (A60) – The external function module EXT (A62).
Id78D7h	–	EXT (A62)	The CSM sequence cannot be started.	Speed exceeds 20 km/h	–

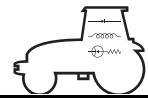


Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id78D8h	–	EXT (A62)	The CAN "Speed" message is not received by the external function module EXT (A62) or invalid value.	–	Check: – The speed sensor (GPS, radar, wheels) – The DBD (A101) dashboard sending the information to the CAN and the Bus CAN BDG (A103) network communication module relaying it to the Claas vehicle CAN Bus.
Id78D9h	–	EXT (A62)	Sequence recording aborted.	–	–
Id78DAh	–	EXT (A62)	The CSM sequence cannot be started.	Battery voltage too low.	–
Id78DBh	–	EXT (A62)	The CSM sequence is interrupted.	The CSM sequence is interrupted as it uses an unknown function.	–
Id78DCh	–	EXT (A62)	The CSM sequence cannot be started.	Type of machine incorrect.	–

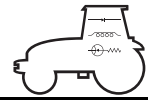


DBD (A101)

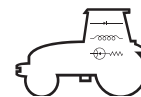
<i>Error code</i>	<i>Native code</i>	<i>Sender module</i>	<i>Designation</i>	<i>Cause/System response</i>	<i>Comment/Solution</i>
Id7F00h	–	DBD (A101)	Confirmation of engine speed memorization	–	–
Id7F01h	–	DBD (A101)	Communication error between the SFA module and the DBD	No message received from the SFA (A102) module for more than 5s.	Back to normal mode when the message is received again
Id7F02h	–	DBD (A101)	Communication error between the HYD module and the DBD	No message received from the HYD (A60) module for more than 5s.	Back to normal mode when the message is received again
Id7F03h	–	DBD (A101)	Communication error between the EXT module and the DBD	No message received from the EXT (A62) module for more than 5s.	Back to normal mode when the message is received again
Id7F04h	–	DBD (A101)	Communication error between the SCU module and the DBD	No message received from the SCU (A131) module for more than 5s.	Back to normal mode when the message is received again
Id7F05h	–	DBD (A101)	Communication error between the C-Matic and the	No message received from the C Matic for more than 5s.	Back to normal mode when the message is received again
Id7F06h	–	DBD (A101)	Communication error between the MFT module and the DBD	No message received from the MFT (A30) module for more than 5s.	Back to normal mode when the message is received again
Id7F07h	–	DBD (A101)	Communication error between the WLP module and the DBD	No message received from the WLP (A104) module for more than 5s.	Back to normal mode when the message is received again
Id7F08h	–	DBD (A101)	Communication error between the MFA module and the DBD	No message received from the MFA (A100) module for more than 5s.	Back to normal mode when the message is received again
Id7F09h	–	DBD (A101)	Communication error	No message received from the DBD (A101) module for more than 5s.	Back to normal mode when the message is received again
Id7F0Ah	–	DBD (A101)	Communication error between the ENG module and the DBD	No message received from the ENG (A15) module for more than 5s.	Back to normal mode when the message is received again
Id7F0Bh	–	DBD (A101)	Communication error between the TR1 module and the DBD	No message received from the TR1 (A57-1) module for more than 5s.	Back to normal mode when the message is received again
Id7F0Ch	–	DBD (A101)	Communication error between the TR2 module and the DBD	No message received from the TR2 (A57-2) module for more than 5s.	Back to normal mode when the message is received again
Id7F0Dh	–	DBD (A101)	Communication error between the TR3 module and the DBD	No message received from the TR3 (A57-3) module for more than 5s.	Back to normal mode when the message is received again



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7F0Eh	–	DBD (A101)	Communication error between the REH module and the DBD	No message received from the REH (A58) module for more than 5s.	Back to normal mode when the message is received again
Id7F0Fh	–	DBD (A101)	Bridge transmission error over the CLAAS CAN Bus network	Short-circuit on the supply of the CLAAS CAN Bus	The tractor returns to the normal mode when the error disappears
Id7F10h	–	DBD (A101)	Too much bridge data over the CLAAS CAN Bus network	CLAAS CAN Bus short-circuited to ground	The tractor returns to the normal mode when the error disappears
Id7F11h	–	DBD (A101)	The bridge has disconnected from the CLAAS CAN Bus network	No message can be transmitted until the module is back online	The tractor returns to the normal mode when the error disappears
Id7F12h	–	DBD (A101)	Bridge transmission error over the J1939 CAN Bus network	Short-circuit on the supply of the J1939 CAN Bus	The tractor returns to the normal mode when the error disappears
Id7F13h	–	DBD (A101)	Too much bridge data over the J1939 CAN Bus network	J1939 CAN Bus short-circuited to ground	The tractor returns to the normal mode when the error disappears
Id7F14h	–	DBD (A101)	The bridge has disconnected from the J1939 CAN Bus network	No message can be transmitted until the module is back online	The tractor returns to the normal mode once the module is online again.
Id7F2Dh	–	DBD (A101)	Theoretical speed sensor (B227) Disconnected	The harness giving the information of the (B227) speed sensor between the TR1 module and the DBD is probably damaged	Check the harness between the TR1 (A57-1) module and the DBD (A101).
Id7F2Eh	–	DBD (A101)	The engine speed sensor (B228) Disconnected	–	The tractor returns to the normal mode when the error disappears
Id7F2Fh	–	DBD (A101)	Real speed sensor (radar)(B230) not connected.	Antislip control can no longer be used.	The tractor returns to the normal mode when the error disappears
Id7F30h	–	DBD (A101)	The rear PTO speed sensor (B142) Disconnected	–	The tractor returns to the normal mode when the error disappears
Id7F31h	–	DBD (A101)	The module's interface is not connected	Cannot browse the menus.	The tractor returns to the normal mode when the error disappears
Id7F32h	–	DBD (A101)	Fuel level potentiometer (R35) not connected.	No information on consumption and time before refuelling available	The tractor returns to the normal mode when the error disappears
Id7F33h	–	DBD (A101)	(B45) coolant temperature sensor Disconnected	–	The tractor returns to the normal mode when the error disappears
Id7F34h	–	DBD (A101)	Air filter blocked	Air filter blocked	Clean air filter. Check the (Z69) air filter clogged contact.

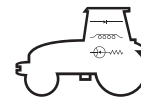


Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
Id7F35h	–	DBD (A101)	Transmission oil filter clogged.	Transmission oil filter clogged.	Clean the oil filter. Check the (Z102) oil filter clogging contact.
Id7F36h	–	DBD (A101)	Alarm Trailer brake	–	–
Id7F37h	–	DBD (A101)	Engine controller disconnected during CSM sequence.	Engine controller locked. The engine controller is inoperative	After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM
Id7F38h	–	DBD (A101)	Engine controller disconnected during CSM sequence.	Communication error with the engine controller. The engine controller is inoperative	After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM
Id7F39h	–	DBD (A101)		Functions unavailable	Back to normal mode when the message is received again
Id7F3Ah	–	DBD (A101)	Message missing on the level of button 1 and 2 in the CSM sequence	Functions unavailable	Back to normal mode when the message is received again
Id7F3Bh	–	DBD (A101)	Message missing on the level of the front external control buttons	Functions unavailable	Back to normal mode when the message is received again
Id7F3Ch	–	DBD (A101)	Message missing on the level of the function 1 and 2 button	Functions unavailable	Back to normal mode when the message is received again
Id7F3Dh	–	DBD (A101)	Message missing on the level of the function 3 and 4 button	Functions unavailable	Back to normal mode when the message is received again
Id7F3Eh	–	DBD (A101)	Message missing on the level of the ITE	No message from the ITE during 5 seconds	Back to normal mode when the message is received again

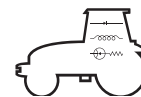


HYD PVV (A60)

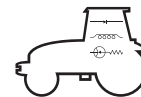
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA000h	0	HYD (A60)	Error during the RAM test at start.	RAM faulty. Valve 1 returns to neutral.	The RAM memory of the 1 valve is write/read tested when starting. Clear the error If the error appears again replace the 1 valve.
IdA001h	1	HYD (A60)	Error upon initial commissioning of the valve.	Faulty EEPROM. Valve 1 returns to neutral.	This error should not occur during work, as it appears during the initial commissioning.
IdA002h	3	HYD (A60)	Division by 0 internal error.	Valve 1 returns to neutral.	The calculator cannot divide by 0. Clear the error. If the error appears again, replace the 1 valve.
IdA003h	4	HYD (A60)	Internal calculation error.	Value out of range. Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA004h	5	HYD (A60)	Internal calculation error.	Value out of range. Valve 1 returns to neutral.	Clear the error If the error appears again replace the 1 valve.
IdA005h	6	HYD (A60)	Error when saving the parameters.	Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA006h	8	HYD (A60)	Spool behaviour error.	Error between the position requested and the controlled position of the 1 valve spool. Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA00Bh	16	HYD (A60)	Error when saving the parameters in the EEPROM.	Memory problem. Valve 1 returns to neutral.	Switch the ignition off and wait at least 20 seconds
IdA00Ch	17	HYD (A60)	Error when setting the valve.	The 1 valve is configured improperly. Back to previous parameter.	This error may appear when changing an address or a parameter in the 1 valve. If the error appears again, replace the 1 valve.



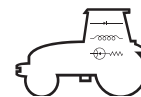
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA00Dh	18	HYD (A60)	Flash memory error.	Error between the original programme and the current programme. Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA00Eh	19	HYD (A60)	Spool position supervision error.	The actual position of the spool is too far from the position controlled by the programme. Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA00Fh	20	HYD (A60)	Short-circuit on the level of the 1 valve position controller	The system providing control of the 1 valve position is damaged or short-circuited	Clear the error If the error appears again,
IdA010h	21	HYD (A60)	Supply of the 1 valve above max value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 1 valve.
IdA011h	22	HYD (A60)	Supply of the 1 valve below the min value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 1 valve.
IdA012h	23	HYD (A60)	No response from the microcontroller.	Supervisor damaged. Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA013h	24	HYD (A60)	Supervisor error when starting.	Supervisor not started upon tractor starting. Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA014h	–	HYD (A60)	The spool of the 1 valve does not reach the position requested within the time set.	–	–
IdA015h	26	HYD (A60)	The 1 valve does not return to neutral.	The 1 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 1 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 1 valve.



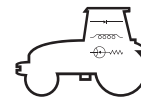
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA016h	27	HYD (A60)	The 1 valve does not reach the float position.	The 1 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 1 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 1 valve.
IdA017h	28	HYD (A60)	The 1 valve is not at neutral when starting.	Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA018h	29	HYD (A60)	The 1 valve is not at the position desired.	The valve spool was pushed too far in respect of the position desired.	Clear the error If the error appears again, replace the 1 valve.
IdA019h	30	HYD (A60)	Problem controlling the 1 valve.	The drawer moves in the wrong direction in respect of the command.	Clear the error If the error appears again, replace the 1 valve.
IdA01Bh	32	HYD (A60)	The timeout without commanding the 1 valve has expired.	The 1 valve is in the neutral position as it has not been commanded for a certain time.	–
IdA025h	42	HYD (A60)	Value of the 1 valve command impossible.	Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA026h	43	HYD (A60)	Value of the 1 valve command impossible.	Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA027h	44	HYD (A60)	Value of the 1 valve command impossible.	Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA028h	45	HYD (A60)	Value of the 1 valve command impossible.	Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA029h	46	HYD (A60)	Value of the 1 valve command impossible.	Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.



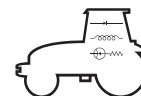
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA02Ah	47	HYD (A60)	Value of the 1 valve command impossible.	Valve 1 returns to neutral.	Clear the error If the error appears again, replace the 1 valve.
IdA02Bh	0	HYD (A60)	Error during the RAM test at start.	RAM faulty. Valve 2 returns to neutral.	The RAM memory of the 1 valve is write/read tested when starting. Clear the error If the error appears again, replace the 2 valve.
IdA02Ch	1	HYD (A60)	Error upon initial commissioning of the valve.	Faulty EEPROM. Valve 2 returns to neutral.	This error should not occur during work, as it appears during the initial commissioning.
IdA02Dh	3	HYD (A60)	Division by 0 internal error.	Valve 2 returns to neutral.	The calculator cannot divide by 0. Clear the error If the error appears again, replace the 2 valve.
IdA02Eh	4	HYD (A60)	Internal calculation error.	Value out of range. Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA02Fh	5	HYD (A60)	Internal calculation error.	Value out of range. Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA30h	6	HYD (A60)	Error when saving the parameters.	Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA031h	8	HYD (A60)	Spool behaviour error.	Error between the position requested and the controlled position of the 2 valve spool. Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA036h	16	HYD (A60)	Error when saving the parameters in the EEPROM.	Memory problem. Valve 2 returns to neutral.	Switch the ignition off and wait at least 20 seconds If the error appears again, replace the 2 valve.
IdA037h	17	HYD (A60)	Error when setting the valve.	The 2 valve is configured improperly. Back to previous parameter.	This error may appear when changing an address or a parameter in the 2 valve. Reconfigure. If the error appears again, replace the 2 valve.
IdA038h	18	HYD (A60)	Flash memory error.	Error between the original programme and the current programme. Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.



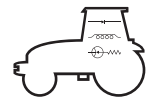
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA039h	19	HYD (A60)	Spool position supervision error.	The actual position of the spool is too far from the position controlled by the programme. Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA03Ah	20	HYD (A60)	Short-circuit on the level of the 2 valve position controller	The system providing control of the 2 valve position is damaged or short-circuited Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA03Bh	21	HYD (A60)	Supply of the 2 valve above max value.	–	Check the voltage delivered by the alternator and battery.
IdA03Ch	22	HYD (A60)	Supply of the 2 valve below the min value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 2 valve.
IdA03Dh	23	HYD (A60)	No response from the microcontroller.	Supervisor damaged. Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA03Eh	24	HYD (A60)	Supervisor error when starting.	Supervisor error when starting. Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA03Fh	–	HYD (A60)	The spool of the 2 valve does not reach the position requested within the time set.	–	–
IdA040h	26	HYD (A60)	The 2 valve does not return to neutral.	The 2 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 2 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 2 valve.
IdA041h	27	HYD (A60)	The 2 valve does not reach the float position.	The 2 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 2 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 2 valve.



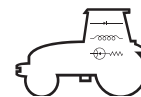
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA042h	28	HYD (A60)	The 2 valve is not at neutral when starting.	Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA043h	29	HYD (A60)	The 2 valve is not at the position desired.	The valve spool was pushed too far in respect of the position desired. Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA044h	30	HYD (A60)	Problem controlling the 2 valve.	The drawer moves in the wrong direction in respect of the command. Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA046h	32	HYD (A60)	The timeout without commanding the 2 valve has expired.	The 2 valve is in the neutral position as it has not been commanded for a certain time.	–
IdA050h	42	HYD (A60)	Value of the 2 valve command impossible.	Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA051h	43	HYD (A60)	Value of the 2 valve command impossible.	Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA052h	44	HYD (A60)	Value of the 2 valve command impossible.	Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA053h	45	HYD (A60)	Value of the 2 valve command impossible.	Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA054h	46	HYD (A60)	Value of the 2 valve command impossible.	Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA055h	47	HYD (A60)	Value of the 2 valve command impossible.	Valve 2 returns to neutral.	Clear the error If the error appears again, replace the 2 valve.
IdA056h	0	HYD (A60)	Error during the RAM test at start.	RAM faulty. Valve 3 returns to neutral.	The RAM memory of the 1 valve is write/read tested when starting. Clear the error If the error appears again, replace the 3 valve.
IdA057h	1	HYD (A60)	Error upon initial commissioning of the valve.	Faulty EEPROM. Valve 3 returns to neutral.	This error should not occur during work, as it appears during the initial commissioning.
IdA058h	3	HYD (A60)	Division by 0 internal error.	Valve 3 returns to neutral.	The calculator cannot divide by 0. Clear the error If the error appears again, replace the 3 valve.
IdA059h	4	HYD (A60)	Internal calculation error.	Value out of range. Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.



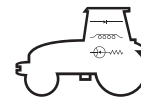
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA05Ah	5	HYD (A60)	Internal calculation error.	Valve out of range. Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA05Bh	6	HYD (A60)	Error when saving the parameters.	Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA05Ch	8	HYD (A60)	Spool behaviour error.	Error between the position requested and the controlled position of the 3 valve spool. Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA061h	16	HYD (A60)	Error when saving the parameters in the EEPROM.	Memory problem. Valve 3 returns to neutral.	Switch the ignition off and wait at least 20 seconds If the error appears again, replace the 3 valve.
IdA062h	17	HYD (A60)	Error when setting the valve.	The 3 valve is configured improperly. Back to previous parameter.	This error may appear when changing an address or a parameter in the 3 valve. Reconfigure. If the error appears again, replace the 3 valve.
IdA063h	18	HYD (A60)	Flash memory error.	Error between the original programme and the current programme. Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA064h	19	HYD (A60)	Spool position supervision error.	The actual position of the spool is too far from the position controlled by the programme. Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA065h	20	HYD (A60)	Short-circuit on the level of the 3 valve position controller	The system providing control of the 3 valve position is damaged or short-circuited Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA066h	21	HYD (A60)	Supply of the 3 valve above max value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 3 valve.
IdA067h	22	HYD (A60)	Supply of the 3 valve below the min value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 3 valve.
IdA068h	23	HYD (A60)	No response from the microcontroller.	Supervisor damaged. Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.



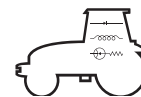
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA069h	24	HYD (A60)	Supervisor error when starting.	Supervisor not started upon tractor starting. Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA06Ah	–	HYD (A60)	The spool of the 3 valve does not reach the position requested within the time set.	–	–
IdA06Bh	26	HYD (A60)	The 3 valve does not return to neutral.	The 3 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 3 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 3 valve.
IdA06Ch	27	HYD (A60)	The 3 valve does not reach the float position.	The 3 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 3 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 3 valve.
IdA06Dh	28	HYD (A60)	The 3 valve is not at neutral when starting.	Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA06Eh	29	HYD (A60)	The 3 valve is not at the position desired.	The valve spool was pushed too far in respect of the position desired. Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA06Fh	30	HYD (A60)	Problem controlling the 3 valve.	The drawer moves in the wrong direction in respect of the command. Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA071h	32	HYD (A60)	The timeout without commanding the 3 valve has expired.	The 3 valve is in the neutral position as it has not been commanded for a certain time.	–
IdA07Bh	42	HYD (A60)	Value of the 3 valve command impossible.	Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA07Ch	43	HYD (A60)	Value of the 3 valve command impossible.	Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA07Dh	44	HYD (A60)	Value of the 3 valve command impossible.	Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.



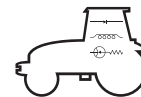
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA07Eh	45	HYD (A60)	Value of the 3 valve command impossible.	Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA07Fh	46	HYD (A60)	Value of the 3 valve command impossible.	Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA080h	47	HYD (A60)	Value of the 3 valve command impossible.	Valve 3 returns to neutral.	Clear the error If the error appears again, replace the 3 valve.
IdA081h	0	HYD (A60)	Error during the RAM test at start.	RAM faulty. Valve 4 returns to neutral.	The RAM memory of the 1 valve is write/read tested when starting. Clear the error If the error appears again, replace the 4 valve.
IdA082h	1	HYD (A60)	Error upon initial commissioning of the valve.	Faulty EEPROM. Valve 4 returns to neutral.	This error should not occur during work, as it appears during the initial commissioning.
IdA083h	3	HYD (A60)	Division by 0 internal error.	Valve 4 returns to neutral.	The calculator cannot divide by 0. Clear the error If the error appears again, replace the 4 valve.
IdA084h	4	HYD (A60)	Internal calculation error.	Value out of range. Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA085h	5	HYD (A60)	Internal calculation error.	Value out of range. Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA086h	6	HYD (A60)	Error when saving the parameters.	Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA087h	8	HYD (A60)	Spool behaviour error.	Error between the position requested and the controlled position of the 4 valve spool. Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA08Ch	16	HYD (A60)	Error when saving the parameters in the EEPROM.	Memory problem. Valve 4 returns to neutral.	Switch the ignition off and wait at least 20 seconds If the error appears again, replace the 4 valve.
IdA08Dh	17	HYD (A60)	Error when setting the valve.	The 4 valve is configured improperly. Back to previous parameter.	This error may appear when changing an address or a parameter in the 4 valve. Reconfigure. If the error appears again, replace the 4 valve.



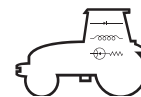
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA08Eh	18	HYD (A60)	Flash memory error.	Error between the original programme and the current programme. Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA08Fh	19	HYD (A60)	Spool position supervision error.	The actual position of the spool is too far from the position controlled by the programme. Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA090h	20	HYD (A60)	Short-circuit on the level of the 4 valve position controller	The system providing control of the 4 valve position is damaged or short-circuited Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA091h	21	HYD (A60)	Supply of the 4 valve above max value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 4 valve.
IdA092h	22	HYD (A60)	Supply of the 4 valve below the min value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 4 valve.
IdA093h	23	HYD (A60)	No response from the microcontroller.	Supervisor damaged. Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA094h	24	HYD (A60)	Supervisor error when starting.	Supervisor not started upon tractor starting. Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA095h	–	HYD (A60)	The spool of the 4 valve does not reach the position requested within the time set.	–	–
IdA096h	26	HYD (A60)	The 4 valve does not return to neutral.	The 4 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 4 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 4 valve.



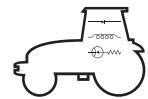
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA097h	27	HYD (A60)	The 4 valve does not reach the float position.	The 4 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 4 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 4 valve.
IdA098h	28	HYD (A60)	The 4 valve is not at neutral when starting.	Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA099h	29	HYD (A60)	The 4 valve is not at the position desired.	The valve spool was pushed too far in respect of the position desired. Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA09Ah	30	HYD (A60)	Problem controlling the 4 valve.	The drawer moves in the wrong direction in respect of the command. Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA09Ch	32	HYD (A60)	The timeout without commanding the 4 valve has expired.	The 4 valve is in the neutral position as it has not been commanded for a certain time.	–
IdA0A6h	42	HYD (A60)	Value of the 4 valve command impossible.	Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA0A7h	43	HYD (A60)	Value of the 4 valve command impossible.	Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA0A8h	44	HYD (A60)	Value of the 4 valve command impossible.	Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA0A9h	45	HYD (A60)	Value of the 4 valve command impossible.	Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA0AAh	46	HYD (A60)	Value of the 4 valve command impossible.	Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA0ABh	47	HYD (A60)	Value of the 4 valve command impossible.	Valve 4 returns to neutral.	Clear the error If the error appears again, replace the 4 valve.
IdA0ACh	0	HYD (A60)	Error during the RAM test at start.	RAM faulty. Valve 5 returns to neutral.	The RAM memory of the 1 valve is write/read tested when starting. Clear the error If the error appears again, replace the 5 valve.
IdA0ADh	1	HYD (A60)	Error upon initial commissioning of the valve.	Faulty EEPROM. Valve 5 returns to neutral.	This error should not occur during work, as it appears during the initial commissioning.



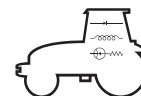
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA0AEh	3	HYD (A60)	Division by 0 internal error.	Valve 5 returns to neutral.	The calculator cannot divide by 0. Clear the error If the error appears again, replace the 5 valve.
IdA0AFh	4	HYD (A60)	Internal calculation error..	Value out of range. Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0B0h	5	HYD (A60)	Internal calculation error..	Value out of range. Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0B1h	6	HYD (A60)	Error when saving the parameters.	Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0B2h	8	HYD (A60)	Spool behaviour error.	Error between the position requested and the controlled position of the 5 valve spool. Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0B7h	16	HYD (A60)	Error when saving the parameters in the EEPROM.	Memory problem. Valve 5 returns to neutral.	Switch the ignition off and wait at least 20 seconds If the error appears again, replace the 5 valve.
IdA0B8h	17	HYD (A60)	Error when setting the valve.	The 5 valve is configured improperly. Back to previous parameter.	This error may appear when changing an address or a parameter in the 5 valve. Reconfigure. If the error appears again, replace the 5 valve.
IdA0B9h	18	HYD (A60)	Flash memory error.	Error between the original programme and the current programme. Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0BAh	19	HYD (A60)	Spool position supervision error.	The actual position of the spool is too far from the position controlled by the programme. Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0BBh	20	HYD (A60)	Short-circuit on the level of the 5 valve position controller	The system providing control of the 5 valve position is damaged or short-circuited Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0BCh	21	HYD (A60)	Supply of the 5 valve above max value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 5 valve.



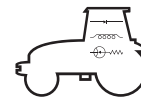
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA0BDh	22	HYD (A60)	Supply of the 5 valve below the min value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 5 valve.
IdA0BEh	23	HYD (A60)	No response from the microcontroller.	Supervisor damaged. Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0BFh	24	HYD (A60)	Supervisor error when starting.	Supervisor not started upon tractor starting. Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0C0h	–	HYD (A60)	The spool of the 5 valve does not reach the position requested within the time set.	–	–
IdA0C1h	26	HYD (A60)	The 5 valve does not return to neutral.	The 5 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 5 returns to neutral.	Let the tractor warm up and test again. Clear the error If the error appears again, replace the 5 valve.
IdA0C2h	27	HYD (A60)	The 5 valve does not reach the float position.	The 5 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 5 returns to neutral.	Let the tractor warm up and test again. Clear the error If the error appears again, replace the 5 valve.
IdA0C3h	28	HYD (A60)	The 5 valve is not at neutral when starting.	Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0C4h	29	HYD (A60)	The 5 valve is not at the position desired.	The valve spool was pushed too far in respect of the position desired. Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0C5h	30	HYD (A60)	Problem controlling the 5 valve.	The drawer moves in the wrong direction in respect of the command. Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.



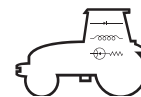
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA0C7h	32	HYD (A60)	The timeout without commanding the 5 valve has expired.	The 5 valve is in the neutral position as it has not been commanded for a certain time.	–
IdA0D1h	42	HYD (A60)	Value of the 5 valve command impossible.	Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0D2h	43	HYD (A60)	Value of the 5 valve command impossible.	Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0D3h	44	HYD (A60)	Value of the 5 valve command impossible.	Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0D4h	45	HYD (A60)	Value of the 5 valve command impossible.	Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0D5h	46	HYD (A60)	Value of the 5 valve command impossible.	Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0D6h	47	HYD (A60)	Value of the 5 valve command impossible.	Valve 5 returns to neutral.	Clear the error If the error appears again, replace the 5 valve.
IdA0D7h	0	HYD (A60)	Error during the RAM test at start.	RAM faulty. Valve 6 returns to neutral.	The RAM memory of the 1 valve is write/read tested when starting. Clear the error If the error appears again, replace the 6 valve.
IdA0D8h	1	HYD (A60)	Error upon initial commissioning of the valve.	Faulty EEPROM. Valve 6 returns to neutral.	This error should not occur during work, as it appears during the initial commissioning.
IdA0D9h	3	HYD (A60)	Division by 0 internal error.	Valve 6 returns to neutral.	The calculator cannot divide by 0. Clear the error If the error appears again, replace the 6 valve.
IdA0DAh	4	HYD (A60)	Internal calculation error..	Value out of range. Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0DBh	5	HYD (A60)	Internal calculation error..	Value out of range. Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0DCh	6	HYD (A60)	Error when saving the parameters..	Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0DDh	8	HYD (A60)	Spool behaviour error.	Error between the position requested and the controlled position of the 6 valve spool. Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.



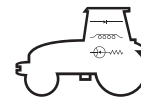
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA0E2h	16	HYD (A60)	Error when saving the parameters in the EEPROM.	Memory problem. Valve 6 returns to neutral.	Switch the ignition off and wait at least 20 seconds If the error appears again, replace the 6 valve.
IdA0E3h	17	HYD (A60)	Error when setting the valve.	The 6 valve is configured improperly. Back to previous parameter.	This error may appear when changing an address or a parameter in the 6 valve. Reconfigure. If the error appears again, replace the 6 valve.
IdA0E4h	18	HYD (A60)	Flash memory error.	Error between the original programme and the current programme. Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0E5h	19	HYD (A60)	Spool position supervision error.	The actual position of the spool is too far from the position controlled by the programme. Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0E6h	20	HYD (A60)	Short-circuit on the level of the 6 valve position controller	The system providing control of the 6 valve position is damaged or short-circuited Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0E7h	21	HYD (A60)	Supply of the 6 valve above max value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 6 valve.
IdA0E8h	22	HYD (A60)	Supply of the 6 valve below the min value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 6 valve.
IdA0E9h	23	HYD (A60)	No response from the microcontroller.	Supervisor damaged. Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0EAh	24	HYD (A60)	Supervisor error when starting.	Supervisor not started upon tractor starting. Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0EBh	–	HYD (A60)	The spool of the 6 valve does not reach the position requested within the time set.	–	–



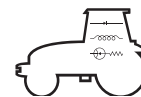
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA0ECh	26	HYD (A60)	The 6 valve does not return to neutral.	The 6 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 6 returns to neutral.	Let the tractor warm up and test again. Clear the error If the error appears again, replace the 6 valve.
IdA0EDh	27	HYD (A60)	The 6 valve does not reach the float position.	The 6 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 6 returns to neutral.	Let the tractor warm up and test again. Clear the error If the error appears again, replace the 6 valve.
IdA0EEh	28	HYD (A60)	The 6 valve is not at neutral when starting.	Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0EFh	29	HYD (A60)	The 6 valve is not at the position desired.	The valve spool was pushed too far in respect of the position desired. Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0F0h	30	HYD (A60)	Problem controlling the 6 valve.	The drawer moves in the wrong direction in respect of the command. Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0F2h	32	HYD (A60)	The timeout without commanding the 6 valve has expired.	The 6 valve is in the neutral position as it has not been commanded for a certain time.	–
IdA0FCh	42	HYD (A60)	Value of the 6 valve command impossible.	Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0FDh	43	HYD (A60)	Value of the 6 valve command impossible.	Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0FEh	44	HYD (A60)	Value of the 6 valve command impossible.	Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA0FFh	45	HYD (A60)	Value of the 6 valve command impossible.	Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA100h	46	HYD (A60)	Value of the 6 valve command impossible.	Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.
IdA101h	47	HYD (A60)	Value of the 6 valve command impossible.	Valve 6 returns to neutral.	Clear the error If the error appears again, replace the 6 valve.



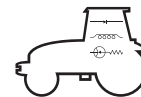
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA102h	0	HYD (A60)	Error during the RAM test at start.	RAM faulty. Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA103h	1	HYD (A60)	Error upon initial commissioning of the valve.	Faulty EEPROM. Valve 7 returns to neutral.	This error should not occur during work, as it appears during the initial commissioning.
IdA104h	3	HYD (A60)	Division by 0 internal error.	Valve 7 returns to neutral.	The calculator cannot divide by 0. Clear the error If the error appears again, replace the 7 valve.
IdA105h	4	HYD (A60)	Internal calculation error.	Value out of range. Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA106h	5	HYD (A60)	Internal calculation error.	Value out of range. Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA107h	6	HYD (A60)	Error when saving the parameters.	Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA108h	8	HYD (A60)	Spool behaviour error.	Error between the position requested and the controlled position of the 7 valve spool. Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA10Dh	16	HYD (A60)	Error when saving the parameters in the EEPROM.	Memory problem. Valve 7 returns to neutral.	Switch the ignition off and wait at least 20 seconds If the error appears again, replace the 7 valve.
IdA10Eh	17	HYD (A60)	Error when setting the valve.	The 7 valve is configured improperly. Back to previous parameter.	This error may appear when changing an address or a parameter in the 7 valve. Reconfigure. If the error appears again, replace the 7 valve.
IdA10Fh	18	HYD (A60)	Flash memory error.	Error between the original programme and the current programme. Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA110h	19	HYD (A60)	Spool position supervision error.	The actual position of the spool is too far from the position controlled by the programme. Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA111h	20	HYD (A60)	Short-circuit on the level of the 7 valve position controller	The system providing control of the 7 valve position is damaged or short-circuited Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.



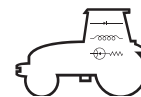
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA112h	21	HYD (A60)	Supply of the 7 valve above max value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 7 valve.
IdA113h	22	HYD (A60)	Supply of the 7 valve below the min value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 7 valve.
IdA114h	23	HYD (A60)	No response from the microcontroller.	Supervisor damaged. Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA115h	24	HYD (A60)	Supervisor error when starting.	Supervisor not started upon tractor starting. Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA116h	–	HYD (A60)	The spool of the 7 valve does not reach the position requested within the time set.	–	–
IdA117h	26	HYD (A60)	The 7 valve does not return to neutral.	The 7 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. The 7 valve does not return to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 7 valve.
IdA118h	27	HYD (A60)	The 7 valve does not reach the float position.	The 7 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 7 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 7 valve.
IdA119h	28	HYD (A60)	The 7 valve is not at neutral when starting.	Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA11Ah	29	HYD (A60)	The 7 valve is not at the position desired.	The valve spool was pushed too far in respect of the position desired. Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.



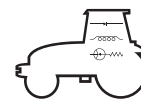
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA11Bh	30	HYD (A60)	Problem controlling the 7 valve.	The drawer moves in the wrong direction in respect of the command. Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA11Dh	32	HYD (A60)	The timeout without commanding the 7 valve has expired.	The 7 valve is in the neutral position as it has not been commanded for a certain time.	–
IdA127h	42	HYD (A60)	Value of the 7 valve command impossible.	Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA128h	43	HYD (A60)	Value of the 7 valve command impossible.	Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA129h	44	HYD (A60)	Value of the 7 valve command impossible.	Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA12Ah	45	HYD (A60)	Value of the 7 valve command impossible.	Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA12Bh	46	HYD (A60)	Value of the 7 valve command impossible.	Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA12Ch	47	HYD (A60)	Value of the 7 valve command impossible.	Valve 7 returns to neutral.	Clear the error If the error appears again, replace the 7 valve.
IdA12Dh	0	HYD (A60)	Error during the RAM test at start.	RAM faulty. Valve 8 returns to neutral.	The RAM memory of the 1 valve is write/read tested when starting. Clear the error If the error appears again, replace the 8 valve.
IdA12Eh	1	HYD (A60)	Error upon initial commissioning of the valve.	Faulty EEPROM. Valve 8 returns to neutral.	This error should not occur during work, as it appears during the initial commissioning.
IdA12Fh	3	HYD (A60)	Division by 0 internal error.	Valve 8 returns to neutral.	The calculator cannot divide by 0. Clear the error If the error appears again, replace the 8 valve.
IdA130h	4	HYD (A60)	Internal calculation error.	Value out of range. Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA131h	5	HYD (A60)	Internal calculation error.	Value out of range. Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.



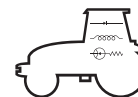
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA132h	6	HYD (A60)	Error when saving the parameters.	Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA133h	8	HYD (A60)	Spool behaviour error.	Error between the position requested and the controlled position of the 8 valve spool. Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA138h	16	HYD (A60)	Error when saving the parameters in the EEPROM.	Memory problem. Valve 8 returns to neutral.	Switch the ignition off and wait at least 20 seconds If the error appears again, replace the 8 valve.
IdA139h	17	HYD (A60)	Error when setting the valve.	The 8 valve is configured improperly. Back to previous parameter.	This error may appear when changing an address or a parameter in the 8 valve. Reconfigure. If the error appears again, replace the 8 valve.
IdA13Ah	18	HYD (A60)	Flash memory error.	Error between the original programme and the current programme. Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA13Bh	19	HYD (A60)	Spool position supervision error.	The actual position of the spool is too far from the position controlled by the programme. Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA13Ch	20	HYD (A60)	Short-circuit on the level of the 8 valve position controller	The system providing control of the 8 valve position is damaged or short-circuited Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA13Dh	21	HYD (A60)	Supply of the 8 valve above max value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 8 valve.
IdA13Eh	22	HYD (A60)	Supply of the 8 valve below the min value.	–	Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 8 valve.
IdA13Fh	23	HYD (A60)	No response from the microcontroller.	Supervisor damaged. Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.



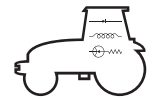
Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA140h	24	HYD (A60)	Supervisor error when starting..	Supervisor not started upon tractor starting. Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA141h	–	HYD (A60)	The spool of the 8 valve does not reach the position requested within the time set.	–	–
IdA142h	26	HYD (A60)	The 8 valve does not return to neutral.	The 8 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 8 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 8 valve.
IdA143h	27	HYD (A60)	The 8 valve does not reach the float position.	The 8 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 8 returns to neutral.	Let the tractor warm up and test again. If the error appears again, replace the 8 valve.
IdA144h	28	HYD (A60)	The 8 valve is not at neutral when starting.	Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA145h	29	HYD (A60)	The 8 valve is not at the position desired.	The valve spool was pushed too far in respect of the position desired. Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA146h	30	HYD (A60)	Problem controlling the 8 valve.	The drawer moves in the wrong direction in respect of the command. Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA148h	32	HYD (A60)	The timeout without commanding the 8 valve has expired.	The 8 valve is in the neutral position as it has not been commanded for a certain time.	–
IdA152h	42	HYD (A60)	Value of the 8 valve command impossible.	Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.



Error code	Native code	Sender module	Designation	Cause/System response	Comment/Solution
IdA153h	43	HYD (A60)	Value of the 8 valve command impossible.	Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA154h	44	HYD (A60)	Value of the 8 valve command impossible.	Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA155h	45	HYD (A60)	Value of the 8 valve command impossible.	Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA156h	46	HYD (A60)	Value of the 8 valve command impossible.	Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.
IdA157h	47	HYD (A60)	Value of the 8 valve command impossible.	Valve 8 returns to neutral.	Clear the error If the error appears again, replace the 8 valve.



G2 CONTROL PANEL “WLP”

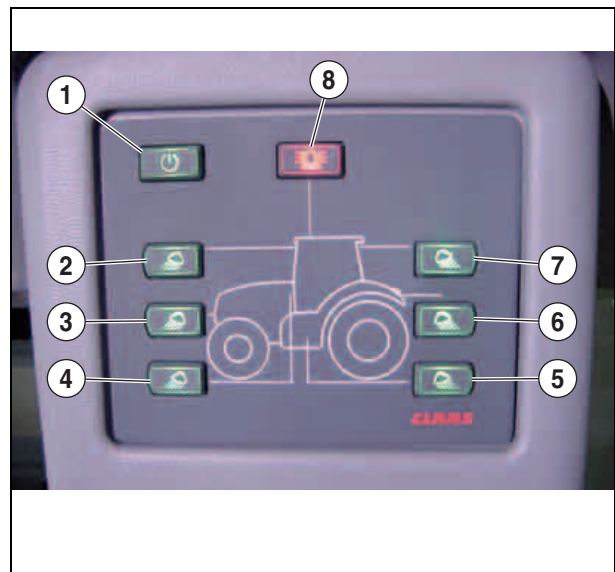


General description

Description

Description

- 1 ON / OFF switch.
- 2 Front work light switch. (cab roof)
- 3 High beam light on front hood switch.
- 4 Cab post front lateral light switch
- 5 Step front lateral light switch.
- 6 Rear fender work light switch.
- 7 Cab top rear work light switch.
- 8 Flashlight (rotating light) switch.



601hsn73

Fig. 1

Technical description

The module WLP integrates its lighting control panel.

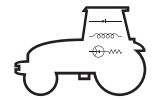
The WLP module controls the work lights, cab lighting, flashlights, defrosting (outside mirrors and rear window).

The WLP module provides a timeout for work lights, cab lighting, and defrosting.

The buttons on the control panel are of the pulse and backlit type.

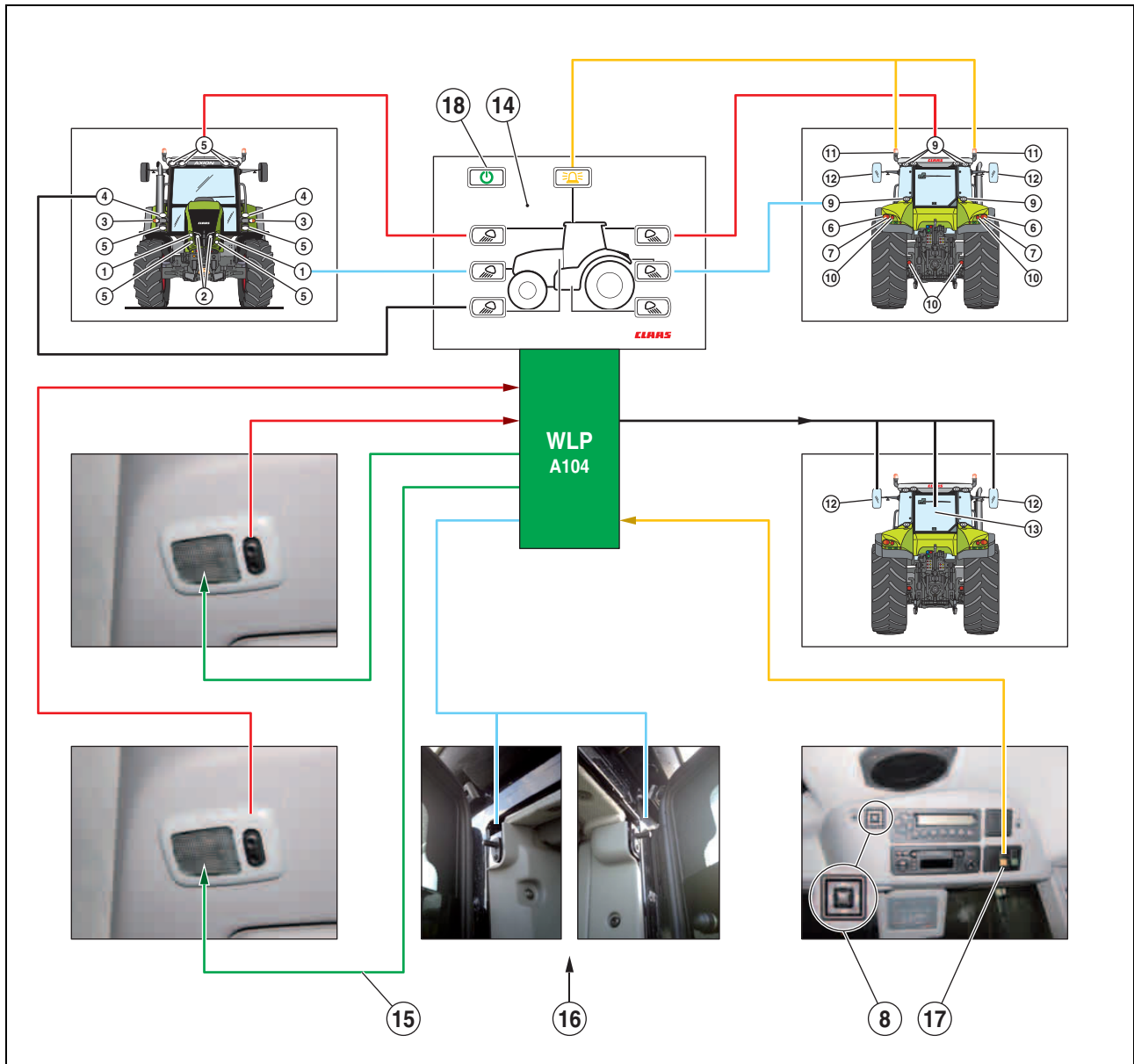
Technical specifications

Characteristic	Power	Type
Working lights	55 W	H9
Overhead light	7 W	—
Rotating beacon	55 W	H1



General description

Schematic diagram

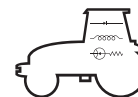


601msm62

Fig. 2

Description

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> 1 Dipped headlights. 2 Main beam lights. 3 Front sidelights. 4 Front work lights. 5 Work lights or dimmed lights. 7 Rear lights. 8 Mirror adjustment | <ul style="list-style-type: none"> 9 Rear work lights. 10 Reflector lights. 11 Rotating beacons (Rotating beacons). 12 Rear view mirrors. 13 Rear window. 14 Lighting control panel. 15 Dome lights. | <ul style="list-style-type: none"> 16 Door contacts. 17 Defrosting control button. 18 On-Off button. <p>WLP Work lighting, flashlight, defrosting module "A104".</p> |
|--|---|--|



Working lights

Description

The WLP module houses its control panel, with independent controls.

The control buttons are of the pulse and backlit type.

The WLP module manages the use and timing of work lights using engine information (speed, engine running) transmitted by the TR2 and BDG modules.

Technical description

The control panel (1) and its WLP module allow using 14 work lights located at the front, rear, and sides.

Pressing the control button allocated to the respective electric circuit triggers excitation of the corresponding (8) control relay.

CAN messaging

Powertain CAN Bus		CLAAS vehicle CAN bus	
1	Engine running information	1	Engine running information
	Engine speed information		Engine speed information

Technical specifications

Characteristic	Power	Type
Working lights	55 W	H9

Functional logic

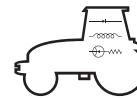
If ignition is off and the different lights lit :

- The 90-second timing is launched before all lights are totally switched off.
- The on/off button blinks during the 90-second timing.

When switching off the panel using the on/off button : The lighting configuration is saved.

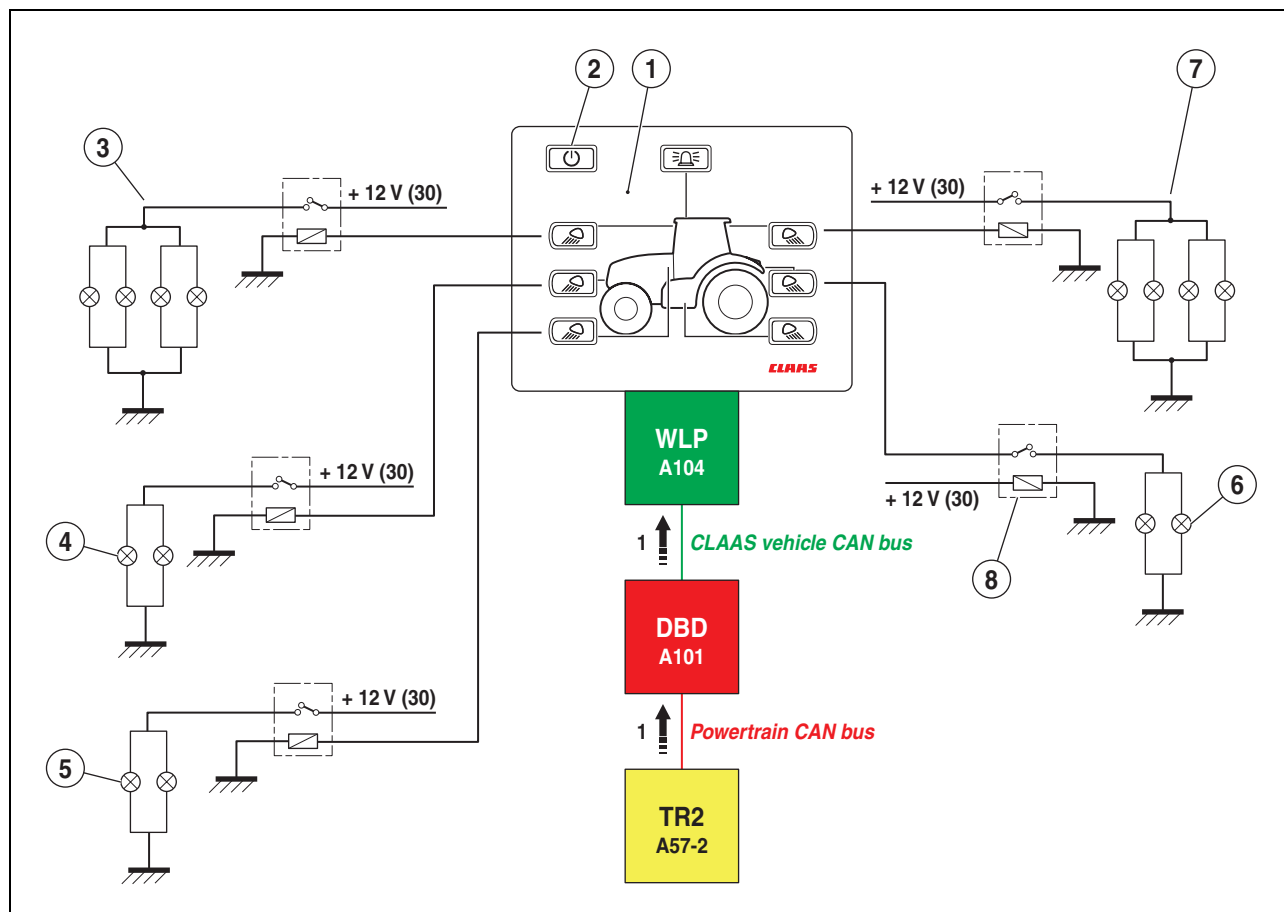
The control buttons for lit lights are backlit. As the engine running information is absent, timing is launched.

When restarting, press the on/off button or directly one of the control buttons of lighting required to restore the last lighting configuration.



Working lights

Schematic diagram

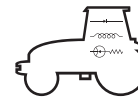


601msm63

Fig. 3

Description

- 1 Lighting control panel A104.
- 2 On-Off button.
- 3 Cab top lights - front.
- 4 Front engine cover lights "E102" and "E103".
- 5 Front side lights on cab upright "E100", "E101", "E102" and "E103".
- 6 Lights on rear wings "E82-1" and "E82-2".
- 7 Cab top lights - rear : "E76", "E78", "E79" and "E81".
- 8 Control relay.



Cab lighting

Description

Cab lighting is ensured by the 2 dome lights each fitted with a switch to choose its operating mode :

- Lighting permanently OFF : No cab lighting.
- Manual lighting : Dome lights remain on.
- Automatic lighting : The dome light is lit when the cab door is open.

Technical description

The two dome lights are independent.

The module WLP manages the use and timing of cab lighting thanks to engine information (speed, engine running) transmitted by the TR2 and DBD modules.

CAN messaging

Powertain CAN Bus		CLAAS vehicle CAN bus	
1	Engine running information	1	Engine running information
	Engine speed information		Engine speed information

Technical specifications

Characteristic	Power	Type
Overhead light	7 W	-

Functional logic

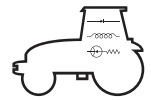
If ignition is off and a door remains open :

- As the engine running information is absent, timing is launched
- The dome light remains on for a timed duration of 30 minutes.

If ignition is off, dome light in manual operating mode :

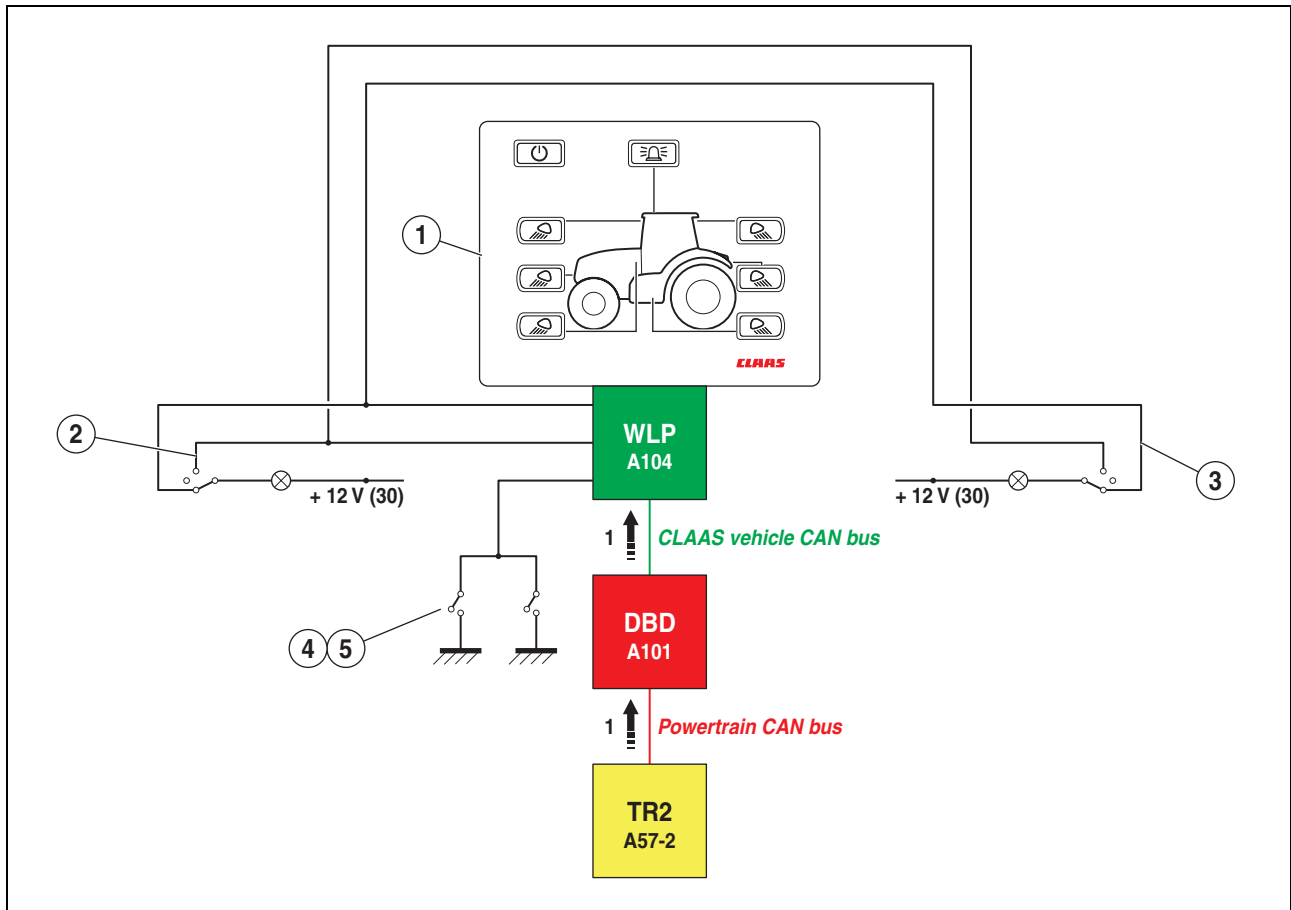
- As the engine running information is absent, timing is launched
- Cab lighting remains lit for a timed-out time of 2 hours.

Lighting permanently ON : The overhead light will remain ON while the master switch is on..



Cab lighting

Schematic diagram

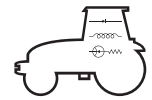


601msm64

Fig. 4

Description

- 1 Lighting control panel "A104".
- 2 Right dome light "E34-1".
- 3 Left dome light "E34-2".
- 4 Right door contact "Z155".
- 5 Left door contact "Z156".



Rotating beacons

Description

The panel of the module "WLP" includes the flashlight function button (rotating lights)
 The module WLP allows their use at any time.

Technical description

The (1) control panel for work lighting and its module "WLP" allows using the 2 flashlights with the (2) buttons on the independent control.

CAN messaging

Powertain CAN Bus		CLAAS vehicle CAN bus	
1	Engine running information	1	Engine running information
	Engine speed information		Engine speed information

Technical specifications

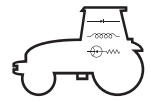
Characteristic	Power	Type
Rotating beacon (rotating lights)	55 W	H1

Functional logic

The safety lighting is provided by 1 or 2 flashlights.

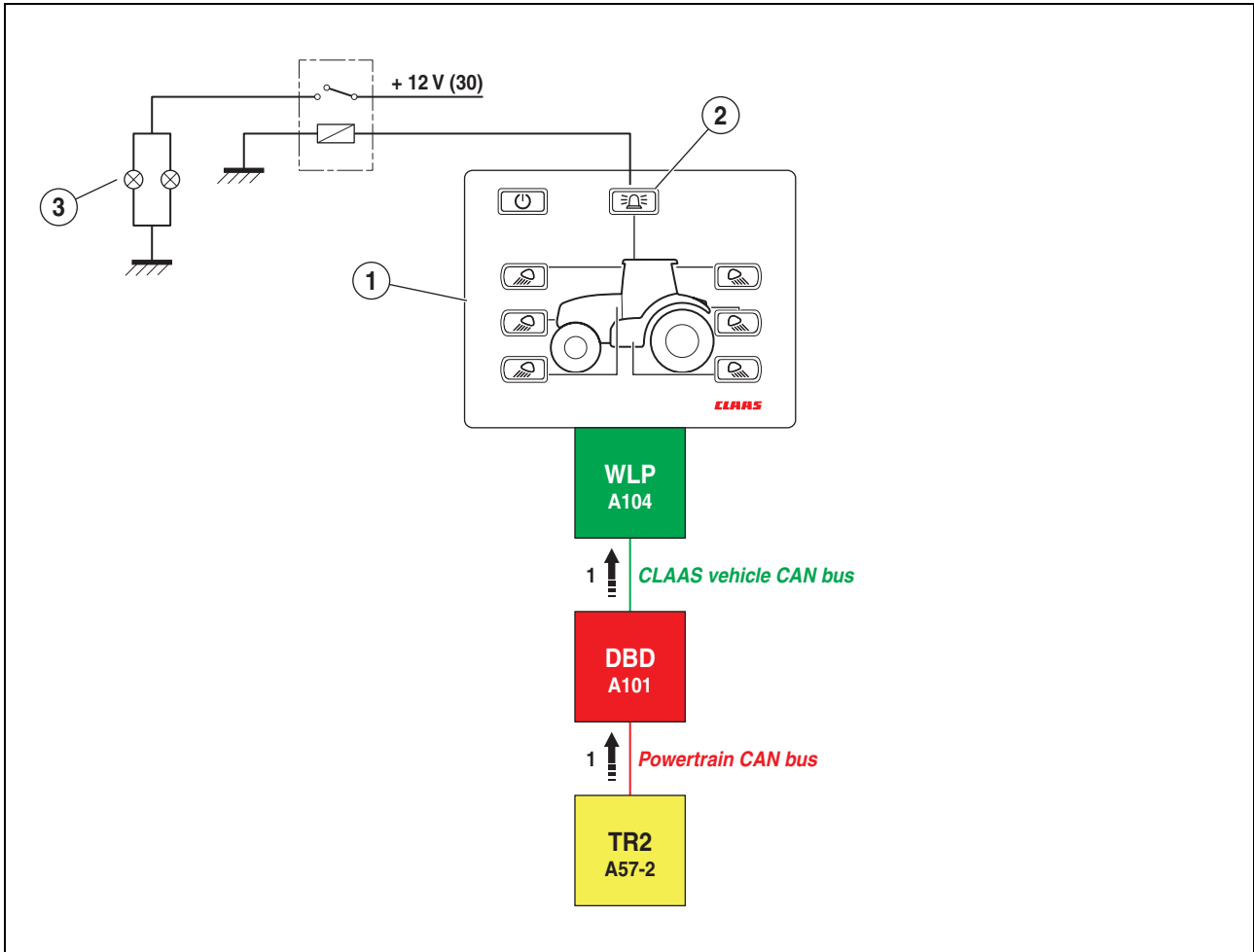
The flashlights can be actuated at any time :

- With engine running or stopped.



Rotating beacons

Schematic diagram

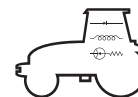


601msm65

Fig. 5

Description

- 1 Lighting control panel 104.
- 2 Flashlight powering on control button.
- 3 Rotating lights (flashlights) "E83" and "E84".



Defrosting

Description

The defrosting function concerns :

- The rear window
- The two lateral mirrors.

Technical description

The "WLP" module allows using and timing defrosting of the cab rear window and the 2 outside mirrors simultaneously, according to engine operating information transmitted by the "TR2 and "DBD" modules".

Engaging defrosting triggers excitation of the 6 command relay.

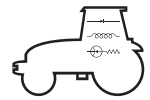
Functional logic

The defrosting function is operational only when the engine is running.

In this case, the module "WLP" :

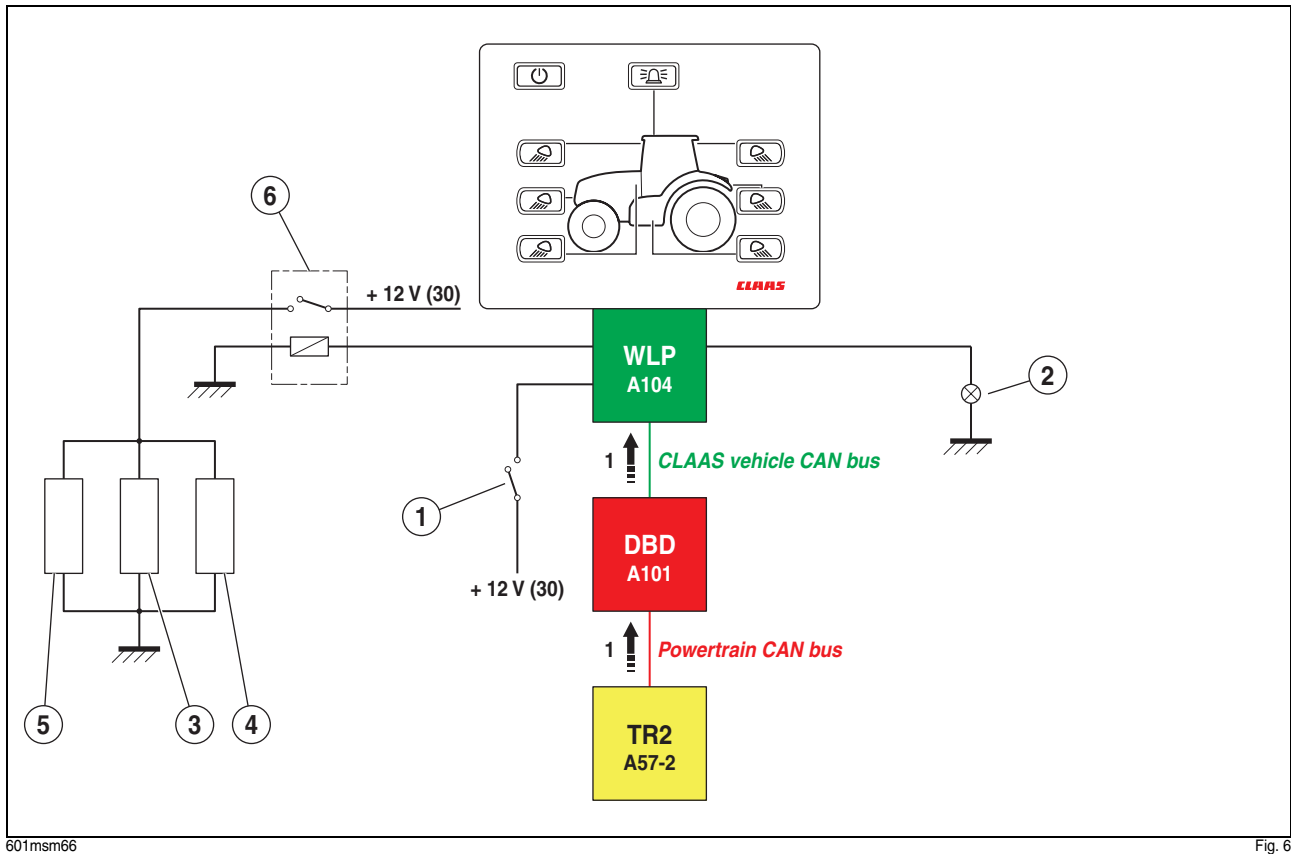
- Launches the 10 min timing of the power circuit of defrosting resistors.
- Supplies the warning lamp built into the manual control.

During these 10 min, defrosting can be stopped at any time, by pressing the manual control.



Defrosting

Schematic diagram



601msm66

Fig. 6

Description

- | | |
|---|---|
| <ul style="list-style-type: none"> 1 Manual defrosting control. 2 Defrosting indicator light. 3 Rear window defrosting resistor "R70". | <ul style="list-style-type: none"> 4 Right mirror defrosting resistor "M20". 5 Left mirror defrosting resistor "M19". 6 Control relay. |
|---|---|

