[ADIC] - 10 - Fuel tank level sensor signal faulty (line interruption or short circuit to +)

[ADIC] - 1 - Processor memory error (EEPROM checksum error)

[ADIC] - 11 - Fuel tank level sensor B2/1 signal faulty (short circuit to earth)

[ADIC] - 20 - Pressure sensor B3 signal faulty (line interruption or short circuit to +12 V)

[ADIC] - 250 - CAN Bus OFF

[ARU] - 1 - Processor error (register test)

[ARU] - 10 - Receipt message from AUX1 was not obtained correctly following reprogramming from 0 to 1

[ARU] - 11 - Receipt message from AUX2 was not obtained correctly following reprogramming from 0 to 2

[ARU] - 12 - Receipt message from AUX3 was not obtained correctly following reprogramming from 0 to 3

[ARU] - 13 - Receipt message from AUX4 was not obtained correctly following reprogramming from 0 to 4

[ARU] - 14 - Receipt message from AUX5 was not obtained correctly following reprogramming from 0 to 5

[ARU] - 15 - Receipt message from AUX6 was not obtained correctly following reprogramming from 0 to 6

[ARU] - 16 - Receipt message from AUX7 was not obtained correctly following reprogramming from 0 to 7

[ARU] - 17 - Receipt message from AUX8 was not obtained correctly following reprogramming from 0 to 8

[ARU] - 2 - Processor error (flash memory)

[ARU] - 20 - Supply voltage too low (< 8 V)

[ARU] - 21 - Supply voltage too high (> 18 V)

[ARU] - 30 - Signal from AUX stick with catch (AUX1) below permissible range

[ARU] - 31 - Signal from AUX stick with catch (AUX1) above permissible range

[ARU] - 32 - Signal from AUX stick without catch (AUX2) below permissible range

[ARU] - 33 - Signal from AUX stick without catch (AUX2) above permissible range

[ARU] - 34 - Signal from AUX stick (AUX3) below permissible range

[ARU] - 35 - Signal from AUX stick (AUX3) above permissible range

[ARU] - 36 - Signal from hand throttle lever below permissible range

[ARU] - 37 - Signal from hand throttle lever above permissible range

[ARU] - 38 - Signal from cruise control ON/OFF button below permissible range

[ARU] - 39 - Signal from cruise control ON/OFF button above permissible range

[ARU] - 40 - Signal from + button below permissible range

[ARU] - 41 - Signal from + button above permissible range

[ARU] - 42 - Signal from finger wheel below permissible range

[ARU] - 43 - Signal from finger wheel above permissible range

[ARU] - 5 - Processor error (data memory)

[ARU] - 71 - CAN Bus OFF

[AUX1] - 11 - Missing receipt message 1 default

[AUX1] - 12 - Missing receipt message 2 configuration

[AUX1] - 13 - Implausible receipt message 1 default

[AUX1] - 14 - Implausible receipt message 2 configuration

[AUX1] - 15 - Incorrect CAN message

[AUX1] - 16 - Processor error (EEPROM inconsistent)

[AUX1] - 17 - A neutral command is awaited following a CAN error

[AUX1] - 21 - Supply voltage too low (< 8.2 V)

[AUX1] - 22 - Supply voltage too high (> 18 V)

[AUX1] - 23 - Spool deflection too small

[AUX1] - 24 - Spool deflection too great

[AUX1] - 25 - Float not achieved

[AUX1] - 26 - Spool position amended manually

[AUX1] - 31 - Supply voltage too low (< 8 V), valve switches off output

[AUX1] - 32 - Supply voltage too high (> 36 V), valve switches off output

[AUX1] - 41 - Supply voltage far too high (> 45 V)

[AUX1] - 42 - Output error (output for pilot solenoid valve)

[AUX1] - 43 - Route recording error

[AUX1] - 81 - Spool valve will not return to neutral position

[AUX1] - 82 - Valve spool not in neutral position when switched on

[AUX1] - 83 - Checksum error

[AUX2] - 11 - Missing receipt message 1 default

[AUX2] - 12 - Missing receipt message 2 configuration

[AUX2] - 13 - Implausible receipt message 1 default

[AUX2] - 14 - Implausible receipt message 2 configuration

[AUX2] - 15 - Incorrect CAN message

[AUX2] - 16 - Processor error (EEPROM inconsistent)

[AUX2] - 17 - A neutral command is awaited following a CAN error

[AUX2] - 21 - Supply voltage too low (< 8.2 V)

[AUX2] - 22 - Supply voltage too high (> 18 V)

[AUX2] - 23 - Spool deflection too small

[AUX2] - 24 - Spool deflection too great

[AUX2] - 25 - Float not achieved

[AUX2] - 26 - Spool position amended manually

[AUX2] - 31 - Supply voltage too low (< 8 V), valve switches off output

[AUX2] - 32 - Supply voltage too high (> 36 V), valve switches off output

[AUX2] - 41 - Supply voltage far too high (> 45 V)

[AUX2] - 42 - Output error (output for pilot solenoid valve)

[AUX2] - 43 - Route recording error

[AUX2] - 81 - Spool valve will not return to neutral position

[AUX2] - 82 - Valve spool not in neutral position when switched on

[AUX2] - 83 - Checksum error

[AUX3] - 11 - Missing receipt message 1 default

[AUX3] - 12 - Missing receipt message 2 configuration

[AUX3] - 13 - Implausible receipt message 1 default

[AUX3] - 14 - Implausible receipt message 2 configuration

[AUX3] - 15 - Incorrect CAN message

[AUX3] - 16 - Processor error (EEPROM inconsistent)

[AUX3] - 17 - A neutral command is awaited following a CAN error

[AUX3] - 21 - Supply voltage too low (< 8.2 V)

[AUX3] - 22 - Supply voltage too high (> 18 V)

[AUX3] - 23 - Spool deflection too small

[AUX3] - 24 - Spool deflection too great

[AUX3] - 25 - Float not achieved

[AUX3] - 26 - Spool position amended manually

[AUX3] - 31 - Supply voltage too low (< 8 V), valve switches off output

[AUX3] - 32 - Supply voltage too high (> 36 V), valve switches off output

[AUX3] - 41 - Supply voltage far too high (> 45 V)

[AUX3] - 42 - Output error (output for pilot solenoid valve)

[AUX3] - 43 - Route recording error

[AUX3] - 81 - Spool valve will not return to neutral position

[AUX3] - 82 - Valve spool not in neutral position when switched on

[AUX3] - 83 - Checksum error

[AUX4] - 11 - Missing receipt message 1 default

[AUX4] - 12 - Missing receipt message 2 configuration

[AUX4] - 13 - Implausible receipt message 1 default

[AUX4] - 14 - Implausible receipt message 2 configuration

[AUX4] - 15 - Incorrect CAN message

[AUX4] - 16 - Processor error (EEPROM inconsistent)

[AUX4] - 17 - A neutral command is awaited following a CAN error

[AUX4] - 21 - Supply voltage too low (< 8.2 V)

[AUX4] - 22 - Supply voltage too high (> 18 V)

[AUX4] - 23 - Spool deflection too small

[AUX4] - 24 - Spool deflection too great

[AUX4] - 25 - Float not achieved

[AUX4] - 26 - Spool position amended manually

[AUX4] - 31 - Supply voltage too low (< 8 V), valve switches off output

[AUX4] - 32 - Supply voltage too high (> 36 V), valve switches off output

[AUX4] - 41 - Supply voltage far too high (> 45 V)

[AUX4] - 42 - Output error (output for pilot solenoid valve)

[AUX4] - 43 - Route recording error

[AUX4] - 81 - Spool valve will not return to neutral position

[AUX4] - 82 - Valve spool not in neutral position when switched on

[AUX4] - 83 - Checksum error

[AUX5] - 11 - Missing receipt message 1 default

[AUX5] - 12 - Missing receipt message 2 configuration

[AUX5] - 13 - Implausible receipt message 1 default

[AUX5] - 14 - Implausible receipt message 2 configuration

[AUX5] - 15 - Incorrect CAN message

[AUX5] - 16 - Processor error (EEPROM inconsistent)

[AUX5] - 17 - A neutral command is awaited following a CAN error

[AUX5] - 21 - Supply voltage too low (< 8.2 V)

[AUX5] - 22 - Supply voltage too high (> 18 V)

[AUX5] - 23 - Spool deflection too small

[AUX5] - 24 - Spool deflection too great

[AUX5] - 25 - Float not achieved

[AUX5] - 26 - Spool position amended manually

[AUX5] - 31 - Supply voltage too low (< 8 V), valve switches off output

[AUX5] - 32 - Supply voltage too high (> 36 V), valve switches off output

[AUX5] - 41 - Supply voltage far too high (> 45 V)

[AUX5] - 42 - Output error (output for pilot solenoid valve)

[AUX5] - 43 - Route recording error

[AUX5] - 81 - Spool valve will not return to neutral position

[AUX5] - 82 - Valve spool not in neutral position when switched on

[AUX5] - 83 - Checksum error

[AUX6] - 11 - Missing receipt message 1 default

[AUX6] - 12 - Missing receipt message 2 configuration

[AUX6] - 13 - Implausible receipt message 1 default

[AUX6] - 14 - Implausible receipt message 2 configuration

[AUX6] - 15 - Incorrect CAN message

[AUX6] - 16 - Processor error (EEPROM inconsistent)

[AUX6] - 17 - A neutral command is awaited following a CAN error

[AUX6] - 21 - Supply voltage too low (< 8.2 V)

[AUX6] - 22 - Supply voltage too high (> 18 V)

[AUX6] - 23 - Spool deflection too small

[AUX6] - 24 - Spool deflection too great

[AUX6] - 25 - Float not achieved

[AUX6] - 26 - Spool position amended manually

[AUX6] - 31 - Supply voltage too low (< 8 V), valve switches off output

[AUX6] - 32 - Supply voltage too high (> 36 V), valve switches off output

[AUX6] - 41 - Supply voltage far too high (> 45 V)

[AUX6] - 42 - Output error (output for pilot solenoid valve)

[AUX6] - 43 - Route recording error

[AUX6] - 81 - Spool valve will not return to neutral position

[AUX6] - 82 - Valve spool not in neutral position when switched on

[AUX6] - 83 - Checksum error

[AUX7] - 11 - Missing receipt message 1 default

[AUX7] - 12 - Missing receipt message 2 configuration

[AUX7] - 13 - Implausible receipt message 1 default

[AUX7] - 14 - Implausible receipt message 2 configuration

[AUX7] - 15 - Incorrect CAN message

[AUX7] - 16 - Processor error (EEPROM inconsistent)

[AUX7] - 17 - A neutral command is awaited following a CAN error

[AUX7] - 21 - Supply voltage too low (< 8.2 V)

[AUX7] - 22 - Supply voltage too high (> 18 V)

[AUX7] - 23 - Spool deflection too small

[AUX7] - 24 - Spool deflection too great

[AUX7] - 25 - Float not achieved

[AUX7] - 26 - Spool position amended manually

[AUX7] - 31 - Supply voltage too low (< 8 V), valve switches off output

[AUX7] - 32 - Supply voltage too high (> 36 V), valve switches off output

[AUX7] - 41 - Supply voltage far too high (> 45 V)

[AUX7] - 42 - Output error (output for pilot solenoid valve)

[AUX7] - 43 - Route recording error

[AUX7] - 81 - Spool valve will not return to neutral position

[AUX7] - 82 - Valve spool not in neutral position when switched on

[AUX7] - 83 - Checksum error

[AUX8] - 11 - Missing receipt message 1 default

[AUX8] - 12 - Missing receipt message 2 configuration

[AUX8] - 13 - Implausible receipt message 1 default

[AUX8] - 14 - Implausible receipt message 2 configuration

[AUX8] - 15 - Incorrect CAN message

[AUX8] - 16 - Processor error (EEPROM inconsistent)

[AUX8] - 17 - A neutral command is awaited following a CAN error

[AUX8] - 21 - Supply voltage too low (< 8.2 V)

[AUX8] - 22 - Supply voltage too high (> 18 V)

[AUX8] - 23 - Spool deflection too small

[AUX8] - 24 - Spool deflection too great

[AUX8] - 25 - Float not achieved

[AUX8] - 26 - Spool position amended manually

[AUX8] - 31 - Supply voltage too low (< 8 V), valve switches off output

[AUX8] - 32 - Supply voltage too high (> 36 V), valve switches off output

[AUX8] - 41 - Supply voltage far too high (> 45 V)

[AUX8] - 42 - Output error (output for pilot solenoid valve)

[AUX8] - 43 - Route recording error

[AUX8] - 81 - Spool valve will not return to neutral position

[AUX8] - 82 - Valve spool not in neutral position when switched on

[AUX8] - 83 - Checksum error

[ECCU3] - 100 - +12 V supply voltage too high (> 16 V)

[ECCU3] - 1 - Processor memory error

[ECCU3] - 101 - +12 V supply voltage too low (< 10 V)

[ECCU3] - 110 - VEHICLE Bus OFF

[ECCU3] - 120 - ISO BUS OFF

[ECCU3] - 130 - "Raise front hydraulic lift" front external button, signal is permanently set to +

[ECCU3] - 131 - "Lower front hydraulic lift" front external button, signal is permanently set to +

[ECCU3] - 132 - "Raise additional control" front external button, signal is permanently set to +

[ECCU3] - 133 - "Lower additional control" front external button, signal is permanently set to +

[ECCU3] - 134 - "Raise additional control" rear external button, signal is permanently set to +

[ECCU3] - 135 - "Lower additional control" rear external button, signal is permanently set to +

[ECCU3] - 136 - Master hydraulics switch in EDC + AUX position, signal is permanently set to +

[ECCU3] - 137 - Engine switch — drop in RPM in ON position, signal is permanently set to +

[ECCU3] - 14 - Differential lock switch ON position signal is permanently set to +

[ECCU3] - 15 - Master hydraulics switch: EHS position signal is permanently set to +

[ECCU3] - 200 - One of the left indicator bulbs is faulty (ISOBUS attachment)

[ECCU3] - 2 - Processor error

[ECCU3] - 20 - Rear PTO signal from left external button is permanently set to +

[ECCU3] - 201 - One of the brake light bulbs is faulty (ISOBUS attachment)

[ECCU3] - 202 - One of the brake light bulbs is faulty (ISOBUS attachment)

[ECCU3] - 203 - One of the side light bulbs is faulty (ISOBUS attachment)

[ECCU3] - 204 - One of the work light bulbs is faulty (ISOBUS attachment)

[ECCU3] - 22 - Rear PTO signal from right external button is permanently set to +

[ECCU3] - 220 - no communication with ARU

[ECCU3] - 221 - no communication with AUX 1

[ECCU3] - 222 - no communication with EDC

[ECCU3] - 223 - No communication with EEM

[ECCU3] - 224 - No communication with FMGR

[ECCU3] - 26 - Rear PTO signal from button in ON position is permanently set to +

[ECCU3] - 27 - Rear PTO signal from button in OFF position is permanently set to +

[ECCU3] - 28 - Front PTO signal from button in ON position is permanently set to +

[ECCU3] - 29 - Front PTO signal from button in OFF position is permanently set to +

[ECCU3] - 3 - Processor error

[ECCU3] - 31 - Rear PTO signal from management button in ON position is permanently set to +

[ECCU3] - 34 - Differential lock switch MANAGEMENT position signal is permanently set to +

[ECCU3] - 37 - Headland turn sequencing (HTS) button in RECORD position, signal is permanently set to +

[ECCU3] - 38 - HTS button in PLAY position, signal is permanently set to +

[ECCU3] - 39 - HTS button in STOP position, signal is permanently set to +

[ECCU3] - 4 - Processor error

[ECCU3] - 41 - Front PTO slip too high

[ECCU3] - 43 - Rear PTO slip too high

[ECCU3] - 44 - Front PTO — RPM set even though PTO is deactivated

[ECCU3] - 45 - Rear PTO — RPM set even though PTO is deactivated

[ECCU3] - 46 - Front PTO RPM — no signal from RPM sensor

[ECCU3] - 47 - Rear PTO RPM — no signal from RPM sensor

[ECCU3] - 48 - Front PTO — On button operated for too long

[ECCU3] - 49 - Rear PTO — On button operated for too long

[ECCU3] - 50 - Differential lock does not switch ON

[ECCU3] - 5 - Processor error

[ECCU3] - 53 - Reversible fan does not switch ON

[ECCU3] - 55 - Differential lock — output overheating

[ECCU3] - 56 - Front PTO — output overheating

[ECCU3] - 57 - Rear PTO — output overheating

[ECCU3] - 58 - Reversible fan — output overheating

[ECCU3] - 65 - Front PTO — power measured even though PTO deactivated

[ECCU3] - 66 - Front PTO — no power measured even though PTO activated

[ECCU3] - 67 - Rear PTO — power measured even though PTO deactivated

[ECCU3] - 68 - Rear PTO — no power measured even though PTO activated

[ECCU3] - 72 - Front hydraulic lift position sensor — value above permissible range

[ECCU3] - 73 - Front hydraulic lift position sensor — value below permissible range

[ECCU3] - 85 - AUX 1 switched off due to overheating

[ECCU3] - 86 - AUX 2 switched off due to overheating

[ECCU3] - 87 - AUX 3 switched off due to overheating

[ECCU3] - 88 - AUX 4 switched off due to overheating

[ECCU3] - 89 - AUX 5 switched off due to overheating

[ECCU3] - 90 - AUX 6 switched off due to overheating

[ECCU3] - 91 - AUX 7 switched off due to overheating

[ECCU3] - 92 - AUX 8 switched off due to overheating

[ECCU3] - 98 - +12 V supply voltage too high (> 16 V)

[ECCU3] - 99 - +12 V supply voltage too low (< 10 V)

[EDC] - 11 - Solenoid Y6 LIFT does not switch on

[EDC] - 12 - Solenoid Y7 LOWER does not switch on

[EDC] - 13 - RAISE/LOWER solenoid valves shorted

[EDC] - 14 - Signal from RAISE button outside permissible range

[EDC] - 15 - Signal from LOWER button outside permissible range

[EDC] - 16 - Stabilised supply voltage for sensors and control instruments is faulty

[EDC] - 17 - Supply voltage too high (> 18 V)

[EDC] - 22 - Signal for angle-of-rotation sensor is faulty

[EDC] - 23 - The signal for R6/1 SET POINT potentiometer exceeds the permissible range

[EDC] - 26 - EDC D+ signal not present

[EDC] - 28 - EDC CAN bus message not received by ECCU

[EDC] - 31 - Signal from right force sensor B10/2 is faulty

[EDC] - 32 - Signal from left force sensor B10/1 is faulty

[EDC] - 38 - External pressure sensor not connected

[EDC] - 41 - Signal from radar sensor B16 is faulty or not present

[EDC] - 42 - Theoretical speed signal is incorrect or not present

[EDC] - 43 - Rotation angle sensor not calibrated

[EEM3] - 100 - Boost pressure sensor, signal voltage too low

[EEM3] - 10 - EEPROM error

[EEM3] - 101 - Boost pressure sensor, signal voltage too high

[EEM3] - 102 - Boost pressure too low

[EEM3] - 103 - Boost pressure too high

[EEM3] - 104 - Boost pressure, no signal

[EEM3] - 109 - Coolant sensor — temperature, no signal

[EEM3] - 110 - Coolant sensor — temperature, signal voltage too low

[EEM3] - 111 - Coolant sensor — temperature, signal voltage too high

[EEM3] - 112 - Coolant — temperature too high

[EEM3] - 113 - Coolant — temperature alarm

[EEM3] - 114 - Boost air temperature sensor, signal voltage too low

[EEM3] - 115 - Boost air temperature sensor, signal voltage too high

[EEM3] - 116 - Boost air temperature, value too high

[EEM3] - 117 - Boost air temperature sensor, no signal

[EEM3] - 121 - Water in fuel

[EEM3] - 141 - CAN Bus OFF (vehicle bus)

[EEM3] - 143 - CAN Bus OFF (ID module - EEM3)

[EEM3] - 146 - RPM default through FMGR too low

[EEM3] - 147 - RPM default through FMGR too high

[EEM3] - 17 - Battery voltage is far too low

[EEM3] - 172 - Upgrade protection error

[EEM3] - 18 - Battery voltage is far too high

[EEM3] - 19 - Battery voltage, no signal

[EEM3] - 20 - Temperature in engine controller too high

[EEM3] - 21 - Temperature sensor in engine controller, signal voltage too low

[EEM3] - 211 - Supply voltage 1 too low

[EEM3] - 212 - Supply voltage 1 too high

[EEM3] - 215 - Supply voltage 3 too low

[EEM3] - 216 - Supply voltage 3 too high

[EEM3] - 22 - Temperature sensor in engine controller, signal voltage too high

[EEM3] - 221 - Engine electronics self test, internal error 1

[EEM3] - 222 - Engine electronics self test, internal error 2

[EEM3] - 223 - Engine electronics self test, internal error 3

[EEM3] - 23 - Temperature sensor in engine controller, no signal

[EEM3] - 231 - Engine controller does not switch off

[EEM3] - 233 - Engine controller did not switch off last time

[EEM3] - 235 - Output 1, short circuit to earth

[EEM3] - 237 - Output 3, short circuit to earth

[EEM3] - 241 - Output 1, short circuit to battery +

[EEM3] - 245 - Engine controller short circuits during operation and then carries on working

[EEM3] - 246 - Engine controller short circuits 3 times during operation and then carries on working

[EEM3] - 248 - Water in fuel sensor — supply voltage too low

[EEM3] - 249 - Water in fuel sensor — supply voltage too high

[EEM3] - 251 - Fuel temperature sensor, signal voltage too low

[EEM3] - 252 - Fuel temperature sensor, signal voltage too high

[EEM3] - 253 - Fuel temperature too high

[EEM3] - 261 - Fuel temperature sensor, no signal

[EEM3] - 263 - Rail pressure sensor — signal voltage too low

[EEM3] - 264 - Rail pressure sensor — signal voltage too high

[EEM3] - 265 - Rail pressure too high

[EEM3] - 266 - Rail pressure, no signal

[EEM3] - 269 - Engine RPM, signal faulty

[EEM3] - 271 - Engine RPM sensor signal faulty

[EEM3] - 272 - Engine RPM sensor signal interrupted

[EEM3] - 273 - Engine RPM sensor connections inverted

[EEM3] - 276 - Pressure drop in intake system during engine start-up too high

[EEM3] - 281 - Camshaft position sensor signal faulty

[EEM3] - 282 - Camshaft position sensor signal interrupted

[EEM3] - 283 - Camshaft position sensor connections inverted

[EEM3] - 284 - Camshaft position sensor signal implausible

[EEM3] - 291 - Fuel feed pressure sensor, signal voltage too low

[EEM3] - 292 - Fuel feed pressure sensor, signal voltage too high

[EEM3] - 293 - Fuel feed pressure sensor, no signal

[EEM3] - 311 - Injector 1 — solenoid valve short circuit to earth

[EEM3] - 312 - Injector 1 — solenoid valve short circuit to + supply

[EEM3] - 313 - Injector 1 — solenoid valve circuit open

[EEM3] - 314 - Injector 1 — solenoid valve open too long

[EEM3] - 315 - Injector 1 — solenoid valve error

[EEM3] - 321 - Injector 5 — solenoid valve short circuit to ground

[EEM3] - 322 - Injector 5 — solenoid valve short circuit to + supply

[EEM3] - 323 - Injector 5 — solenoid valve circuit open

[EEM3] - 324 - Injector 5 — solenoid valve open too long

[EEM3] - 325 - Injector 5 — solenoid valve error

[EEM3] - 331 - Injector 3 — solenoid valve short circuit to earth

[EEM3] - 332 - Injector 3 — solenoid valve short circuit to + supply

[EEM3] - 333 - Injector 3 — solenoid valve circuit open

[EEM3] - 334 - Injector 3 — solenoid valve open too long

[EEM3] - 335 - Injector 3 — solenoid valve error

[EEM3] - 341 - Injector 6 — solenoid valve short circuit to ground

[EEM3] - 342 - Injector 6 — solenoid valve short circuit to +supply

[EEM3] - 343 - Injector 6 — solenoid valve circuit open

[EEM3] - 344 - Injector 6 — solenoid valve open too long

[EEM3] - 345 - Injector 6 — solenoid valve error

[EEM3] - 351 - Injector 2 — solenoid valve short circuit to earth

[EEM3] - 352 - Injector 2 — solenoid valve short circuit to + supply

[EEM3] - 353 - Injector 2 — solenoid valve circuit open

[EEM3] - 354 - Injector 2 — solenoid valve open too long

[EEM3] - 355 - Injector 2 — solenoid valve error

[EEM3] - 361 - Injector 4 — solenoid valve short circuit to ground

[EEM3] - 362 - Injector 4 — solenoid valve short circuit to +supply

[EEM3] - 363 - Injector 4 — solenoid valve circuit open

[EEM3] - 364 - Injector 4 — solenoid valve open too long

[EEM3] - 365 - Injector 4 — solenoid valve error

[EEM3] - 371 - Battery voltage is too low

[EEM3] - 372 - Battery voltage is too high

[EEM3] - 381 - Rail pressure too low

[EEM3] - 382 - Rail pressure too high

[EEM3] - 383 - Rail pressure is lower than expected

[EEM3] - 384 - Rail pressure is higher than expected

[EEM3] - 385 - Rail pressure, leakage at idle speed

[EEM3] - 386 - Rail pressure, leakage

[EEM3] - 387 - Rail pressure signal, leakage at overspeed

[EEM3] - 391 - Pressure-relief valve open

[EEM3] - 392 - Pressure-relief valve stuck

[EEM3] - 421 - High-pressure pump solenoid valve, short circuit to ground

[EEM3] - 422 - High-pressure pump solenoid valve, short circuit to + supply

[EEM3] - 423 - Solenoid valve high pressure pump open circuit

[EEM3] - 424 - High-pressure pump solenoid valve, activation temperature too high

[EEM3] - 441 - Fuel pump pressure, value fluctuation

[EEM3] - 442 - Fuel pump pressure sensor, signal dropout

[EEM3] - 445 - Fuel pump pressure, too high

[EEM3] - 446 - Fuel pump pressure, too low

[EEM3] - 451 - Incorrect engine specification

[EEM3] - 452 - Incorrect serial number

[EEM3] - 453 - ID module, no communication

[EEM3] - 454 - ID module incompatible with engine controller

[EEM3] - 455 - ID module, memory 1 defective

[EEM3] - 456 - ID module, supply voltage too high

[EEM3] - 457 - ID module, supply voltage too low

[EEM3] - 458 - ID module, temperature too high

[EEM3] - 459 - ID module, memory 2 defective

[EEM3] - 461 - ID module, internal error 1

[EEM3] - 462 - ID module, start error

[EEM3] - 463 - Missing engine specification

[EEM3] - 464 - Missing serial number

[EEM3] - 465 - Missing ID module, bypass function activated

[EEM3] - 466 - Missing ID module, bypass function deactivated

[EEM3] - 467 - Missing ID module, bypass function timed out

[EEM3] - 471 - Air pressure sensor in engine controller, signal voltage too low

[EEM3] - 472 - Air pressure sensor in engine controller, signal voltage too high

[EEM3] - 473 - Air pressure too high

[EEM3] - 474 - Air pressure sensor in engine controller, no signal

[EEM3] - 80 - Accelerator pedal potentiometer, signal voltage too low

[EEM3] - 81 - Accelerator pedal potentiometer, signal voltage too high

[EEM3] - 92 - Oil pressure too high

[EEM3] - 93 - Oil pressure sensor, no signal

[EEM3] - 94 - Overspeed

[EEM3] - 95 - Oil pressure sensor is faulty

[EEM3] - 96 - Oil pressure sensor, signal voltage too low

[EEM3] - 97 - Oil pressure sensor, signal voltage too high

[EEM3] - 98 - Oil pressure too low

[EEM3] - 99 - Oil pressure too low, alarm

[FMGR] - 1 - Processor error (arithmetic, push, pop, stack)

[FMGR] - 100 - Rotational angle sensor on clutch pedal B17 — signal voltage above valid range

[FMGR] - 103 - Rotational angle sensor on clutch pedal B17 — signal voltage below valid range

[FMGR] - 104 - Signal from plus button (+) stays on too long

[FMGR] - 105 - Signal from minus button (+) stays on too long

[FMGR] - 106 - Signal from cruise control switch OFF/Resume stays on too long

[FMGR] - 109 - Signal from forward switch stays on too long

[FMGR] - 110 - Signal from reverse switch stays on too long

[FMGR] - 112 - Signal from seat sensor S8 interrupted

[FMGR] - 114 - Seat sensor S8 — Signal permanently on +

[FMGR] - 115 - Seat sensor S8 — incorrect input signal phasing

[FMGR] - 116 - Brake switch — signal never changes

[FMGR] - 117 - Brake switch S6 — incorrect signal

[FMGR] - 118 - Brake switch S6 — signal permanently on steady plus instead of duty cycle (PWM)

[FMGR] - 119 - Brake switch S6 — input signal with incorrect phase modulation

[FMGR] - 120 - Brake switch S5— signal never changes

[FMGR] - 12 - Internal processor memory error (RAM address error) on initialisation

[FMGR] - 121 - Brake switch S5 — incorrect signal

[FMGR] - 122 - Brake switch S5 — signal permanently on steady plus instead of duty cycle (PWM)

[FMGR] - 123 - Brake switch S5 — input signal with incorrect phase modulation

[FMGR] - 124 - Parking brake switch S21 — signal permanently on

[FMGR] - 126 - Parking brake switch S21 — signal permanently on +

[FMGR] - 127 - Parking brake switch S21 — input signal with incorrect phasing

[FMGR] - 13 - Internal processor memory error (RAM address error) during operation

[FMGR] - 130 - Manual mode switch — signal permanently on +

[FMGR] - 131 - Manual mode switch — input signal with incorrect phasing

[FMGR] - 134 - Input signal - permanently +

[FMGR] - 135 - Input signal with incorrect phasing

[FMGR] - 138 - 4WD management — signal permanently on steady plus instead of duty cycle (PWM)

[FMGR] - 139 - 4WD management — input signal with incorrect phasing

[FMGR] - 14 - External processor memory error (RAM address error) on initialisation

[FMGR] - 142 - 4WD ON — signal permanently on steady plus instead of duty cycle (PWM)

[FMGR] - 143 - 4WD ON — input signal with incorrect phasing

[FMGR] - 146 - Input signal - permanently +

[FMGR] - 147 - Input signal with incorrect phasing

[FMGR] - 15 - External processor memory error (RAM address error) during operation

[FMGR] - 150 - Swivel seat switch S8/2 (for reversible driving position) — signal permanently on +

[FMGR] - 151 - Swivel seat switch S8/2 (for reversible driving position) — input signal with incorrect phasing

[FMGR] - 154 - Aggressivity switch - signal permanently +

[FMGR] - 155 - Aggressivity switch - input signal with incorrect phasing

[FMGR] - 156 - Coupling switch 80% — signal never changes

[FMGR] - 157 - Coupling switch 80% — no plausibility with coupling sensor

[FMGR] - 158 - Coupling switch 80% — signal permanently on steady plus instead of duty cycle (PWM)

[FMGR] - 159 - Coupling switch 80% — input signal with incorrect phasing

[FMGR] - 160 - Engine brake switch S20 — signal permanently on

[FMGR] - 16 - Processor memory error (EEPROM checksum 0 manufacturer — and ISO data incorrect)

[FMGR] - 162 - Engine brake switch S20 — signal permanently on +

[FMGR] - 163 - Engine brake switch S20 — input signal with incorrect phasing

[FMGR] - 164 - Parking lock ON — input activated for too long

[FMGR] - 166 - Parking lock ON — signal permanently on steady plus instead of duty cycle (PWM)

[FMGR] - 167 - Parking lock ON — input signal with incorrect phasing

[FMGR] - 168 - Signal from shuttle lever "forward drive" stays on too long

[FMGR] - 170 - Lever position Forwards — signal permanently on steady plus instead of duty cycle (PWM)

[FMGR] - 17 - Processor memory error (EEPROM checksum 1 vehicle data incorrect)

[FMGR] - 171 - Lever position Forwards — input signal with incorrect phasing

[FMGR] - 172 - Signal from shuttle lever "reverse drive" stays on too long

[FMGR] - 174 - Lever position Reverse — signal permanently on steady plus instead of duty cycle (PWM)

[FMGR] - 175 - Lever position Reverse — input signal with incorrect phasing

[FMGR] - 176 - Signal from "neutral sensor" on the shuttle lever stays on too long

[FMGR] - 178 - Lever position Neutral — signal permanently on steady plus instead of duty cycle (PWM)

[FMGR] - 179 - Lever position Forwards — input signal with incorrect phasing

[FMGR] - 18 - Processor memory error (EEPROM checksum 2 history track incorrect)

[FMGR] - 180 - Signal from "shuttle lever raised" stays on too long

[FMGR] - 182 - Lever position Deadman — signal permanently on steady plus instead of duty cycle (PWM)

[FMGR] - 183 - Lever position Deadman — input signal with incorrect phasing

[FMGR] - 200 - Potentiometer on accelerator pedal R8 — supply voltage too low (<4.5V)

[FMGR] - 2 - Processor error (register)

[FMGR] - 201 - Potentiometer on accelerator pedal R8 — supply voltage too high (>6.5V)

[FMGR] - 202 - Potentiometer on accelerator pedal R8 — voltage supply short circuit to +

[FMGR] - 203 - Potentiometer on accelerator pedal R8 — voltage supply short circuit to ground

[FMGR] - 204 - Load limit potentiometer — supply voltage too low (<4.5V)

[FMGR] - 205 - Load limit potentiometer — supply voltage too high (>6.5V)

[FMGR] - 206 - Load limit potentiometer — supply voltage short circuit to +

[FMGR] - 207 - Load limit potentiometer — supply voltage short circuit to ground

[FMGR] - 208 - Rotational angle sensor on clutch pedal B17 — supply voltage too low (<4.5V)

[FMGR] - 209 - Rotational angle sensor on clutch pedal B17 — supply voltage too high (>6.5V)

[FMGR] - 210 - Rotational angle sensor on clutch pedal B17 — supply voltage with short to +

[FMGR] - 211 - Rotational angle sensor on clutch pedal B17 — voltage supply short circuit to ground

[FMGR] - 213 - Clocked switch supply GSV 1 — short circuit with another phase

[FMGR] - 214 - Clocked switch supply GSV 1 — short circuit to +

[FMGR] - 215 - Clocked switch supply GSV 1 — short circuit, or short to ground

[FMGR] - 217 - Clocked switch supply GSV 2 — short circuit with another phase

[FMGR] - 218 - Clocked switch supply GSV 2 — short circuit to +

[FMGR] - 219 - Clocked switch supply Group 2 — short circuit or short to ground

[FMGR] - 221 - Clocked switch supply (GSV3) — short circuit with another phase

[FMGR] - 222 - Clocked switch supply (GSV3) — short circuit to +

[FMGR] - 223 - Clocked switch supply (GSV3) — short circuit to ground

[FMGR] - 232 - Solenoid valve brake oil cooling — activation interrupted

[FMGR] - 234 - Solenoid valve 1 brake oil cooling — short to +

[FMGR] - 235 - Solenoid valve 1 brake oil cooling — short to ground

[FMGR] - 236 - Solenoid valve brake oil cooling — activation interrupted

[FMGR] - 238 - Solenoid valve 2 brake oil cooling — short to +

[FMGR] - 239 - Solenoid valve 2 brake oil cooling — short to ground

[FMGR] - 240 - Faulty reception of CAN bus signal (EHS) from vehicle

[FMGR] - 24 - Processor error (external ILLBUS access incorrect)

[FMGR] - 241 - Faulty reception of CAN bus signal EEC2 from vehicle

[FMGR] - 242 - Faulty reception of CAN bus signal EEC1 from vehicle

[FMGR] - 243 - Faulty reception of CAN bus signal DRVST from vehicle

[FMGR] - 245 - Faulty reception of CAN bus signal AUX1 from vehicle

[FMGR] - 246 - Faulty reception of CAN bus signal AUX2 from vehicle

[FMGR] - 247 - Faulty reception of CAN bus signal AUX3 from vehicle

[FMGR] - 248 - Faulty reception of CAN bus signal AUX4 from vehicle

[FMGR] - 249 - Faulty reception of CAN bus signal AUX5 from vehicle

[FMGR] - 25 - Processor error (ILLINA instruction incorrect)

[FMGR] - 251 - Faulty reception of CAN bus signal ECCU1 from vehicle

[FMGR] - 252 - Faulty reception of CAN bus signal ECCU2 from vehicle

[FMGR] - 253 - Faulty reception of CAN bus signal ECCU3 from vehicle

[FMGR] - 255 - CAN Bus OFF

[FMGR] - 26 - Processor error (ILLOPA access to odd address, compiler error)

[FMGR] - 27 - Processor error (PRTFLT memory protection area indicator)

[FMGR] - 28 - Processor error (UNDOPC no valid C167 command)

[FMGR] - 29 - Processor error (STKUF stack sector below requirement)

[FMGR] - 30 - Processor error (STKUF stack sensor above requirement)

[FMGR] - 3 - Processor error (internal watchdog)

[FMGR] - 31 - Unauthorised non-maskable interrupts (NMI) active

[FMGR] - 32 - Local CAN Bus signal TR2 receipt in register 0 is faulty

[FMGR] - 33 - Local CAN Bus signal TR3 receipt in register 1 is faulty

[FMGR] - 34 - Local CAN Bus signal TR4 receipt in register 2 is faulty

[FMGR] - 37 - Local CAN Bus signal TR4 receipt in register 5 is faulty

[FMGR] - 47 - CAN Bus OFF (gear bus)

[FMGR] - 48 - Supply voltage (potential 30) too low

[FMGR] - 49 - Supply voltage (potential 30) too high

[FMGR] - 50 - Internal relay S-Matic (main switch) does not switch

[FMGR] - 5 - Processor error (external watchdog)

[FMGR] - 51 - Internal relay S-Matic (main switch) stuck

[FMGR] - 54 - Incorrect reception of CAN bus signal AUX6 from vehicle

[FMGR] - 55 - Faulty reception of CAN bus signal AUX7 from vehicle

[FMGR] - 56 - Faulty reception of CAN bus signal AUX8 from vehicle

[FMGR] - 63 - SGR sends incorrect response to FMGR query

[FMGR] - 64 - Engine from wrong power class

[FMGR] - 69 - Engine adjustment impossible

[FMGR] - 7 - FMGR status as at factory, no valid parameters

[FMGR] - 8 - Processor memory error (flash checksum) on initialisation

[FMGR] - 84 - Potentiometer on accelerator pedal R8 — signal voltage (analogue 1) above permissible range

[FMGR] - 85 - Accelerator pedal potentiometer R8 — faulty signal

[FMGR] - 87 - Potentiometer on accelerator pedal R8 — signal voltage (analogue 1) below permissible range

[FMGR] - 9 - Processor memory error (flash checksum) during operation

[FMGR] - 93 - Hand throttle — faulty sensor signal

[ICU] - 2 - CAN Bus OFF

[SGR] - 1 - Processor error (arithmetic, push, pop, system stack)

[SGR] - 104 - Lubrication pressure sensor — signal voltage above valid range

[SGR] - 105 - Lubrication pressure sensor — missing lubricant pressure signal

[SGR] - 106 - Lubricant pressure sensor — oil pressure too low

[SGR] - 107 - Lubrication pressure sensor — signal voltage below valid range

[SGR] - 108 - Lubrication pressure sensor — lubricant pressure too high

[SGR] - 112 - System pressure sensor — signal voltage above valid range

[SGR] - 113 - System pressure sensor — System pressure too low

[SGR] - 114 - System pressure sensor — system pressure too low, remedy active

[SGR] - 115 - System pressure sensor — signal voltage below valid range

[SGR] - 116 - System pressure sensor — System pressure too high

[SGR] - 117 - System pressure sensor — pressure drop during gear change

[SGR] - 118 - System pressure sensor — system pressure too low, engine speed increase shows no effect

[SGR] - 12 - Processor memory error (RAM address error) internal on initialisation

[SGR] - 120 - Temperature sensor — interrupted, or short to +

[SGR] - 121 - Temperature sensor — temperature gradient above valid range

[SGR] - 122 - Temperature sensor — temperature too high

[SGR] - 123 - Temperature sensor — short circuit to ground

[SGR] - 124 - Temperature sensor — temperature too low — limited operation

[SGR] - 125 - Temperature sensor — temperature gradient below valid range

[SGR] - 126 - Temperature sensor — temperature too low — no operation

[SGR] - 13 - Processor memory error (RAM address error) internal during operation

[SGR] - 130 - System pressure sensor — pressure drop during gear shift clutch 1

[SGR] - 131 - System pressure sensor — pressure drop during gear shift clutch 2

[SGR] - 132 - System pressure sensor — pressure drop during gear shift clutch 3

[SGR] - 133 - System pressure sensor — pressure drop during gear shift clutch 4

[SGR] - 134 - System pressure sensor — pressure drop during gear shift clutch KV

[SGR] - 135 - System pressure sensor — pressure drop during gear shift clutch KR

[SGR] - 136 - Pressure filter input — pressure filter dirty, change

[SGR] - 14 - Processor memory error (RAM address error) external on initialisation

[SGR] - 144 - HCU — no feedback

[SGR] - 145 - Electronic hydrostat — incorrect reading

[SGR] - 146 - Hydrostat — no feedback from index sensor

[SGR] - 147 - Electronic hydrostat — several initialisation attempts

[SGR] - 148 - Hydrostat — step loss after start switch ON

[SGR] - 149 - Parking lock — engaging operation aborted, first part, too much travel

[SGR] - 150 - Parking lock — engaging operation aborted, second part, too much travel

[SGR] - 15 - Processor memory error (RAM address error) external during operation

[SGR] - 151 - Parking lock — engaging operation aborted, first part, no pressure build-up

[SGR] - 152 - Parking lock — engaging operation aborted, second part, no pressure build-up

[SGR] - 153 - Parking lock — check aborted, first part, too much travel

[SGR] - 154 - Parking lock — check aborted, second part, too much travel

[SGR] - 155 - Parking lock — check aborted, first part, no pressure build-up

[SGR] - 156 - Parking lock — check aborted, second part, no pressure build-up

[SGR] - 157 - Parking lock — check aborted, pressure build-up before engaging neutral, too much travel

[SGR] - 16 - Processor memory error (EEPROM checksum 0) incorrect

[SGR] - 170 - Hydrostat — voltage supply short to +

[SGR] - 17 - Processor memory error (EEPROM checksum 1) incorrect

[SGR] - 171 - Hydrostat — voltage supply short circuit, or short to ground

[SGR] - 176 - Solenoid valve 4WD — address procedure interrupted

[SGR] - 177 - Solenoid valve 4WD — faulty PWM signal

[SGR] - 178 - Solenoid valve 4WD — short to +

[SGR] - 179 - Solenoid valve 4WD — short circuit, short to ground

[SGR] - 18 - Processor memory error (EEPROM checksum 2) incorrect

[SGR] - 184 - Solenoid valve forwards — activation interrupted

[SGR] - 185 - Solenoid valve clutch forwards — faulty PWM signal

[SGR] - 186 - Solenoid valve clutch forwards — short to +

[SGR] - 187 - Solenoid valve clutch forwards — short circuit, or short to ground

[SGR] - 188 - Clutch forwards — clutch does not disengage

[SGR] - 189 - Clutch forwards — clutch does not engage

[SGR] - 190 - Clutch forwards — clutch slips

[SGR] - 192 - Solenoid valve clutch reverse — activation interrupted

[SGR] - 193 - Solenoid valve clutch reverse — faulty PWM signal

[SGR] - 194 - Solenoid valve clutch forwards — short to +

[SGR] - 195 - Solenoid valve clutch reverse — short circuit, or short to ground

[SGR] - 196 - Clutch reverse — clutch does not disengage

[SGR] - 197 - Clutch reverse — clutch does not engage

[SGR] - 198 - Clutch reverse — clutch slips

[SGR] - 2 - Processor error (register)

[SGR] - 200 - Solenoid valve clutch 1 — activation interrupted

[SGR] - 201 - Solenoid valve clutch 1 — faulty PWM signal

[SGR] - 202 - Solenoid valve clutch 1 — short to +

[SGR] - 203 - Solenoid valve clutch 1 — short circuit, or short to ground

[SGR] - 204 - Clutch 1 — clutch does not disengage

[SGR] - 205 - Clutch K1 — clutch does not engage

[SGR] - 206 - Clutch K1 — clutch slips

[SGR] - 208 - Solenoid valve clutch 2 — activation interrupted

[SGR] - 209 - Solenoid valve clutch 2 — faulty PWM signal

[SGR] - 210 - Solenoid valve clutch 2 — short to +

[SGR] - 211 - Solenoid valve clutch 2 — short circuit, or short to ground

[SGR] - 212 - Clutch K2 — clutch does not disengage

[SGR] - 213 - Clutch K2 — clutch does not engage

[SGR] - 214 - Clutch K2 — clutch slips

[SGR] - 216 - Solenoid valve clutch 3 — activation interrupted

[SGR] - 217 - Solenoid valve clutch 3 — faulty PWM signal

[SGR] - 218 - Solenoid valve clutch 3 — short to +

[SGR] - 219 - Solenoid valve clutch 3 — short circuit, or short to ground

[SGR] - 220 - Clutch K3 — clutch does not disengage

[SGR] - 221 - Clutch K3 — clutch does not engage

[SGR] - 222 - Clutch K3 — clutch slips

[SGR] - 224 - Solenoid valve clutch 4 — activation interrupted

[SGR] - 225 - Solenoid valve clutch 4 — faulty PWM signal

[SGR] - 226 - Solenoid valve clutch 4 — short to +

[SGR] - 227 - Solenoid valve clutch 4 — short circuit, or short to ground

[SGR] - 228 - Clutch K4 — clutch does not disengage

[SGR] - 229 - Clutch K4 — clutch does not engage

[SGR] - 230 - Clutch K4 — clutch slips

[SGR] - 232 - Solenoid valve parking lock On — activation interrupted

[SGR] - 234 - Solenoid valve parking lock ON — short to +

[SGR] - 235 - Solenoid valve parking lock On — short circuit, or short to ground

[SGR] - 236 - Parking lock — parking lock cannot be inserted

[SGR] - 237 - Parking lock — parking lock does not lock

[SGR] - 24 - Processor error (external bus access incorrect)

[SGR] - 240 - Solenoid valve parking lock Off — activation interrupted

[SGR] - 242 - Solenoid valve parking lock Off — short to +

[SGR] - 243 - Solenoid valve parking lock — short circuit, or short to ground

[SGR] - 25 - Processor error (instruction incorrect)

[SGR] - 26 - Processor error (access to odd address, compiler error)

[SGR] - 27 - Processor error (protected memory area indicator)

[SGR] - 28 - Programme error (no valid C167 command)

[SGR] - 29 - Processor memory error (falls short of stack range)

[SGR] - 3 - Processor error (internal watchdog)

[SGR] - 30 - Processor memory error (stack range exceeded)

[SGR] - 31 - Non-maskable interrupt illegally active

[SGR] - 32 - Faulty reception of local CAN bus signal 1 SGR

[SGR] - 33 - Faulty reception of local CAN bus signal 2 SGR

[SGR] - 35 - Faulty reception of local CAN bus signal engine

[SGR] - 47 - CAN Bus OFF (gearbox bus)

[SGR] - 48 - Supply voltage (potential 30) too low

[SGR] - 49 - Supply voltage (potential 30) too high

[SGR] - 50 - Main switch for valves does not switch

[SGR] - 5 - Processor error (external watchdog)

[SGR] - 51 - Main switch for valves is permanently on (stuck)

[SGR] - 52 - Hydrostat, calibration data outside of tolerance

[SGR] - 53 - Hydrostat, transmission ratio not attained

[SGR] - 54 - Maximum high pressure for hydrostat reached

[SGR] - 56 - Illegal activation of gear clutches

[SGR] - 60 - Hydrostat calibration error

[SGR] - 61 - Implausible hydrostat calibration data in EEPROM

[SGR] - 63 - FMGR-SGR Check: failed

[SGR] - 64 - Speed sensor B24 cartridge input — interruption or short circuit to ground

[SGR] - 65 - Speed sensor B24 cartridge input — sensor short circuit

[SGR] - 66 - Input speed cartridge too high

[SGR] - 67 - Speed sensor B24 cartridge input — sensor dropout

[SGR] - 68 - Speed sensor B35 planetary carrier 1/2 — interruption or short circuit to ground

[SGR] - 69 - Speed sensor B35 planetary carrier 1/2 — sensor short circuit

[SGR] - 70 - Planetary carrier 1/2 speed too high

[SGR] - 7 - SGR status as at factory, no valid parameters

[SGR] - 71 - Speed sensor B35 planetary carrier 1/2 — signal dropout

[SGR] - 72 - Speed sensor B27 output speed 1 — interruption or short circuit to ground

[SGR] - 73 - Speed sensor B27 output speed 1 — sensor short circuit

[SGR] - 74 - Output speed 1 too high

[SGR] - 75 - Speed sensor B27 output speed 1 — sensor dropout

[SGR] - 76 - Speed sensor B25 planetary carrier 3/4 — interruption or short circuit to ground

[SGR] - 77 - Speed sensor B25 planetary carrier 3/4 — sensor short circuit

[SGR] - 78 - Planetary carrier 3/4 speed too high

[SGR] - 79 - Speed sensor B25 planetary carrier 3/4 — signal dropout

[SGR] - 8 - Processor memory error (Flash checksum) on initialisation

[SGR] - 80 - Speed sensor B26 output speed 2 — interruption or short circuit to ground

[SGR] - 81 - Speed sensor B26 output speed 2 — sensor short circuit

[SGR] - 82 - Output speed 2 too high

[SGR] - 84 - Input speed cartridge — implausible

[SGR] - 85 - Speed of planetary carrier 1-2 — implausible

[SGR] - 86 - Output speed — implausible

[SGR] - 87 - Speed of planetary carrier 3-4 — implausible

[SGR] - 88 - Output speed — incongruent rotational direction

[SGR] - 9 - Processor memory error (Flash checksum) during operation

[SGR] - 90 - Standstill control aborted

[SGR] - 96 - Input A0 (analogue limp home) — voltage too high

[SGR] - 97 - Input A0 (analogue limp home) — faulty signal

[SGR] - 99 - Input A0 (analogue limp home) — voltage too low