

# *POWERTECH*<sup>®</sup> E 6.8L Diesel Engines

## Level 16 Electronic Fuel System With Denso HPCR

### TECHNICAL MANUAL *POWERTECH* E<sup>™</sup> 6.8 L Diesel Engines—Level 16 Electronic Fuel System with Denso HPCR

CTM502 28JUL06 (ENGLISH)

For complete service information also see:

*POWERTECH*<sup>®</sup> 4.5 L and 6.8 L Diesel

Engines—Base Engine .....	CTM104
Alternators and Starter Motors.....	CTM77
OEM Engine Accessories .....	CTM67 (English Only)

John Deere Power Systems  
LITHO IN U.S.A.

# Introduction

## Forward

This manual is written for an experienced technician. Essential tools required in performing certain service work are identified in this manual and are recommended for use.

This manual (CTM320) covers only Level 14 Electronic Fuel System with the Denso High Pressure Common Rail (HPCR). It is one of six volumes on 4.5 L and 6.8 L engines. The following six companion manuals cover the base engine, mechanical fuel system, and other electronic control systems. Each manual covers repair, operation, and diagnostics.

- CTM104—Base Engine
- CTM170—Level 4 Electronic Fuel System with Bosch VP44 Pump
- CTM207—Mechanical Fuel Systems
- CTM284—Level 1 Electronic Fuel System with Delphi (Lucas) DP201 Pump
- CTM331—Level 12 Electronic Fuel System with Stanadyne DE 10 Pump
- CTM320—Level 14 Electronic Fuel System with the Denso High Pressure Common Rail (HPCR)

Other manuals will be added in the future to provide additional information on electronic fuel systems as needed.

A complete set of all these manuals covering 4.5 L and 6.8 L engines is available in a binder by ordering CTM 350 Binder Set.

Live with safety: Read the safety messages in the introduction of this manual and the cautions presented throughout the text of the manual.



This is the safety-alert symbol. When you see this symbol on the machine or in this manual, be alert to the potential for personal injury.

Use this component technical manual in conjunction with the machine technical manual. An application listing in Section 01, Group 001 identifies product-model/component type-model relationship. See the machine technical manual for information on component removal and installation, and gaining access to the components.

Information is organized in sections and groups for the various components requiring service instruction. At the beginning of each group are summaries of the upcoming group.

Before beginning repair on an engine, clean the engine.

This manual contains SI Metric units of measure followed immediately by the U.S. customary units of measure. Most hardware on these engines are metric sized.

Some components of this engine may be serviced without removing the engine from the machine. Refer to the specific machine technical manual for information on components that can be serviced without removing the engine from the machine and for engine removal and installation procedures.

Read each block of material completely before performing service to check for differences in procedures or specifications. Follow only the procedures that apply to the engine model number you are working on. If only one procedure is given, that procedure applies to all the engines in the manual.

**CALIFORNIA PROPOSITION 65 WARNING: Diesel engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects, and other reproductive harm.**

# Contents

## SECTION 01—General

- Group 000—Safety
- Group 001—Engine Identification
- Group 002—Fuels, Lubricants, and Coolant

## SECTION 02—Repair and Adjustments

- Group 090—Electronic Fuel System Repair and Adjustments
- Group 110—Electronic Engine Control Repair and Adjustment

## SECTION 03—Theory Of Operation

- Group 130—Electronic Fuel System Operation
- Group 140—Electronic Control System Operation

## SECTION 04—Diagnostics

- Group 150—Observable Diagnostics and Tests
- Group 160—Trouble Code Diagnostics and Tests

## SECTION 05—Tools

- Group 180—Diagnostic Service Tools

## SECTION 06—Specifications

- Group 200—Repair Specifications
- Group 210—Diagnostic Specifications

01

02

03

04

05

06

INDX

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A John Deere ILLUSTRATION® Manual

01	
02	
03	
04	
05	
06	
INDX	

# Section 01

## General

### Contents

	Page
<b>Group 000—Safety</b> . . . . .	01-000-1
<b>Group 001—Engine Identification</b>	
Engine Serial Number Plate Information . . . . .	01-001-1
OEM Engine Option Code Label . . . . .	01-001-3
Information Relative to Emissions	
Regulations . . . . .	01-001-3
Engine Application Charts . . . . .	01-001-4
<b>Group 002—Fuels, Lubricants, and Coolant</b>	
Lubricants and Coolant . . . . .	01-002-1
Minimizing the Effect of Cold Weather on	
Diesel Engines. . . . .	01-002-2
Diesel Engine Oil . . . . .	01-002-4
Diesel Engine Oil and Filter Service	
Intervals. . . . .	01-002-5
Diesel Fuel . . . . .	01-002-7
Lubricity of Diesel Fuel . . . . .	01-002-7
Handling and Storing Diesel Fuel . . . . .	01-002-8
Testing Diesel Fuel . . . . .	01-002-8
Diesel Engine Oil . . . . .	01-002-9
Extended Diesel Engine Oil Service	
Intervals. . . . .	01-002-10
Diesel Engine Break-In Oil . . . . .	01-002-10
Diesel Engine Oil . . . . .	01-002-11
Bio-Diesel Fuel . . . . .	01-002-12
Diesel Engine Coolant. . . . .	01-002-13



## Handle Fluids Safely—Avoid Fires

When you work around fuel, do not smoke or work near heaters or other fire hazards.

Store flammable fluids away from fire hazards. Do not incinerate or puncture pressurized containers.

Make sure machine is clean of trash, grease, and debris.

Do not store oily rags; they can ignite and burn spontaneously.



TS227 -JUN-23AUG88

DX,FLAME -19-29SEP98-1/1

## Handle Starting Fluid Safely

Starting fluid is highly flammable.

Keep all sparks and flame away when using it. Keep starting fluid away from batteries and cables.

To prevent accidental discharge when storing the pressurized can, keep the cap on the container, and store in a cool, protected location.

Do not incinerate or puncture a starting fluid container.



TS1356 -JUN-18MAR92

DX,FIRE3 -19-16APR92-1/1

## Service Cooling System Safely

Explosive release of fluids from pressurized cooling system can cause serious burns.

Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.



TS281 -JUN-23AUG88

DX,RCAP -19-04JUN90-1/1

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## Prevent Battery Explosions

Keep sparks, lighted matches, and open flame away from the top of battery. Battery gas can explode.

Never check battery charge by placing a metal object across the posts. Use a volt-meter or hydrometer.

Do not charge a frozen battery; it may explode. Warm battery to 16°C (60°F).



TS204 -UN-23AUG88

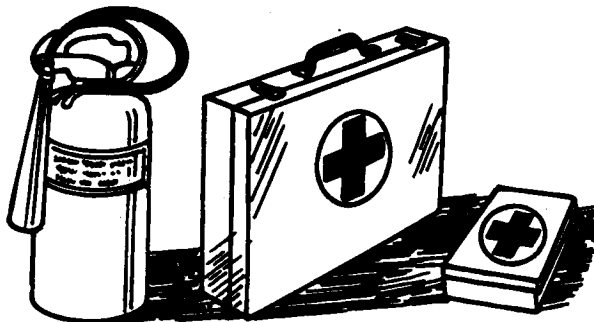
DX,SPARKS -19-03MAR93-1/1

## Prepare for Emergencies

Be prepared if a fire starts.

Keep a first aid kit and fire extinguisher handy.

Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.



TS291 -UN-23AUG88

DX,FIRE2 -19-03MAR93-1/1



## Handling Batteries Safely



**CAUTION:** Battery gas can explode. Keep sparks and flames away from batteries. Use a flashlight to check battery electrolyte level.

Never check battery charge by placing a metal object across the posts. Use a voltmeter or hydrometer.

Always remove grounded (-) battery clamp first and replace it last.



TS204 -UN-23AUG88



**CAUTION:** Sulfuric acid in battery electrolyte is poisonous. It is strong enough to burn skin, eat holes in clothing, and cause blindness if splashed into eyes.

Avoid the hazard by:

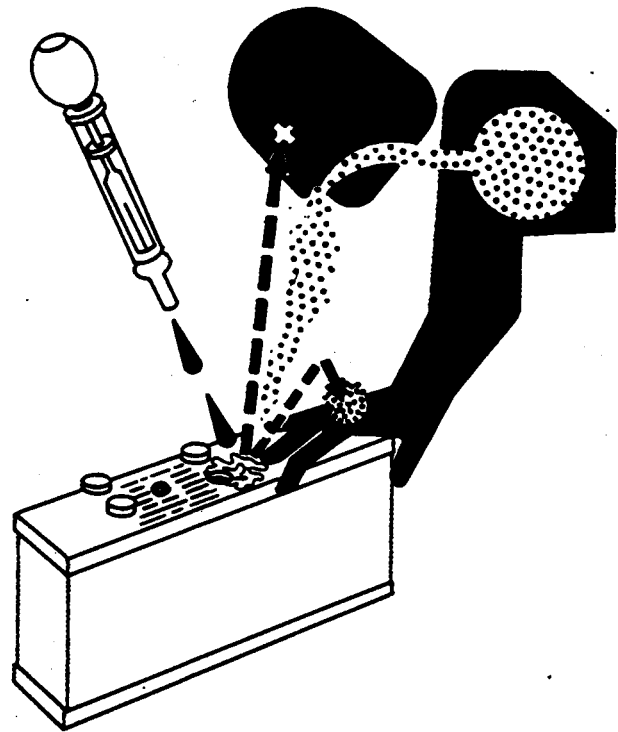
1. Filling batteries in a well-ventilated area.
2. Wearing eye protection and rubber gloves.
3. Avoiding breathing fumes when electrolyte is added.
4. Avoiding spilling or dripping electrolyte.
5. Use proper jump start procedure.

If you spill acid on yourself:

1. Flush your skin with water.
2. Apply baking soda or lime to help neutralize the acid.
3. Flush your eyes with water for 15—30 minutes. Get medical attention immediately.

If acid is swallowed:

1. Do not induce vomiting.
2. Drink large amounts of water or milk, but do not exceed 2 L (2 quarts).
3. Get medical attention immediately.



TS203 -UN-23AUG88

**WARNING:** Battery posts, terminals, and related accessories contain lead and lead compounds, chemicals known to the State of California to cause cancer and reproductive harm. **Wash hands after handling.**

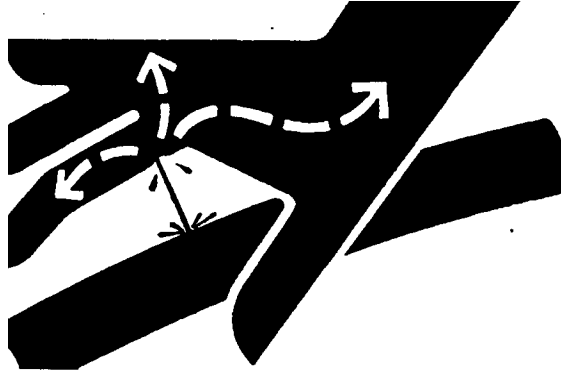
## Avoid High-Pressure Fluids

Escaping fluid under pressure can penetrate the skin causing serious injury.

Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure.

Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, U.S.A.



X9811 -UN-23AUG88

DX,FLUID -19-03MAR93-1/1

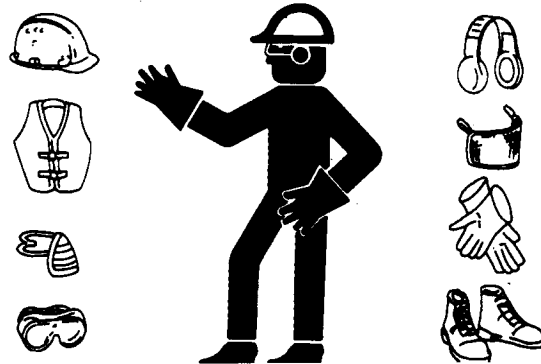
## Wear Protective Clothing

Wear close fitting clothing and safety equipment appropriate to the job.

Prolonged exposure to loud noise can cause impairment or loss of hearing.

Wear a suitable hearing protective device such as earmuffs or earplugs to protect against objectionable or uncomfortable loud noises.

Operating equipment safely requires the full attention of the operator. Do not wear radio or music headphones while operating machine.



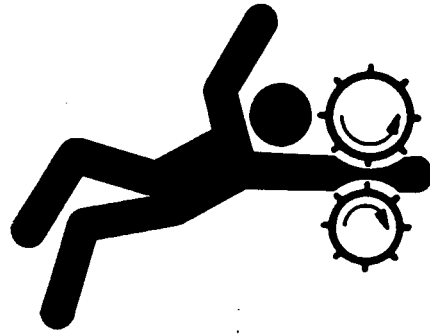
TS206 -UN-23AUG88

DX,WEAR -19-10SEP90-1/1

## Service Machines Safely

Tie long hair behind your head. Do not wear a necktie, scarf, loose clothing, or necklace when you work near machine tools or moving parts. If these items were to get caught, severe injury could result.

Remove rings and other jewelry to prevent electrical shorts and entanglement in moving parts.



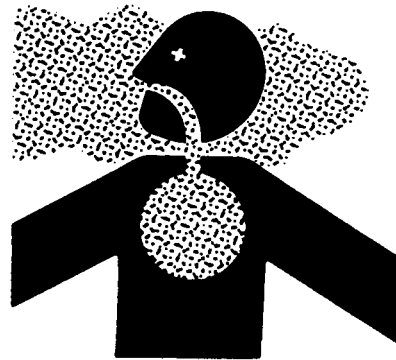
TS228 -JUN-23AUG88

DX, LOOSE -19-04JUN90-1/1

## Work In Ventilated Area

Engine exhaust fumes can cause sickness or death. If it is necessary to run an engine in an enclosed area, remove the exhaust fumes from the area with an exhaust pipe extension.

If you do not have an exhaust pipe extension, open the doors and get outside air into the area



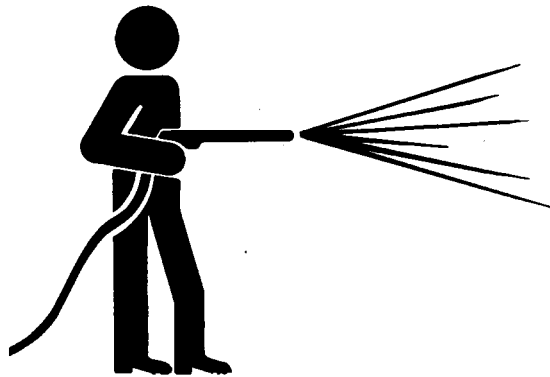
TS220 -JUN-23AUG88

DX, AIR -19-17FEB99-1/1

## Work in Clean Area

Before starting a job:

- Clean work area and machine.
- Make sure you have all necessary tools to do your job.
- Have the right parts on hand.
- Read all instructions thoroughly; do not attempt shortcuts.



T6642EJ -JUN-18OCT88

DX, CLEAN -19-04JUN90-1/1

## Remove Paint Before Welding or Heating

Avoid potentially toxic fumes and dust.

Hazardous fumes can be generated when paint is heated by welding, soldering, or using a torch.

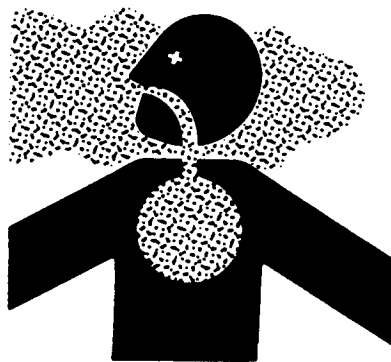
Remove paint before heating:

- Remove paint a minimum of 100 mm (4 in.) from area to be affected by heating. If paint cannot be removed, wear an approved respirator before heating or welding.
- If you sand or grind paint, avoid breathing the dust. Wear an approved respirator.
- If you use solvent or paint stripper, remove stripper with soap and water before welding. Remove solvent or paint stripper containers and other flammable material from area. Allow fumes to disperse at least 15 minutes before welding or heating.

Do not use a chlorinated solvent in areas where welding will take place.

Do all work in an area that is well ventilated to carry toxic fumes and dust away.

Dispose of paint and solvent properly.



TS220 -UN-23AUG88

DX,PAINT -19-24JUL02-1/1

## Avoid Heating Near Pressurized Fluid Lines

Flammable spray can be generated by heating near pressurized fluid lines, resulting in severe burns to yourself and bystanders. Do not heat by welding, soldering, or using a torch near pressurized fluid lines or other flammable materials. Pressurized lines can accidentally burst when heat goes beyond the immediate flame area.

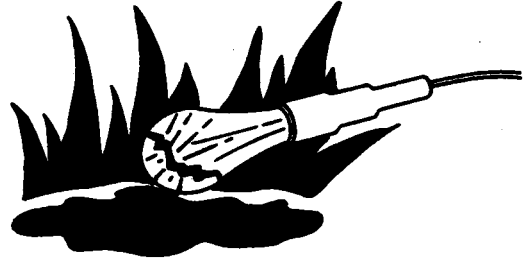


TS953 -UN-15MAY90

DX,TORCH -19-10DEC04-1/1

## Illuminate Work Area Safely

Illuminate your work area adequately but safely. Use a portable safety light for working inside or under the machine. Make sure the bulb is enclosed by a wire cage. The hot filament of an accidentally broken bulb can ignite spilled fuel or oil.



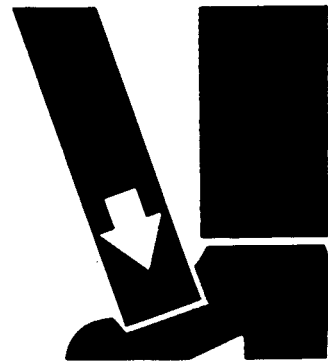
TS223 -JUN-23AUG88

DX,LIGHT -19-04JUN90-1/1

## Use Proper Lifting Equipment

Lifting heavy components incorrectly can cause severe injury or machine damage.

Follow recommended procedure for removal and installation of components in the manual.



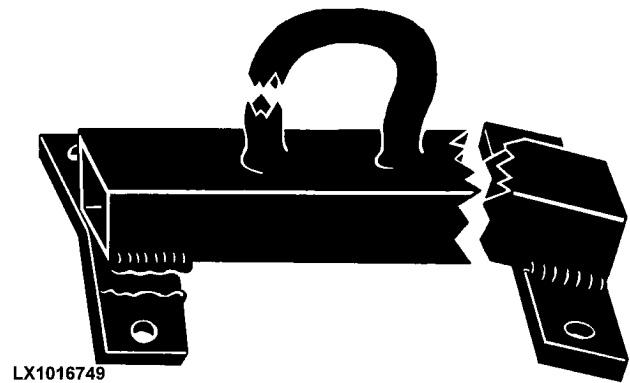
TS226 -JUN-23AUG88

DX,LIFT -19-04JUN90-1/1

## Construct Dealer-Made Tools Safely

Faulty or broken tools can result in serious injury. When constructing tools, use proper, quality materials and good workmanship.

Do not weld tools unless you have the proper equipment and experience to perform the job.



LX1016749

LX1016749 -JUN-01JUL97

Construct Dealer-Made Tools Safely

DPSG,OUO1004,899 -19-19MAY99-1/1

## Practice Safe Maintenance

Understand service procedure before doing work. Keep area clean and dry.

Never lubricate, service, or adjust machine while it is moving. Keep hands, feet, and clothing from power-driven parts. Disengage all power and operate controls to relieve pressure. Lower equipment to the ground. Stop the engine. Remove the key. Allow machine to cool.

Securely support any machine elements that must be raised for service work.

Keep all parts in good condition and properly installed. Fix damage immediately. Replace worn or broken parts. Remove any buildup of grease, oil, or debris.

On self-propelled equipment, disconnect battery ground cable (-) before making adjustments on electrical systems or welding on machine.

On towed implements, disconnect wiring harnesses from tractor before servicing electrical system components or welding on machine.



TS218 -UN-23AUG88

DX,SERV -19-17FEB99-1/1

## Use Proper Tools

Use tools appropriate to the work. Makeshift tools and procedures can create safety hazards.

Use power tools only to loosen threaded parts and fasteners.

For loosening and tightening hardware, use the correct size tools. DO NOT use U.S. measurement tools on metric fasteners. Avoid bodily injury caused by slipping wrenches.

Use only service parts meeting John Deere specifications.



TS779 -UN-08NOV89

DX,REPAIR -19-17FEB99-1/1

## Dispose of Waste Properly

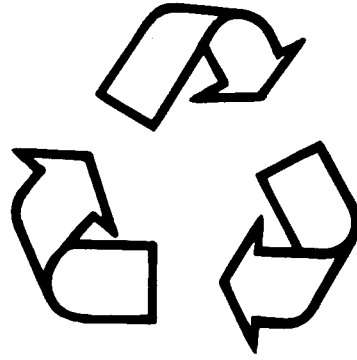
Improperly disposing of waste can threaten the environment and ecology. Potentially harmful waste used with John Deere equipment include such items as oil, fuel, coolant, brake fluid, filters, and batteries.

Use leakproof containers when draining fluids. Do not use food or beverage containers that may mislead someone into drinking from them.

Do not pour waste onto the ground, down a drain, or into any water source.

Air conditioning refrigerants escaping into the air can damage the Earth's atmosphere. Government regulations may require a certified air conditioning service center to recover and recycle used air conditioning refrigerants.

Inquire on the proper way to recycle or dispose of waste from your local environmental or recycling center, or from your John Deere dealer.



TS1133 -UN-26NOV90

DX,DRAIN -19-03MAR93-1/1

## Live With Safety

Before returning machine to customer, make sure machine is functioning properly, especially the safety systems. Install all guards and shields.



TS231 -19-07OCT88

DX,LIVE -19-25SEP92-1/1





Engine Serial Number Plate Information

**IMPORTANT:** The engine serial number plate can be easily destroyed. Remove the plate or record the information elsewhere, before “hot tank” cleaning the block.

Example Engine Serial Number (A)

Each engine has a 13-digit John Deere engine serial number identifying the producing factory, engine displacement, emission tier level and sequential engine number. The following is an example:

<b>RG6068L123456</b>	
RG .....	Factory producing engine
6 .....	Number of Cylinders
135 .....	Liter displacement
L .....	Emission Tier Level
123456 .....	6-digit sequential engine number

Factory Producing Engine

CD .....	Saran, France
JO .....	Rosario, Argentina
PE .....	Torreon, Mexico
RG .....	Waterloo, Iowa
TO .....	Dubuque, Iowa

Emission Tier Level

B, C or E .....	Non-certified engines
F .....	Tier 1/Stage I emission certified engine
G, J or K .....	Tier 2/Stage II emission certified engine
L, M or N .....	Tier 3/Stage IIIA emission certified engine

Engine Application Data (B)

This information identifies the engine displacement, aspiration code, user code and application code. The following is an example:



Engine Serial Number/Application Data

- A—Engine Serial Number
- B—Application Data or Type
- C—Engine Serial Number Plate

## Engine Identification

01  
001  
2

### 6135HF485

6 .....	Number of Cylinders
135 .....	Liter displacement
H .....	Aspiration code
F .....	User factory code
485 .....	Application code

#### Aspiration code

A .....	Turbocharged and Air-to-Coolant Aftercooled
D .....	Naturally aspirated
H .....	Turbocharged and Air-to-Air Aftercooled
T .....	Turbocharged, no aftercooling

#### User Factory Code

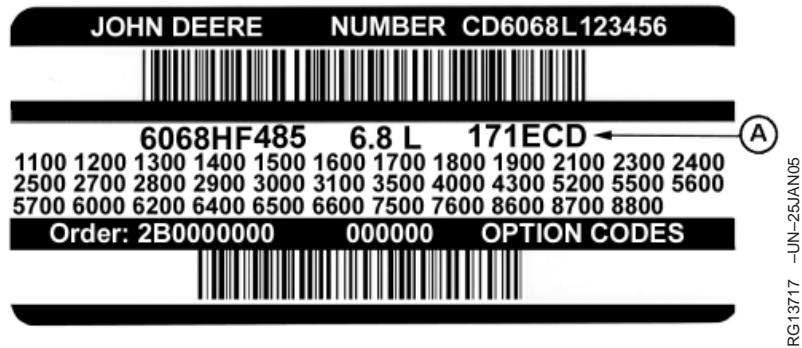
AP .....	Industries JohnDeere Mexico S.A. de C.V. (Saltillo/Monterrey, Mexico)
AT .....	Agritalia srl (Vittoria, Sicily, Italy)
BE .....	Bell EquipmnetCo. (Richards Bay, South Africa)
CQ .....	John Deere Brazil (Horizontina, Brazil)
DW .....	John Deere Davenport Works (Davenport, Iowa)
E .....	John Deere Ottumwa Works (Ottumwa, Iowa)
F .....	OEM (Outside Equipment Manufacturers)
FF .....	Deere-Hitachi (Kernersville, North Carolina)
FG .....	Goldoni S.P.A. (Modena, Italy)
FM .....	Marine Engines
H .....	John Deere Harvester Works (East Moline, Illinois)
KV .....	John Deere Commercial Worksite Products (Knoxville, Tennessee/ Dubuque, Iowa)
L .....	John Deere Werke Mannheim (Germany)
LA .....	John Deere Werke Mannheim (Germany) (Engines with Bosch VP44 Injection Pump)
LV .....	John Deere Commercial Products (Augusta, Georgia)
N .....	John Deere Des Moines Works (Des Moines, Iowa)
P .....	Industrias John Deere Mexico S.A. de C.V. (Saltillo/Monterrey, Mexico)
PY .....	Larson & Toubro Ltd. (Pune, India)
RW .....	John Deere Waterloo Tractor Works (Waterloo, Iowa)
T .....	John Deere Dubuque Works (Dubuque, Iowa)
T8 .....	Cameco Industries (Thibodaux, Louisiana)
TJ .....	Timberjack (Deere) (Sweden/Finland/Canada)
YC .....	John Deere Jialian Harvester Co. Limited (China)
Z .....	John Deere WERKE Zweibrucken (Germany)

#### Application Code

485 etc. ....	This is the specific engine model for a given application
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DB92450,000005A -19-08MAR06-2/2

## OEM Engine Option Code Label



OEM Engine Option Code Label

### A—Engine Base Code

An option code label is secured to the top of the valve cover and identifies the factory installed options on each OEM engine to ensure correct parts acquisition.

Always provide option code information and engine base code when ordering repair parts. A listing of

option codes is given in parts catalogs and operator's manuals.

**NOTE:** Before "hot tank" cleaning, ensure that option codes are recorded elsewhere.

RG41183,00000ED -19-31MAR06-1/1

## Information Relative to Emissions Regulations

Depending on the final destination, engines can meet the emissions regulations according to the US Environmental Protection Agency (EPA), California Air Resources Board (CARB) and for Europe, the Directive 97/68/EC relating the measures against the emissions of particles and gaseous pollutant from internal combustion engines. Such engines are called "CERTIFIED" and receive an emission label stuck on the engine.

The regulations prohibit tampering with the emission-related components listed below which would render that component inoperative or to make any adjustment on the engine beyond published specifications. It is also illegal to install a part or

component where the principle effect of that component is to bypass, defeat, or render inoperative any engine component or device which would affect the engine's conformance to the emission regulations. **To summarize, it is illegal to do anything except return the engine to its original published specifications.**

List of emission-related components:

- Fuel injection system
- Intake manifold
- Turbocharger
- Charge air cooling system
- Piston

RG40854,0000007 -19-10APR02-1/1

## Engine Application Charts

JOHN DEERE OEM (OUTSIDE EQUIPMENT MANUFACTURERS)  
PE6068HF485  
CD6068HF485

RG40854,0000009 -19-11APR03-1/1

**Lubricants and Coolant**

01  
002  
1

*NOTE: Refer to Section 01, Group 002 of Base  
Engine Manual for information on lubricants  
and coolants.*

RG40854,000000A -19-07SEP05-1/1

## Minimizing the Effect of Cold Weather on Diesel Engines

John Deere diesel engines are designed to operate effectively in cold weather.

However, for effective starting and cold weather operation, a little extra care is necessary. The information below outlines steps that can minimize the effect that cold weather may have on starting and operation of your engine. See your John Deere dealer for additional information and local availability of cold weather aids

### Use Winter Grade Fuel

When temperatures fall below 5°C (40°F), winter grade fuel (Grade No. 1-D fuel in North America) is best suited for cold weather operation. Winter grade fuel has a lower cloud point and a lower pour point.

**Cloud point** is the temperature at which wax will begin to form in the fuel and this wax causes fuel filters to plug. **Pour point** is the temperature at which fuel begins to thicken and becomes more resistant to flow through fuel pumps and lines.

*NOTE: On an average, winter grade fuel has a lower BTU (heat content) rating. Using winter grade fuel may reduce power and fuel efficiency, but should not cause any other engine performance effects. Check the grade of fuel being used before troubleshooting for low power complaints in cold weather operation.*

### Air Intake Heater

An air intake heater is an available option to aid cold weather starting.



**CAUTION: Do not use any starting fluid with an air intake heater.**

### Starting Fluid

A starting fluid port on the intake is available to aid cold weather starting.



**CAUTION: Do not use any starting fluid with an engine equipped with glow plugs**

### Coolant Heater

An engine block heater (coolant heater) is an available option to aid cold weather starting.

### Seasonal Viscosity Oil and Proper Coolant Concentration

Use seasonal grade viscosity engine oil based on the expected air temperature range between oil changes and proper concentration of low silicate antifreeze as recommended. (See DIESEL ENGINE OIL and ENGINE COOLANT requirements this section.)

### Diesel Fuel Flow Additive

Use John Deere Premium Diesel Fuel Conditioner (Winter) or equivalent to treat fuel during the cold weather season. This winter formulation is a combination diesel fuel conditioner and anti-gel additive.

**IMPORTANT: Treat fuel when outside temperature drops below 0°C (32°F). For best results, use with untreated fuel. Follow all recommended instructions on label.**

### Winterfronts

Use of fabric, cardboard, or solid winterfronts is not recommended with any John Deere engine. Their use can result in excessive engine coolant, oil, and charge air temperatures. This can lead to reduced engine life, loss of power and poor fuel economy. Winterfronts may also put abnormal stress on fan and fan drive components potentially causing premature failures.

If winterfronts are used, they should never totally close off the grill frontal area. Approximately 25% area in the center of the grill should remain open at all times. At no time should the air blockage device be applied directly to the radiator core.

### **Radiator Shutters**

If equipped with a thermostatically controlled radiator shutter system, this system should be regulated in such a way that the shutters are completely open by

the time the coolant reaches 93°C (200°F) to prevent excessive intake manifold temperatures. Manually controlled systems are not recommended.

If air-to-air aftercooling is used, the shutters must be completely open by the time the intake manifold air temperature reaches the maximum allowable temperature out of the charge air cooler.

For more information, see your John Deere dealer.

DX,FUEL10 -19-16DEC05-2/2

## Diesel Engine Oil

Use oil viscosity base on the expected air temperature range during the period between oil changes.

**John Deere PLUS-50™ oil is preferred.**

Oil meeting one of the following specifications are also recommended:

- ACEA Oil Sequence E7
- ACEA Oil Sequence E6

Extended service intervals may apply when John Deere PLUS-50™, ACEA E7, or ACEA E6 engine oils are used. Consult your John Deere dealer for more information.

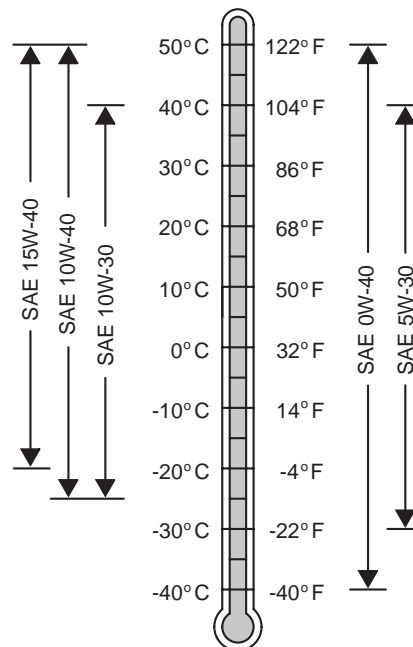
Other oils may be used if they meet one or more of the following:

- John Deere TORQ-GARD SUPREME™
- API Service Category CI-4 PLUS
- API Service Category CI-4
- ACEA Oil Sequence E5
- ACEA Oil Sequence E4

**Multi-viscosity diesel engine oils are preferred.**

Diesel fuel quality and fuel sulfur content must comply with all existing emissions regulation for the area in which the engine operates.

DO NOT use diesel fuel with sulfur content greater than 1.0% (10 000 ppm).



TS1684 -UN-10JUL06

*PLUS-50 is a trademark of Deere & Company*

*TORQ-GARD SUPREME is a trademark of Deere & Company*

DX,ENOIL11 -19-23NOV05-1/1



## Diesel Engine Oil and Filter Service Intervals

The oil and filter service intervals in the table below should be used as guidelines. Actual service intervals also depend on operation and maintenance practices. It is suggested to use oil analysis to determine the actual useful life of the oil and to aid in selection of the proper oil and filter service interval.

Oil and filter service intervals are based on a combination of oil pan capacity, type of engine oil and filter used, and sulfur content of the diesel fuel.

Engine Oil and Filter Service Intervals		
	Standard Drain Oil Pan	Extended Drain Oil Pan
<b>Fuel Sulfur</b>	Less than 0.05% (500 ppm)	
Standard Oil	250 hours	250 hours
Premium Oil	375 hours	500 hours
<b>Fuel Sulfur</b>	0.05 to 0.50% (500 to 5000 ppm)	
Standard Oil	150 hours	150 hours
Premium Oil	275 hours	400 hours
<b>Fuel Sulfur</b>	0.50% to 1.00% (5000 ppm to 10 000 ppm)	
Standard Oil	125 hours	125 hours
Premium Oil	187 hours	250 hours

Diesel fuel sulfur level will affect engine oil and filter service intervals. Higher fuel sulfur levels reduce oil and filter service intervals as shown in the table.

- Use of diesel fuel with sulfur content less than 0.10% (1000 ppm is strongly recommended.)
- Use of diesel fuel with sulfur content 0.10% (1000 ppm) to 0.50% (5000 ppm) may result in REDUCED oil and filter change intervals as shown in the table.
- BEFORE using diesel fuel with sulfur content greater than 0.50% (5000 ppm), contact your John Deere dealer.

**Oil types** (premium or standard) in the table include:

- “Premium Oils” include John Deere PLUS-50™, ACEA E7, or ACEA E6 oils.
- “Standard Oils” include John Deere TORQ-GARD SUPREME™, API CI-4 PLUS, API CI-4, API CH-4, ACEA E5, or ACEA E4, or ACEA E3 oils.

The 500 hour extended oil and filter change interval is only allowed if all of the following conditions are met:

- Engine equipped with an extended drain interval oil pan
- Use of diesel fuel with sulfur content less than 0.05% (500 ppm)
- Use of premium oil John Deere PLUS-50, ACEA E7 or ACEA E6 and approved John Deere oil filter

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## Diesel Engine Oil and Filter Service Intervals

The oil and filter service intervals in the table below should be used as guidelines. Actual service intervals also depend on operation and maintenance practices. It is suggested to use oil analysis to determine the actual useful life of the oil and to aid in selection of the proper oil and filter service interval. Oil and filter service intervals are based on a combination of oil pan capacity, type of engine oil and filter used, and sulfur content of the diesel fuel.

**Diesel fuel sulfur level** will affect engine oil and filter service intervals. Higher fuel sulfur levels reduce oil and filter service intervals as shown in the table:

- Use of diesel fuel with sulfur content less than 0.10% (1000 ppm) is strongly recommended.
- Use of diesel fuel with sulfur content 0.10% (1000 ppm) to 0.50% (5000 ppm) may result in REDUCED oil and filter change intervals as shown in the table.
- BEFORE using diesel fuel with sulfur content greater than 0.50% (5000 ppm), contact your John Deere dealer.

- DO NOT use diesel fuel with sulfur content greater than 1.00% (10 000 ppm).

**Oil types** (premium or standard) in the table include:

- “Premium Oils” include John Deere PLUS-50™, ACEA E7, or ACEA E6 oils.
- “Standard Oils” include John Deere TORQ-GARD SUPREME™, API CI-4 PLUS, API CI-4, ACEA E5, or ACEA E4 oils.

Use of lower specification oils in U.S. Tier 3 and EU Stage III A engines may result in premature engine failure. The 500 hour extended oil and filter change interval is allowed if the following conditions are met:

- Engine with an extended drain interval oil pan
- Use of diesel fuel with sulfur content less than 0.20% (2000 ppm)
- Use of premium oil John Deere PLUS-50, ACEA E7 or ACEA E6 and approved John Deere oil filter

	U.S. Tier 3 and EU Stage III A - PowerTechPlus™				U.S. Tier 3 and EU Stage III A - PowerTech™		
	Oil Pan Size (L/kW)				Oil Pan Size (L/kW)		
Oil pan Capacity	Greater than or equal to 0.10	Greater than or equal to 0.12	Greater than or equal to 0.14	Greater than or equal to 0.22	Greater than or equal to 0.10	Greater than or equal to 0.12	Greater than or equal to 0.14
<b>Fuel Sulfur</b>	Less than 0.10% (1000 ppm)				Less than 0.10% (1000 ppm)		
Standard Oil	250 hours	250 hours	250 hours	250 hours	250 hours	250 hours	250 hours
Premium Oil	375 hours	500 hours	500 hours	500 hours	375 hours	500 hours	500 hours
<b>Fuel Sulfur</b>	0.10 to 0.20% (1000 to 2000 ppm)				0.10 to 0.20% (1000 to 2000 ppm)		
Standard Oil	200 hours	200 hours	250 hours	250 hours	200 hours	200 hours	250 hours
Premium Oil	300 hours	300 hours	500 hours	500 hours	300 hours	400 hours	500 hours
<b>Fuel Sulfur</b>	0.20 to 0.50% (2000 to 5000 ppm)				0.20 to 0.50% (2000 to 5000 ppm)		
Standard Oil	150 hours	150 hours	200 hours	250 hours	150 hours	175 hours	250 hours
Premium Oil	250 hours	250 hours	300 hours	500 hours	275 hours	350 hours	500 hours
<b>Fuel Sulfur</b>	0.50% to 1.00% (5000 ppm to 10 000 ppm)				0.50% to 1.00% (5000 ppm to 10 000 ppm)		
Standard Oil	Contact John Deere Dealer (dealer refers to DTAC solutions)				125 hours	125 hours	125 hours
Premium Oil	Contact John Deere Dealer (dealer refers to DTAC solutions)				187 hours	250 hours	250 hours

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## Diesel Fuel

Consult your local fuel distributor for properties of the diesel fuel available in your area.

In general, diesel fuels are blended to satisfy the low temperature requirements of the geographical area in which they are marketed.

Diesel fuels specified to EN 590 or ASTM D975 are recommended.

### Required fuel properties

In all cases, the fuel shall meet the following properties:

**Cetane number of 45 minimum.** Cetane number greater than 50 is preferred, especially for temperatures below -20°C (-4°F) or elevations above 1500 m (5000 ft).

**Cold Filter Plugging Point (CFPP)** below the expected low temperature OR **Cloud Point** at least 5°C (9°F) below the expected low temperature.

**Fuel lubricity** should pass a minimum level of 3100 grams as measured by ASTM D6078 or maximum

scar diameter of 0.45 mm as measured by ASTM D6079 or ISO 12156-1.

### Sulfur content:

- Diesel fuel quality and fuel sulfur content must comply with all existing emissions regulations for the area in which the engine operates.
- Use of diesel fuel with sulfur content less than 0.10% (1000 ppm) is **STRONGLY** recommended.
- Use of diesel fuel with sulfur content 0.10% (1000 ppm to 0.50% (5000 ppm) may result in **REDUCED** oil and filter change intervals.
- **BEFORE** using diesel fuel with sulfur content greater than 0.50% (5000 ppm), contact your John Deere dealer.
- **DO NOT** use diesel fuel with sulfur content greater than 1.0%.

**IMPORTANT: Do not mix used diesel engine oil or any other type of lubricating oil with diesel fuel.**

**IMPORTANT: Improper fuel additive usage may cause damage on fuel injection equipment of diesel engines.**

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## Lubricity of Diesel Fuel

Most diesel fuels manufactured in the United States, Canada, and the European Union have adequate lubricity to ensure proper operation and durability of fuel injection system components. However, diesel fuels manufactured in some areas of the world may lack the necessary lubricity.

**IMPORTANT: Make sure the diesel fuel used in your machine demonstrates good lubricity characteristics.**

Fuel lubricity should pass a minimum load level of 3100 grams as measured by ASTM D6078 or a maximum scar diameter of 0.45 mm as measured by ASTM D6079 or ISO 12156-1.

If fuel of low or unknown lubricity is used, add John Deere **PREMIUM DIESEL FUEL CONDITIONER** (or equivalent) at the specified concentration.

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## Handling and Storing Diesel Fuel



**CAUTION:** Handle fuel carefully. Do not fill the fuel tank when engine is running.

**DO NOT smoke while you fill the fuel tank or service the fuel system.**

Fill the fuel tank at the end of each day's operation to prevent water condensation and freezing during cold weather.

Keep all storage tanks as full as practicable to minimize condensation.

Ensure that all fuel tank caps and covers are installed properly to prevent moisture from entering.

Monitor water content of the fuel regularly.

When using bio-diesel fuel, the fuel filter may require more frequent replacement due to premature plugging.

Check engine oil level daily prior to starting engine. A rising oil level may indicate fuel dilution of the engine oil.

**IMPORTANT:** The fuel tank is vented through the filler cap. If a new filler cap is required, always replace it with an original vented cap.

When fuel is stored for an extended period or if there is a slow turnover of fuel, add a fuel conditioner to stabilize the fuel and prevent water condensation. Contact your fuel supplier for recommendations.

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## Testing Diesel Fuel

DIESELSCAN™ is a John Deere fuel analysis program that can be used to monitor the quality of your fuel. The DIESELSCAN analysis verifies fuel type, cleanliness, water content, suitability for cold weather operation, and whether the fuel meets specifications.

Check with your John Deere dealer for availability of DIESELSCAN kits.

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## Diesel Engine Oil

Use oil viscosity based on the expected air temperature range during the period between oil changes.

### John Deere PLUS-50™ oil is preferred

Oils meeting one of the following specifications are also recommended:

- ACEA Oil Sequence E7
- ACEA Oil Sequence E6
- ACEA Oil Sequence E5
- ACEA Oil Sequence E4

Extended service intervals may apply when John Deere PLUS-50, ACEA E7, ACEA E6, ACEA E5, or ACEA E4 engine oils are used. Consult your John Deere dealer for more information.

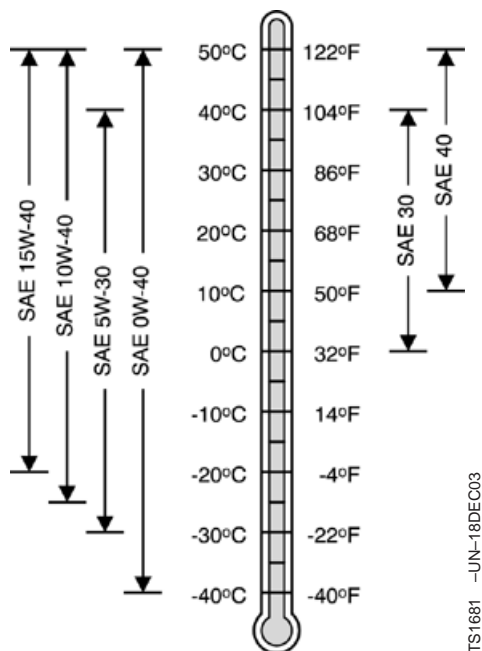
Other oils may be used if they meet one or more of the following:

- John Deere TORQ-GARD SUPREME™
- API Service Category CI-4 PLUS
- API Service Category CI-4
- API Service Category CH-4
- API Service Category CG-4
- API Service Category CF-4
- ACEA Oil Sequence E3
- ACEA Oil Sequence E2

If oils meeting API CG-4, API CF-4, or ACEA E2 are used, reduce the service interval by 50%.

### Multi-viscosity diesel engine oils are preferred.

Diesel fuel quality and fuel sulfur content must comply with all existing emissions regulations for the area in which the engine operates. If diesel fuel with sulfur content greater than 0.50% (5000 ppm) is used, reduce the service interval by 50%. DO NOT use diesel fuel with sulfur content greater than 1.00% (10 000 ppm).



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## Extended Diesel Engine Oil Service Intervals

When John Deere PLUS-50™, ACEA E7, ACEA E6, ACEA E5, or ACEA E4 oils are used with specified John Deere filter, the service interval for engine oil and filter changes may be increased by 50% but not to exceed a maximum of 500 hours.

If John Deere PLUS-50, ACEA E7, ACEA E6, ACEA E5, or ACEA E4 oils are used with other than the specified John Deere filter, change the engine oil and filter at the normal service interval.

If John Deere TORQ-GARD SUPREME™, API CI-4 PLUS, API CI-4, API CH-4, or ACEA E3 oils are used, change the engine oil and filter at the normal service interval.

If API CG-4, API CF-4, or ACEA E2 oils are used, change the engine oil and filter at 50% of the normal service interval.

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## Diesel Engine Break-In Oil

New engines are filled at the factory with John Deere ENGINE BREAK-IN OIL. During the break-in period, add John Deere ENGINE BREAK-IN OIL as needed to maintain the specified oil level.

Change the oil and filter after the first 100 hours of operation of a new or rebuilt engine.

After engine overhaul, fill the engine with John Deere ENGINE BREAK-IN OIL.

If John Deere ENGINE BREAK-IN OIL is not available, use a diesel engine oil meeting one of the following during the first 100 hours of operation:

- API Service Classification CE
- API Service Classification CD
- API Service Classification CC
- ACEA Oil Sequence E2

- ACEA Oil Sequence E1

After the break-in period, use John Deere PLUS-50™ or other diesel engine oil as recommended in this manual.

**IMPORTANT: Do not use PLUS-50 oil or engine oils meeting any of the following during the first 100 hours of operation of a new or rebuilt engine:**

API CI-4 PLUS	API CF
API CI-4	ACEA E7
API CH-4	ACEA E6
API CG-4	ACEA E5
API CF-4	ACEA E4
API CF-2	ACEA E3

**These oils will not allow the engine to break-in properly.**

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## Diesel Engine Oil

Use oil viscosity base on the expected air temperature range during the period between oil changes.

**John Deere PLUS-50™ oil is preferred.**

Oil meeting one of the following specifications are also recommended:

- ACEA Oil Sequence E7
- ACEA Oil Sequence E6
- ACEA Oil Sequence E5
- ACEA Oil Sequence E4

Extended service intervals may apply when John Deere PLUS-50™, ACEA E7, ACEA E6, ACEA E5, or ACEA E4 engine oils are used. Consult your John Deere dealer for more information.

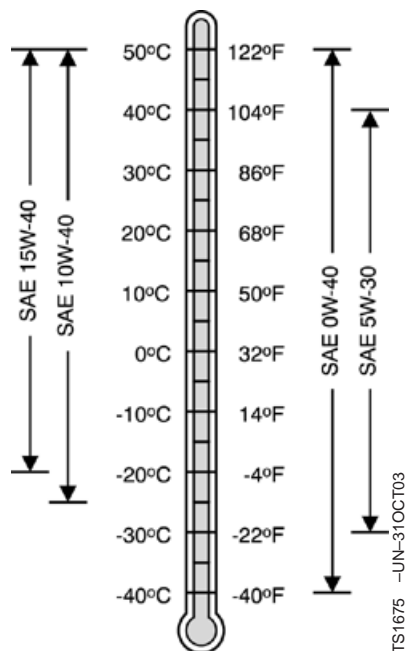
Other oils may be used if they meet one or more of the following:

- John Deere TORQ-GARD SUPREME™
- API Service Category CI-4 PLUS
- API Service Category CI-4
- API Service Category CH-4
- ACEA Oil Sequence E3

**Multi-viscosity diesel engine oils are preferred.**

Diesel fuel quality and fuel sulfur content must comply with all existing emissions regulations for the area in which the engine operates.

DO NOT use diesel fuel with sulfur content greater than 1.0% (10 000 ppm).



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## Bio-Diesel Fuel

Consult your local fuel distributor for properties of the bio-diesel fuel available in your area.

Bio-diesel fuels may be used **ONLY** if the bio-diesel fuel properties meet the latest edition of ASTM D6751, EN 14214, or equivalent specification.

It is recommended to purchase bio-diesel fuel blended with B100 from a BQ-9000 Accredited Producer or a BQ-9000 Certified Marketer as recommended by the National Bio-diesel Board.

The maximum allowable bio-diesel concentration is a 5% blend (also known as B5) in petroleum diesel fuel. It has been found that bio-diesel fuels may improve lubricity in concentrations up to this 5% blend.

When using a blend of bio-diesel fuel, the engine oil level must be checked daily when the air temperature is  $-10^{\circ}\text{C}$  ( $14^{\circ}\text{F}$ ) or lower. If oil becomes diluted with fuel, shorten oil change intervals accordingly.

**IMPORTANT: Raw pressed vegetable oils are NOT acceptable for use as fuel in any concentration in John Deere engines.**

**These oils do not burn completely, and will cause engine failure by**

**leaving deposits on injectors and in the combustion chamber.**

A major environmental benefit of bio-diesel fuel is its ability to biodegrade. This makes proper storage and handling of bio-diesel fuel especially important. Areas of concern include:

- Quality of new fuel
- Water content of the fuel
- Problems due to aging of the fuel

Potential problems resulting from deficiencies in the above areas when using bio-diesel fuel in concentrations above 5% may lead to the following symptoms:

- Power loss and deterioration of performance
- Fuel leakage
- Corrosion of fuel injection equipment
- Coked and/or blocked injector nozzles, resulting in engine misfire
- Filter plugging
- Lacquering and/or seizure of internal components
- Sludge and sediments
- Reduced service life of engine components

Consult your fuel supplier for additives to improve storage and performance of bio-diesel fuels.

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## Diesel Engine Coolant

The engine cooling system is filled to provide year-round protection against corrosion and cylinder liner pitting, and winter freeze protection to -37°C (-34°F). If protection at lower temperatures is required, consult your John Deere dealer for recommendations.

### John Deere COOL-GARD™ Prediluted Coolant is preferred for service.

John Deere COOL-GARD Prediluted Coolant is available in a concentration of either 50% ethylene glycol or 55% propylene glycol.

### Additional recommended coolants

The following engine coolant is also recommended:

- John Deere COOL-GARD Coolant Concentrate in a 40% to 60% mixture of concentrate with quality water.

John Deere COOL-GARD coolants do not require use of supplemental coolant additives, except for periodic replenishment of additives during the drain interval.

### Other fully formulated coolants

Other fully formulated low silicate ethylene or propylene glycol base coolants for heavy-duty engines may be used if they meet one of the following specifications:

- ASTM D6210 prediluted (50%) coolant
- ASTM D6210 coolant concentrate in a 40% to 60% mixture of concentrate with quality water

Coolants meeting ASTM D6210 do not require use of supplemental coolant additives, except for periodic replenishment of additives during the drain interval.

### Coolants requiring supplemental coolant additives

Other low silicate ethylene glycol base coolants for heavy-duty engines may also be used if they meet one of the following specifications:

- ASTM D4985 ethylene glycol base prediluted (50%) coolant
- ASTM D4985 ethylene glycol base coolant concentrate in a 40% to 60% mixture of concentrate with quality water

Coolants meeting ASTM D4985 require an initial charge of supplemental coolant additives, formulated for protection of heavy duty diesel engines against corrosion and cylinder liner erosion and pitting. They also require periodic replenishment of additives during the drain interval.

### Other coolants

It is possible that neither John Deere COOL-GARD nor coolants meeting one of the coolant standards listed above is available in the geographical area where service is performed. If these coolants are unavailable, use a coolant concentrate or prediluted coolant with a quality additive package that provides cylinder liner cavitation protection and protects the cooling system metals (cast iron, aluminum alloys, and copper alloys such as brass) from corrosion.

The additive package must be part of one of the following coolant mixtures:

- ethylene glycol or propylene glycol base prediluted (40% to 60%) coolant
- ethylene glycol or propylene glycol base coolant concentrate in a 40% to 60% mixture of concentrate with quality water

### Water quality

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Water quality is important to the performance of the cooling system. Distilled, deionized, or demineralized water is recommended for mixing with ethylene glycol and propylene glycol base engine coolant concentrate.

**IMPORTANT: Do not mix ethylene glycol and propylene glycol base coolants.**

**IMPORTANT: Do not use cooling system sealing additives or antifreeze that contains sealing additives.**

DX,COOL3 -19-27OCT05-2/2

# Section 02

## Repair and Adjustments

### Contents

02

	Page		Page
<b>Group 090—Electronic Fuel System Repair and Adjustments</b>			
Fuel System - General Information . . . . .	02-090-1	Remove and Install Pump Position Sensor . . .	02-110-8
Relieve Fuel System Pressure . . . . .	02-090-1	Remove and Install Water in Fuel (WIF) Sensor . . . . .	02-110-9
Remove and Install Pre-Filter/Water Bowl Base . . . . .	02-090-2	Remove and Install Glow Plugs . . . . .	02-110-9
Replace Pre-Filter Element . . . . .	02-090-4	Connectors . . . . .	02-110-10
Remove and Install Final Fuel Filter/Water Bowl Base . . . . .	02-090-5	Connector Repair . . . . .	02-110-10
Replace Final Fuel Filter Element . . . . .	02-090-7	Repair WEATHERPACK™ Connector . . . . .	02-110-11
Remove Fuel Transfer Pump . . . . .	02-090-8	TYCO-AMP Super Seal Connectors . . . . .	02-110-13
Install Fuel Transfer Pump . . . . .	02-090-9	Repair Cinch Flex Box Connector . . . . .	02-110-20
Remove and Install High Pressure Fuel Pump . . . . .	02-090-10	Remove Blade Terminals from Connector Body . . . . .	02-110-27
Remove and Install High Pressure Fuel Pump Inlet Filter . . . . .	02-090-12	METRI-PACK™(Push Type) . . . . .	02-110-28
Remove and Install High Pressure Common Rail . . . . .	02-090-13	Repair DEUTSCH™ Connectors . . . . .	02-110-31
Remove and Install Flow Dampers . . . . .	02-090-15	Repair AMP Connector . . . . .	02-110-34
Remove and Install Pressure Limiter . . . . .	02-090-17	Repair SUMITOMO™ Connectors . . . . .	02-110-36
Remove Electronic Injectors (EIs) . . . . .	02-090-19	Repair YAZAKI™ Connectors . . . . .	02-110-38
Clean Electronic Injector (EI) Bore . . . . .	02-090-20		
Clean Electronic Injector (EI) Orifice . . . . .	02-090-20		
Clean Electronic Injector (EI) Body . . . . .	02-090-20		
Inspect Electronic Injector (EI) Body . . . . .	02-090-20		
Install Electronic Injectors (EIs) . . . . .	02-090-21		
Remove and Install Leak-off Lines . . . . .	02-090-24		
<b>Group 110—Electronic Engine Control Repair and Adjustment</b>			
Engine Control Unit (ECU) Maintenance . . . . .	02-110-1		
Fuel System Sensors . . . . .	02-110-2		
Remove and Install Engine Coolant Temperature (ECT) Sensor . . . . .	02-110-2		
Remove and Install Fuel Temperature Sensor . . . . .	02-110-3		
Remove and Install Manifold Air Temperature Sensor . . . . .	02-110-3		
Remove and Install Oil Pressure Sensor . . . . .	02-110-4		
Remove and Install Fuel Rail Pressure Sensor . . . . .	02-110-5		
Remove and Install Fuel Transfer Pump Pressure Sensor . . . . .	02-110-6		
Remove and Install Manifold Air Pressure (MAP) Sensor . . . . .	02-110-7		
Remove and Install Crank Position Sensor . . .	02-110-8		



## Fuel System - General Information

The Level 14 Engine Control Unit (ECU) is used to control the High Pressure Common Rail (HPCR) fuel system. The HPCR fuel system includes the high pressure fuel pump, high pressure common rail, and electronic injectors.

The electronic injectors can not be serviced. If any part of the component fails, the entire injector must be replaced.

Electronic injectors cannot be tested for opening pressure, as they are controlled electronically.

When servicing injectors it is important to complete the injector calibration procedure. Each injector has a specific calibration and this information can be obtained by scanning the bar code on the service injector box and downloading the injector information from the John Deere Custom Performance™ web site. An alternative is to enter the injector serial number, part number, and QR code listed on the injector. If the ECU is not programmed with the correct information for each injector and the correct cylinder that it is in then engine performance and emissions will be affected.

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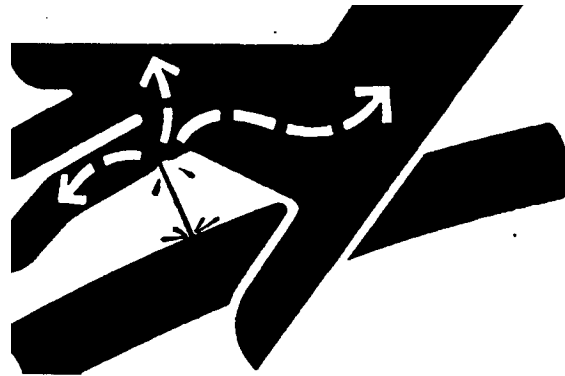
## Relieve Fuel System Pressure



**CAUTION:** Escaping diesel fuel under pressure can have sufficient force to penetrate the skin, causing serious injury. Before disconnecting lines, be sure to relieve pressure. Before applying pressure to the system, be sure ALL connections are tight and lines, pipes and hoses are not damaged. Keep hands and body away from pinholes and nozzles which eject fluid under pressure. Use a piece of cardboard or wood, rather than hands, to search for suspected leaks.

If ANY fluid is injected into the skin, it must be surgically removed within a few hours by a doctor familiar with this type injury or gangrene may result. Doctors unfamiliar with this type of injury may call the Deere & Company Medical Department in Moline, Illinois, or other knowledgeable medical source.

Any time the fuel system has been opened up for service (lines disconnected or filters removed), it will be necessary to bleed air from the system. See BLEED THE FUEL SYSTEM in Section 04, Group 150 in this manual.



High Pressure Fluids

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## Remove and Install Pre-Filter/Water Bowl Base

**NOTE:** Water bowl attachments are an optional component for pre-filters.

1. Thoroughly clean pre-filter/water bowl assembly and surrounding area to keep from getting dirt and debris into fuel system.
2. Connect a fuel line to filter drain (if equipped) on bottom of filter and drain all fuel from the system.
3. Remove pre-filter element (A) and water bowl (B).

**NOTE:** Fuel lines may be connected to different inlet and outlet ports depending on engine application.

4. Disconnect fuel lines from fuel inlet (C) and fuel outlet (D).
5. If applicable, disconnect fuel transfer pump connector and water in fuel sensor connector.
6. Remove filter base cap screws (E) and pre-filter base (F).

**NOTE:** Mounting bracket does not need to be removed.

7. Replace parts as necessary.

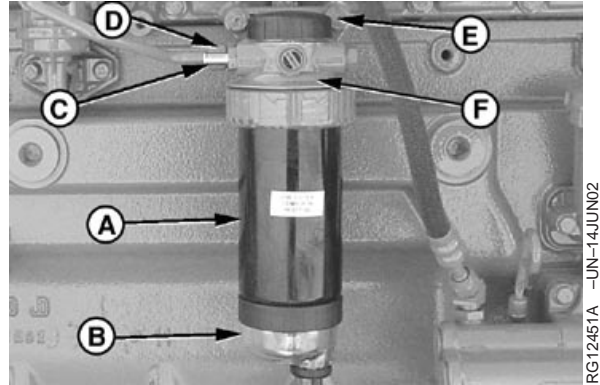
**NOTE:** The specifications below refer to OEM engines ONLY. For other applications, see Vehicle Manual for pre-filter specifications.

8. If mounting bracket is removed, install on engine. Install filter base on mounting bracket. Tighten cap screws to specification.

### Specification

Pre-filter Mounting	
Bracket-to-Cylinder Head Cap	
Screws—Torque .....	73 N•m (53.8 lb-ft)
Pre-filter Fuel Filter	
Base-to-Bracket Cap Screws—	
Torque .....	50 N•m (36.9 lb-ft)

9. Install water bowl and pre-filter element. See REPLACE PRE-FILTER ELEMENT later in this Group.



Pre-filter (OEM engines)

- A—Pre-filter Element
- B—Water Bowl
- C—Fuel Inlet
- D—Fuel Outlet
- E—Pre-filter Base Capscrews (one on opposite side)
- F—Pre-filter Base

10. Connect fuel lines to fuel inlet and fuel outlet and tighten to specification.

**Specification**

Pre-filter Fuel Filter Inlet Line—  
Torque ..... 9 N•m (6.6 lb-ft)  
Pre-filter Outlet Line—Torque ..... 9 N•m (6.6 lb-ft)

11. Bleed the fuel system. See BLEED THE FUEL SYSTEM in Section 04, Group 150 later in this manual.

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## Replace Pre-Filter Element

**NOTE:** Refer to operator's manual for proper servicing and (hourly) replacement intervals.

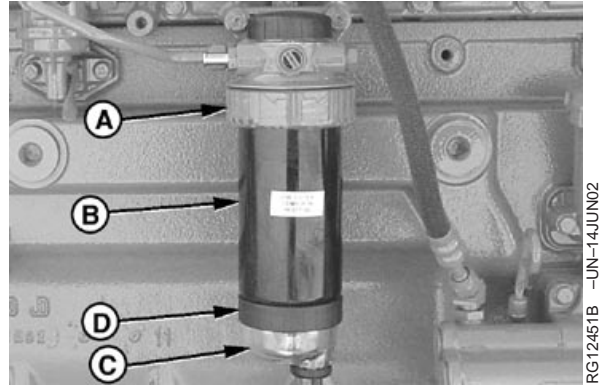
1. Thoroughly clean fuel filter/water bowl assembly and surrounding area, if not previously done.
2. Connect a fuel line to filter drain adapter and drain all fuel from filter/water bowl.

**NOTE:** Lifting up on retaining ring (A) as it is rotated helps to get it past raised locators.

3. Firmly grasp the retaining ring and loosen it 1/4 turn. Remove retaining ring with filter element (B) and water bowl (C) (if equipped).
4. Inspect filter mounting base for cleanliness. Clean as required.
5. Remove water bowl, if equipped. Drain and clean bowl. Dry with compressed air.
6. Install water bowl, if equipped, onto new filter element. Tighten adapter (D) securely.
7. Thoroughly inspect filter base seal ring. Replace as needed.

**NOTE:** The fuel filter must be indexed properly and the key on canister must be oriented in slot of mounting base for correct installation.

8. Install new filter element onto mounting base and position element using a slight rocking motion. Be sure element is properly indexed on mounting base.
9. Install retaining ring onto mounting base and tighten about 1/3 turn until ring "snaps" into the detent. DO NOT overtighten the retaining ring.
10. Bleed fuel system. See BLEED THE FUEL SYSTEM in Section 04, Group 150 later in this manual.
11. If applicable, connect water in fuel sensor connector.



Pre-filter (OEM engines)

A—Retaining Ring  
B—Pre-filter Element  
C—Water Bowl  
D—Adapter



## Remove and Install Final Fuel Filter/Water Bowl Base

**NOTE:** Refer to operator's manual for proper servicing and (hourly) replacement intervals.

*Final fuel filters can be equipped with a water bowl and/or hand primer on machines equipped with only one filter.*

Final fuel filter may be equipped with a water bowl.

1. Thoroughly clean fuel filter/water bowl assembly and surrounding area to keep from getting dirt and debris into fuel system.
2. Connect a fuel line to filter drain and drain all fuel from system.
3. Remove final fuel filter element (A). See REPLACE FINAL FUEL FILTER ELEMENT later in this Group.

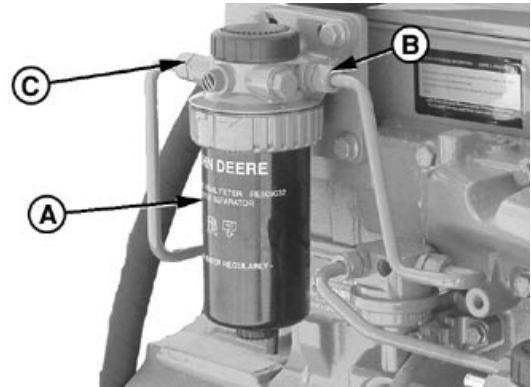
**NOTE:** Fuel lines may be connected to different filter inlet and outlet ports depending on engine application.

4. Disconnect fuel lines from fuel inlet (B), air bleed valve fitting (D) (if applicable), and fuel outlet (C).
5. Remove cap screws and final fuel filter base. Remove final filter.
6. Replace parts as necessary.
7. Install filter base on engine cylinder head. Tighten cap screws to specifications.

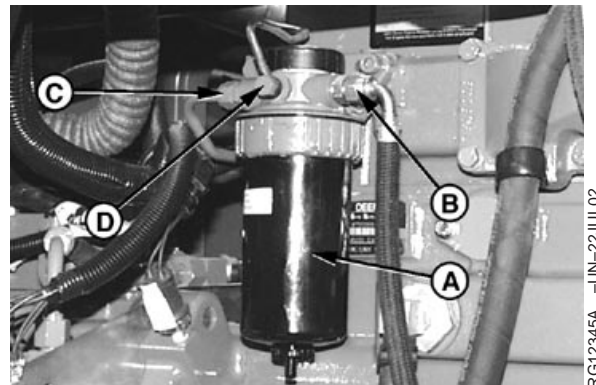
### Specification

Final Fuel Filter	
Base-to-Bracket—Torque.....	50 N•m (36.9 lb-ft)
Final Fuel Filter Bracket to	
Cylinder Head—Torque.....	73 N•m (53.4 lb-ft)

8. Install water bowl and fuel filter element. See REPLACE FINAL FUEL FILTER ELEMENT later in this Group.
9. Connect fuel lines to fuel inlet, air bleed valve banjo fitting (if applicable), and fuel outlet and tighten to specification.



Final Fuel Filter (OEM engines)



Final Fuel Filter (Combine engines)



Final Fuel Filter (6020 Tractor engines)

- A—Final Fuel Filter Element
- B—Fuel Inlet
- C—Fuel Outlet
- D—Air Bleed Valve Fitting

**Specification**

Final Fuel Filter Inlet Line—  
Torque ..... 9 N•m (6.6 lb-ft)  
Final Fuel Filter Outlet Line—  
Torque ..... 9 N•m (6.6 lb-ft)

10. Bleed the fuel system. See BLEED THE FUEL SYSTEM in Section 04, Group 150 later in this manual.

RG41183,00000CC -19-01APR05-2/2

## Replace Final Fuel Filter Element

**NOTE:** Refer to operator's manual for proper servicing and (hourly) replacement intervals.

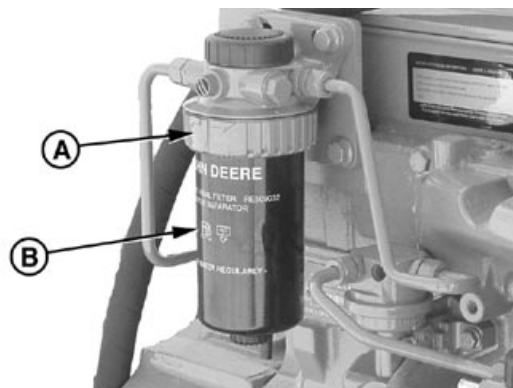
1. Thoroughly clean fuel filter/water bowl assembly and surrounding area, if not previously done.
2. Connect a fuel line to filter drain adapter and drain all fuel from filter/water bowl.

**NOTE:** Lifting up on retaining ring (A) as it is rotated helps to get it past raised locators.

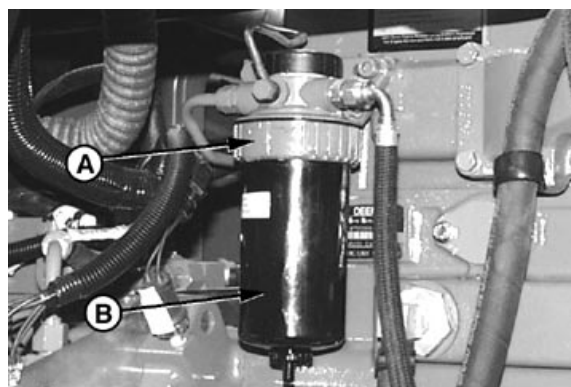
3. Firmly grasp the retaining ring and loosen it 1/4 turn. Remove retaining ring with filter element (B) and water bowl (if equipped).
4. Inspect filter mounting base for cleanliness. Clean as required.
5. Remove water bowl, if equipped. Drain and clean bowl. Dry with compressed air.
6. Install water bowl, if equipped, onto new filter element.
7. Thoroughly inspect filter base seal ring. Replace as needed.

**NOTE:** The fuel filter must be indexed properly and the key on canister must be oriented in slot of mounting base for correct installation.

8. Install new filter element onto mounting base and position element using a slight rocking motion. Be sure element is properly indexed on mounting base.
9. Install retaining ring onto mounting base and tighten about 1/3 turn until ring "snaps" into the detent. DO NOT overtighten the retaining ring.
10. Bleed fuel system. See BLEED THE FUEL SYSTEM in Section 04, Group 150 later in this manual.
11. If applicable, connect water in fuel sensor connector.



Final Fuel Filter (OEM engines)



Final Fuel Filter (Combine engines)



Final Fuel Filter (6020 Tractor engines)

A—Retaining Ring  
B—Final Fuel Filter Element

## Remove Fuel Transfer Pump

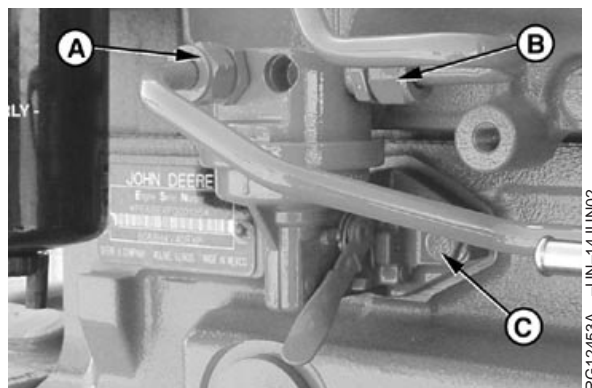
**IMPORTANT:** A backup wrench must always be used when disconnecting fittings or fuel lines from supply pump to avoid damage to fittings.

1. Disconnect fuel inlet line (A) and outlet line (B) and cap connections on fuel transfer pump and fuel lines to keep debris out of fuel system.
2. Remove cap screws (C) and remove fuel transfer pump assembly from cylinder block.

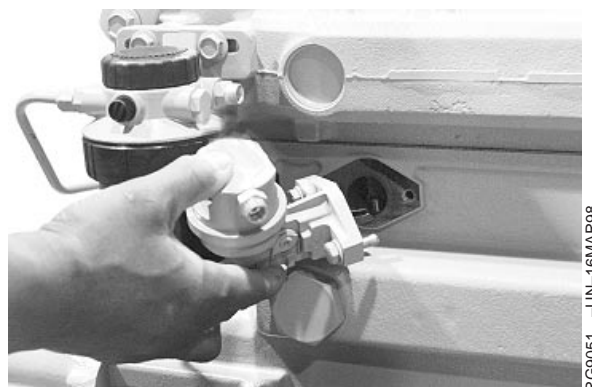
**NOTE:** The fuel transfer pump is driven by a push rod (D) that rides on an eccentric camshaft lobe. The cylinder head must be removed to remove this push rod.

3. Cover opening on cylinder block to prevent dirt from entering the engine.
4. Inspect face of pump lever for wear. If lever face is worn flat or concave, replace pump.

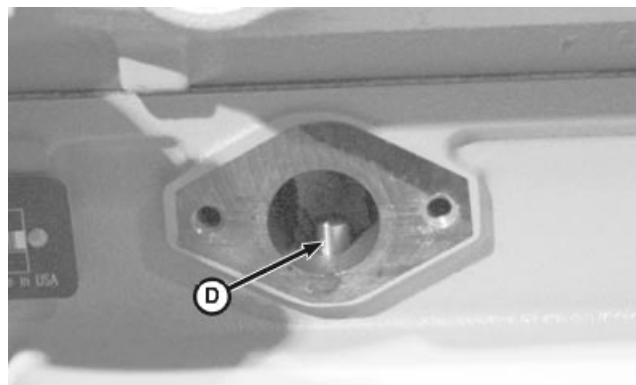
A—Transfer Pump Inlet from Pre-Filter  
 B—Transfer Pump Outlet to Final Fuel Filter  
 C—Cap Screws  
 D—Push Rod



Mechanical Fuel Transfer Pump Supply Lines



Remove Mechanical Fuel Transfer Pump



Mechanical Fuel Transfer Pump Push Rod

RG41183,00000CF -19-01APR05-1/1

## Install Fuel Transfer Pump

**IMPORTANT:** Apply LOCTITE 242 to threads of supply pump mounting cap screws (C) and fuel line fittings when reinstalling supply pump. **DO NOT** allow sealant to get into fuel system.

1. Install the fuel transfer pump to cylinder block with pumping lever resting on top of push rod, using a new O-ring. Tighten cap screws (C) to specifications.

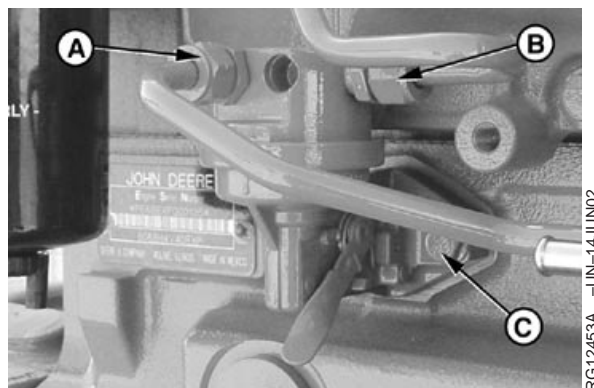
### Specification

Fuel Transfer Pump Cap

Screws—Torque..... 30 N•m (22 lb-ft)

**IMPORTANT:** Always use a backup wrench when installing fittings and/or fuel lines onto supply pump to avoid damage to fittings.

2. Connect supply pump inlet line (A) and outlet line (B) and tighten securely.
3. Bleed the fuel system. See BLEED THE FUEL SYSTEM later in this Group.



*Fuel Transfer Pump Lines*

A—Fuel Transfer Pump Inlet from Pre-filter  
B—Fuel Transfer Pump Outlet to Final Fuel Filter  
C—Cap Screws

RG41183,00000D0 -19-01APR05-1/1

02  
090  
9



## Remove and Install High Pressure Fuel Pump

### Remove High Pressure Fuel Pump

1. Rotate engine with JDG820 Flywheel Turning Tool until JDE81-4 Timing Pin engages timing hole in flywheel. Engine should be at No.1 "TDC-Compression".
2. Verify engine is at No.1 "TDC-Compression". Remove screw (A) for window on injection pump gear. A marked line on the gear (B) should be visible through the window.

**NOTE:** If line is not visible, engine may be at No. 6 "TDC-Compression". Rotate engine one full revolution in running direction until JDE81-4 Timing Pin engages in flywheel again.

3. Remove high pressure fuel lines (C).
4. Remove fuel leak-off lines at top of tee intersection the high pressure fuel pump, regulating valve, and leak-off line meet to return to tank (D).
5. Disconnect low pressure fuel supply line from the fuel supply inlet (E) on the high pressure fuel pump.
6. Remove 3 capscrews (F) from fuel pump adapter plate
7. Carefully remove high pressure fuel pump from front cover.

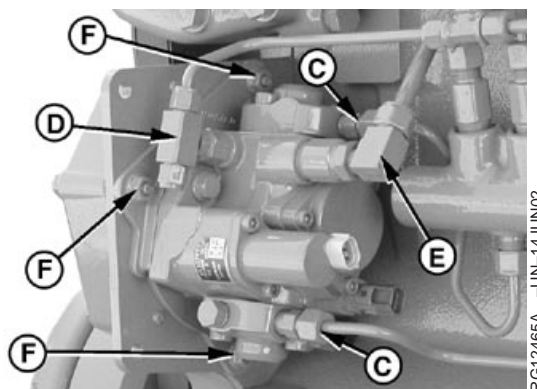
A—High Pressure Pump Gear Window Screw  
 B—High Pressure Pump Gear Timing Mark  
 C—High Pressure Fuel Outlets  
 D—Leak-Off Line Connection T-Fitting At Pump  
 E—Fuel Supply Inlet  
 F—Adapter Plate Capscrews



High pressure pump window screw



High pressure pump gear timing mark



High pressure pump

Continued on next page

RG41183,00000D1 -19-01APR05-1/3

**Install High Pressure Fuel Pump**

1. If gear has been removed, remove oily residues from pump driveshaft and torque high pressure pump gear nut (A) to pump driveshaft using specification below.

**Specification**

High Pressure Pump Gear Nut—

Torque ..... 68 N•m (50.1 lb-ft)

2. If adapter plate (F) has been removed from high pressure pump, torque the pump to the adapter plate using the specification below.

**Specification**

High Pressure Pump to Adapter

Plate—Torque..... 40 N•m (29.5 lb-ft)

3. Install high pressure pump. Align timing mark (B) on pump gear in window. Once mark is vertical with respect to pump, torque adapter plate cap screws to specification.

**Specification**

Adapter Plate to Front Cover—

Torque ..... 40 N•m (29.5 lb-ft)

4. Install high pressure fuel lines (C) between High Pressure Common Rail and High Pressure Pump. Torque fittings to specification.

**Specification**

High Pressure Fuel Lines -

Injection Pump Fitting—Torque..... 27 N•m (19.9 lb-ft)

High Pressure Fuel Lines - High

Pressure Common Rail Fitting—

Torque ..... 27 N•m (19.9 lb-ft)

5. Install high pressure fuel pump leak off line (D). Torque to specification.

**Specification**

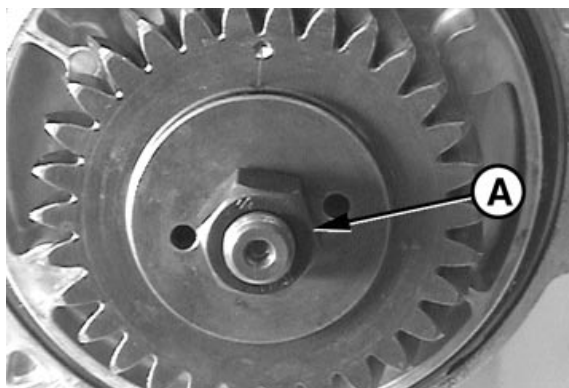
High Pressure Fuel Pump

Leak-off Line Fitting—Torque..... 6 N•m (4.4 lb-ft)

6. Install fuel supply line (E). Torque to specification.

**Specification**

Fuel Supply Line Fitting—Torque ..... 9 N•m (6.6 lb-ft)



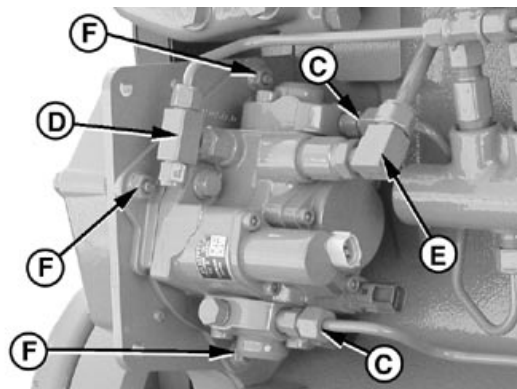
RG12460A -UN-14JUN02

High Pressure Pump Gear



RG12463A -UN-14JUN02

High pressure pump gear timing mark



RG12465A -UN-14JUN02

High Pressure Pump

- A—High Pressure Pump Gear Nut  
 B—High Pressure Pump Gear Timing Mark  
 C—High Pressure Fuel Lines  
 D—High Pressure Fuel Pump Leak Off Connector  
 E—Fuel Supply Line  
 F—Adapter Plate

Continued on next page

RG41183,00000D1 -19-01APR05-2/3

7. Bleed the fuel system. See BLEED THE FUEL SYSTEM in Section 04, Group 150 later in this manual.

RG41183,00000D1 -19-01APR05-3/3

## Remove and Install High Pressure Fuel Pump Inlet Filter

1. Remove high pressure fuel pump from engine. See REMOVE AND INSTALL HIGH PRESSURE FUEL PUMP from Section 02, Group 090 of this manual.
2. Cap delivery valve holders on pump to prevent entry of foreign material.
3. Clean housing surface around inlet filter plug.
4. Remove inlet filter plug (A) and filter using a hexagonal wrench.

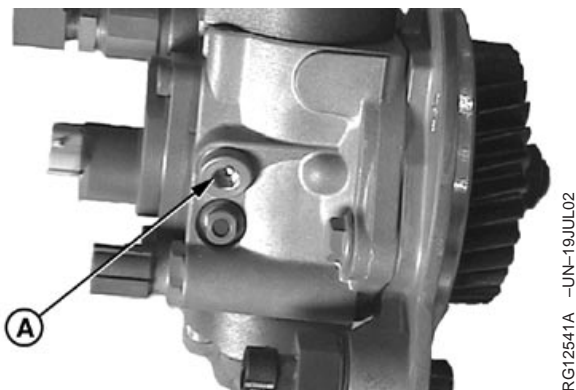
**NOTE:** Keep foreign material free from replacement components.

5. Install new filter, o-ring, plug, and gasket. Tighten plug to specification.

### Specification

High Pressure Fuel Pump Inlet  
Filter Plug—Torque ..... 18 N•m (13.3 lb-ft)

6. Install high pressure fuel pump. See REMOVE AND INSTALL HIGH PRESSURE FUEL PUMP in Section 02, Group 090 of this manual.



RG12541A -UN-19JUL02

A—High Pressure Fuel Pump Inlet Filter Plug

RG41183,00000D2 -19-01APR05-1/1



## Remove and Install High Pressure Common Rail

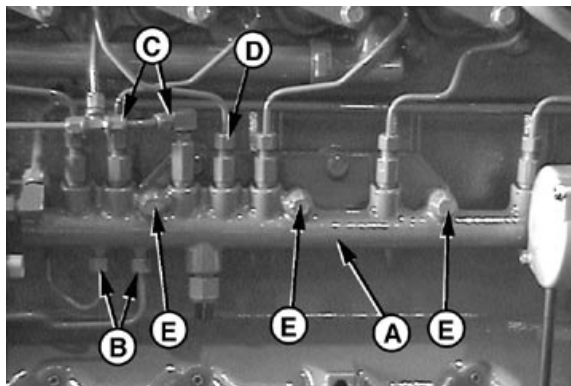
### Remove High Pressure Common Rail

**CAUTION:** Let the engine sit for 5 minutes to allow rail pressure to lower. Be careful of hot turbocharger when disconnecting leak-off and injector delivery lines.

1. Disconnect HPCR leak-off line fitting (C) above the pressure regulating valve.
2. Remove high pressure rail fuel inlet lines (B)
3. Remove HPCR delivery lines (D) to the Electronic Injectors (EIs).

**NOTE:** It might be helpful to number the lines per cylinder for easier installation.

4. Remove HPCR (A) after HPCR cap screws (E) are removed from HPCR bracket.



A—High Pressure Common Rail (HPCR)  
B—High Pressure Rail Fuel Inlet Lines  
C—HPCR Leak-off Line Fitting  
D—HPCR Delivery Line Fitting  
E—HPCR Capscrew

Continued on next page

RG41183,00000D3 -19-01APR05-1/2

02  
090  
13

**Install High Pressure Common Rail (HPCR)**

1. If HPCR bracket was removed from engine, torque cap screws to specification.

**Specification**

High Pressure Common Rail  
Bracket to Engine—Torque..... 52 N•m (38.4 lb-ft)

2. Install HPCR (A). Torque HPCR cap screws (E) to specification.

**Specification**

High Pressure Common Rail to  
Bracket—Torque..... 52 N•m (38.4 lb-ft)

3. Install HPCR delivery lines (D). Torque fittings to specification.

**Specification**

High Pressure Common Rail -  
Delivery Lines to Electronic  
Injectors—Torque..... 27 N•m (19.9 lb-ft)

4. Install high pressure rail fuel inlet lines (B). Torque fittings to specification.

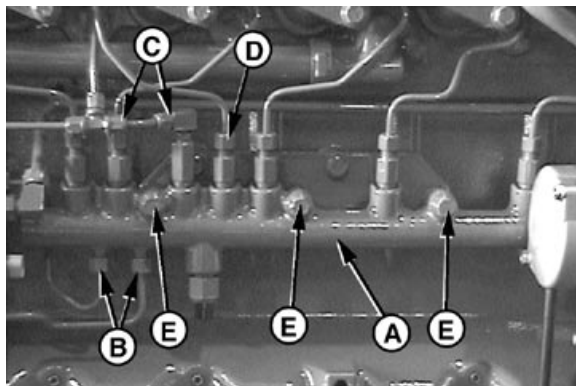
**Specification**

High Pressure Common Rail -  
Fuel Inlet Lines—Torque..... 27 N•m (20 lb-ft)  
High Pressure Pump - Fuel Outlet  
Lines—Torque..... 27 N•m (20 lb-ft)

5. Install HPCR leak-off line fittings (C). Torque fitting to specification.

**Specification**

High Pressure Common Rail  
Leak-off Line Fitting—Torque..... 6 N•m (4.4 lb-ft)



A—High Pressure Common Rail (HPCR)  
B—High Pressure Rail Fuel Inlet Line Fitting  
C—HPCR Leak-off Line Fitting  
D—HPCR Delivery Line Fitting  
E—HPCR Capscrew

RG12459A -UN-18JUN02

RG41183,00000D3 -19-01APR05-2/2

## Remove and Install Flow Dampers

### Remove Flow Dampers

**CAUTION:** Fuel in the high pressure common rail is under extremely high pressure. Relieve pressure before opening rail.

1. Before removing flow damper, turn engine OFF and let sit for 5 minutes. This will relieve fuel pressure from the High Pressure Common Rail.

**IMPORTANT:** If any dirt, paint chips, or debris enters the fuel system, injector failure will occur!

2. Thoroughly clean all fuel lines, fittings, components, and chamfered area around the faulty flow damper.
3. Remove clamp that secures fuel line to faulty flow damper.

**IMPORTANT:** Only remove fuel line connected to the faulty flow damper.

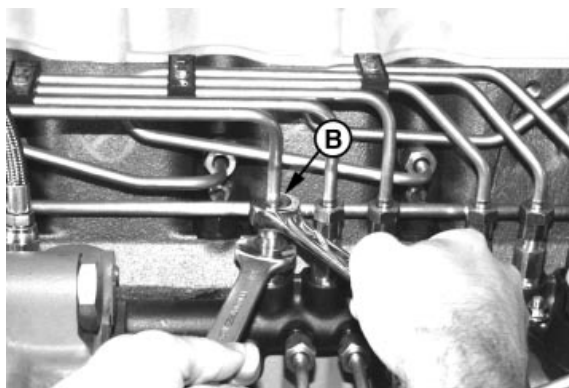
4. Using a backup wrench on flow damper, loosen fuel line fitting (A) from the faulty flow damper.

**IMPORTANT:** Do NOT bend or force lines out of the way.

5. Loosen fuel line fitting on EI inlet connector. The line does not need to be removed.
6. Remove flow damper keeping internal components together (B).

**IMPORTANT:** Make sure magnet is clean before using.

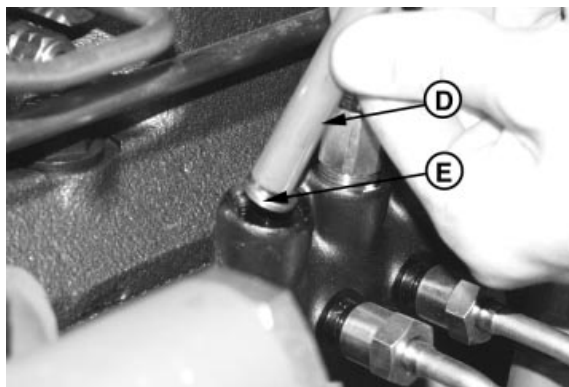
7. Remove orifice plate (D) from inside flow damper bore on high pressure common rail using a magnet (C).
8. Replace complete flow damper as an assembly.



Fuel Fitting



Flow Damper Internal Components



Removing Orifice Plate

A—Fuel Fitting  
B—Internal Components  
C—Magnet  
D—Orifice Plate

Continued on next page

RG41183.00000D4 -19-01APR05-1/2

**Install Flow Dampers**

1. Insert new orifice plate (A) inside bore on high pressure common rail.
2. Holding spring (C) and piston (B) inside flow damper body (D), install new flow damper on high pressure common rail. Tighten flow damper to specification.

**Specification**

Flow Damper—Torque ..... 176 N•m (130 lb-ft)

3. Connect high pressure injection line to High Pressure Common Rail using a backup wrench. Tighten to specification.

**Specification**

Fitting - High Pressure Injection

Line to High Pressure Common

Rail—Torque..... 27 N•m (20 lb-ft)

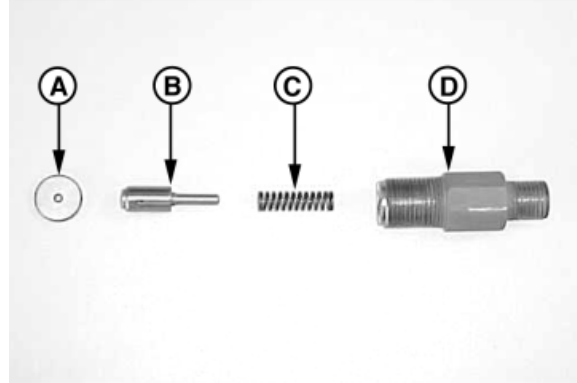
4. If other end of high pressure injection line was loosened or removed, install and tighten to specification.

**Specification**

High Pressure Rail Delivery Fuel

Line - Fitting at Side Feed Tube

Retaining Nut—Torque..... 27 N•m (20 lb-ft)



RG11845A -UN-31AUG01

*Flow Damper Exploded View*

A—Orifice Plate

B—Piston

C—Spring

D—Flow Damper Body

RG41183,00000D4 -19-01APR05-2/2

## Remove and Install Pressure Limiter

### Remove Pressure Limiter

**CAUTION:** Fuel in the high pressure common rail is under extremely high pressure. Do NOT start this procedure until the engine has been turned OFF for at least 5 minutes.

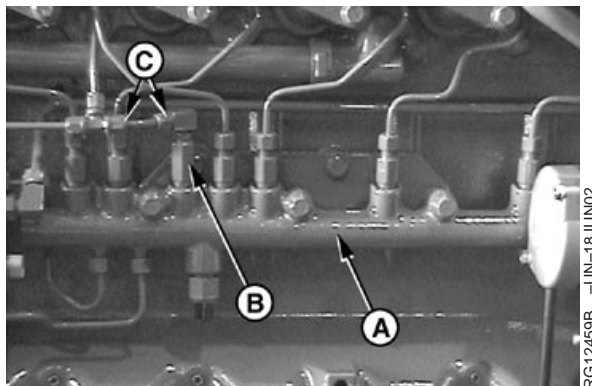
1. By letting the engine sit for at least 5 minutes, fuel pressure in the HPCR (A) will be relieved.

**IMPORTANT:** If any dirt, paint chips, or debris enters the fuel system, injector failure will occur!

2. Thoroughly clean all fuel lines, fittings, components, and chamfered area around the pressure limiter.
3. Disconnect HPCR leak-off line fitting (C) from pressure limiter (B) using a backup wrench on the pressure limiter. Remove leak-off line.

**IMPORTANT:** Clean magnet prior to removing pressure limiter.

4. Remove pressure limiter. The pressure limiter comes as an assembly. Due to the torque during installation, the crimp on the end of the assembly can come loose. When removing the pressure limiter check to see if the entire assembly is together. If not, use a clean magnet to remove the loose components from the bore on the HPCR. Make sure the ball valve does not fall into the rail.
5. Remove seal and replace with new seal. Do not reuse seals.



High Pressure Common Rail (HPCR)

A—High Pressure Common Rail (HPCR)  
B—High Pressure Limiter  
C—HPCR Leak-off Line Fitting

Continued on next page

RG41183,00000D5 -19-01APR05-1/2

**Install Pressure Limiter**

1. Install pressure limiter (B) into HPCR (A). Tighten to specification.

**Specification**

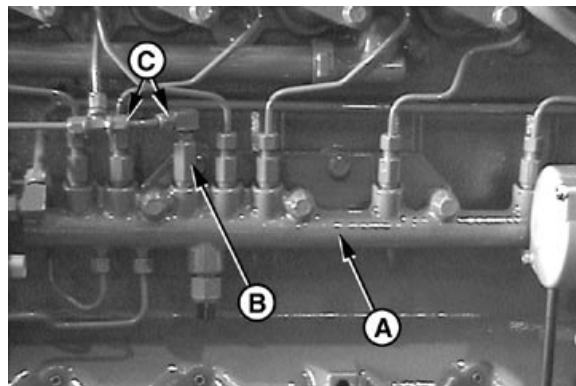
Pressure Limiter—Torque ..... 176.5 N•m (130 lb-ft)

2. Connect HPCR leak-off line fitting (D) to pressure limiter using a backup wrench. Tighten fitting to specification.

**Specification**

High Pressure Common Rail

Leak-off Line Fitting—Torque..... 6 N•m (11 lb-ft)



RG12459B -UN-18JUN02

*High Pressure Common Rail (HPCR)*

**A—High Pressure Common Rail (HPCR)**

**B—High Pressure Limiter**

**C—HPCR Leak-off Line**

RG41183,00000D5 -19-01APR05-2/2



## Remove Electronic Injectors (EIs)

1. Remove rocker arm cover with vent tube.

**NOTE:** Rocker arm cover gasket is reusable if no visible damage is detected. Do not store cover resting on gasket surface.

2. Disconnect High Pressure Common Rail (HPCR) delivery line (A) of the electronic injector (D) to be removed.
3. Remove wires from EI studs (F) of EI to be removed.
4. Loosen side feed tube retaining nut (B) and EI hold down clamp cap screw.
5. Remove side feed tube (C) and electronic injector hold down clamp (E)
6. Using the injector removal tool JDG1652A (G), remove EI from the cylinder head.

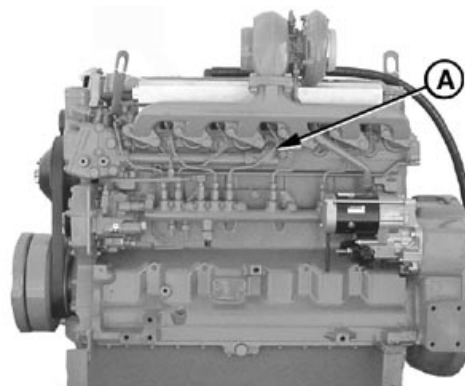
**IMPORTANT:** When removing the Electronic Injector (EI), do not twist the top of the EI. This will damage the EI solenoid.

7. Gripping EI body by hand, remove EI(s).

**IMPORTANT:** Immediately cover electronic injector bore using cap from JDG998 to prevent dirt from entering the fuel system when removing electronic injectors.

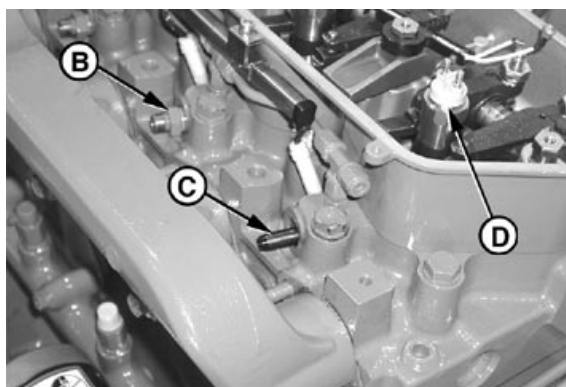
**IMPORTANT:** Injector needs to be stored in a clean location.

- A—HPCR Delivery Line
- B—Side Feed Tube Retaining Nut
- C—Side Feed Tube
- D—Electronic Injector (EI)
- E—EI Hold Down Clamp
- F—EI Stud
- G—EI Removal Tool (JDG1652A)



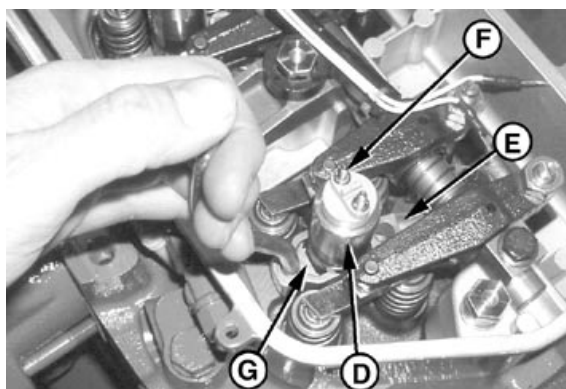
Remove Heat Shield and Rocker Arm Cover

RG12471B -UN-01APR05



Side Feed Tube Removal

RG12468B -UN-01APR05



Electronic Injector Removal

RG12469B -UN-01APR05

### Clean Electronic Injector (EI) Bore

1. Clean light deposits out of electronic injector bore using an electric drill and D17030BR Thread Cleaning brush.
2. Work brush up and down several times to clean bore.

RG40854,0000118 -19-03JUN02-1/1

### Clean Electronic Injector (EI) Orifice

Electronic injector orifice cannot be cleaned. If orifice is plugged, replace electronic injector.

RG40854,0000117 -19-03JUN02-1/1

### Clean Electronic Injector (EI) Body

**IMPORTANT: Never use a steel brush to clean electronic injectors. Steel brush may damage electronic injectors.**

1. Clean new or used electronic injectors by washing in diesel fuel.

2. If necessary, use a brass wire brush to remove carbon deposits.

RG40854,0000116 -19-03JUN02-1/1

### Inspect Electronic Injector (EI) Body

1. Inspect electronic injector body to see that it is not scratched or scored.
2. If electronic injector is scratched or scored, replace electronic injector.

RG40854,0000115 -19-03JUN02-1/1



## Install Electronic Injectors (EIs)

**IMPORTANT:** If any injectors are being replaced, make sure the injector calibration paper included with the new injector is completely filled out. This information is needed for calibrating the ECU for proper fueling to keep the engine running at maximum performance and within emission compliance.

**NOTE:** Clean injector prior to installing injectors. Also, the injector washer must be replaced.

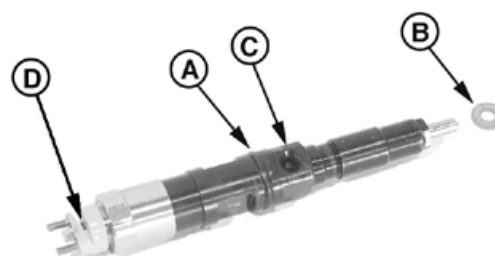
1. Place washer (B) in the bottom of the injector sleeve.

**IMPORTANT:** Do not get oils in high pressure fuel passage or sealing surfaces.

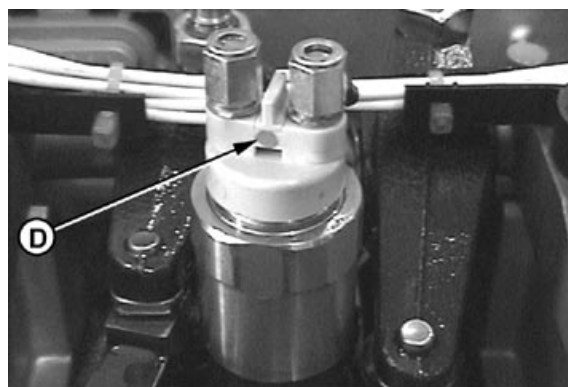
**IMPORTANT:** When installing the Electronic Injector (EI), do not twist the top of the EI. This will cause the EI calibration to be changed.

2. If EI is being re-installed, o-rings on the EI(s) (A) must be replaced. Lubricate o-ring with amojell (petroleum jelly) clean oil or equivalent.
3. Slide the forked legs of the EI hold down clamp (H) around the flat part of the EI. Orient the EI conical bore (C) in the side of the EI away from the clamp.
4. Carefully insert the EI and clamp assembly into the bore until it "pops" into place. The EI position mark (D) needs to face towards the side feed tube (E).

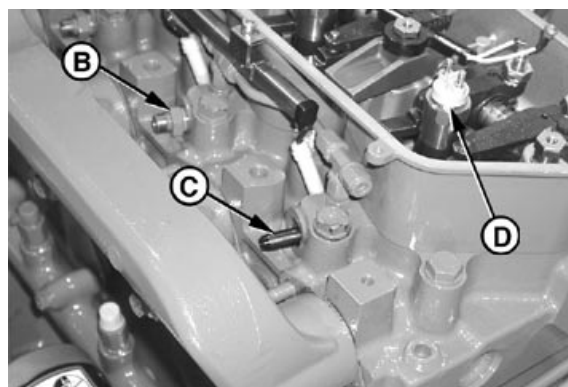
- A—O-ring
- B—Washer
- C—EI Conical Bore
- D—EI Position Mark
- E—Side Feed Tube
- F—Electronic Injector (EI)
- G—Side Feed Tube Retaining Nut
- H—EI Hold Down Clamp and Cap Screw



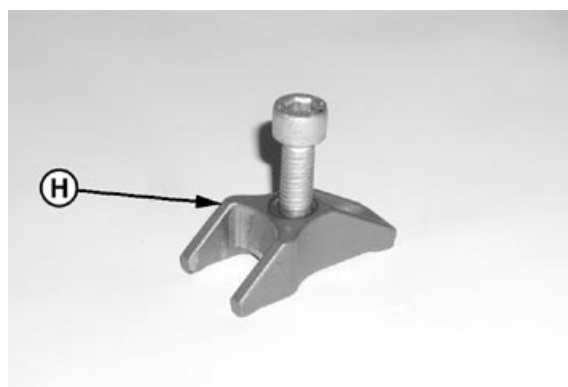
Electronic Injector



Injector Position Mark



Side Feed Tube Installation



Injector Hold Down Clamp and Cap Screw

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RG40854,000011A -19-03JUN02-1/3

**IMPORTANT: Do not get oils in high pressure fuel passage or sealing surfaces.**

5. If side feed tube is being re-installed, o-rings on side feed tube must be replaced. Lubricate o-ring with amojell (petroleum jelly) clean oil or equivalent.

**IMPORTANT: Do not get oils in high pressure fuel passage or sealing surfaces.**

6. Lubricate side feed tube retaining nut (G) o-ring with amojell (petroleum jelly) clean oil or equivalent.
7. Install the side feed tube (E) with the small end toward the EI (F).
8. Tighten EI hold down clamp tight to seat.
9. Torque side feed tube retaining nut to specification.

**Specification**

First Torque - Side Feed Tube

Retaining Nut—Torque..... 5 N•m (3.7 lb-ft)

10. Torque cap screw of EI hold down clamp to specification.

**Specification**

EI Hold Down Clamp—Torque..... 47 N•m (34.7 lb-ft)

11. Torque side feed tube retaining nut to specification.

**Specification**

Second Torque - Side Feed Tube

Retaining Nut—Torque..... 35 N•m (25.8 lb-ft)

12. Connect High Pressure Common Rail (HPCR) delivery line(s) to side feed tube retaining nut and HPCR. Torque to specification.

**Specification**

HPCR Delivery Line Fitting—

Torque ..... 27 N•m (19.9 lb-ft)

Continued on next page

RG40854,000011A -19-03JUN02-2/3

**IMPORTANT: Do NOT use red or blue LOCTITE® on solenoid studs. Bonding strength is too high for small studs, making future removal impossible without twisting off stud.**

- 13. Apply LOCTITE® 222 Small Thread Locker (TY24311) to injector studs.
- 14. Install EI wiring and retaining nuts to EI studs and tighten to specification.

**Specification**

Injector Solenoid Wire Retaining  
Nut—Torque ..... 2 N•m (1.5 lb-ft) (18 lb-in.)

- 15. Install rocker arm cover with vent tube. See INSTALL ROCKER ARM COVER in Section 02, Group 021 of CTM 104.
- 16. Install heat shield. Torque cap screws to specifications.

**Specification**

Heat Shield Cylinder Head Cap  
Screws—Torque ..... 60 N•m (44 lb-ft)  
Heat Shield Rocker Arm Carrier  
Cap Screws—Torque ..... 10 N•m (7.4 lb-ft)

- 17. Calibrate the ECU for proper electronic injector fueling. See ELECTRONIC INJECTOR CALIBRATION in Section 04, Group 160 later in this manual.

## Remove and Install Leak-off Lines

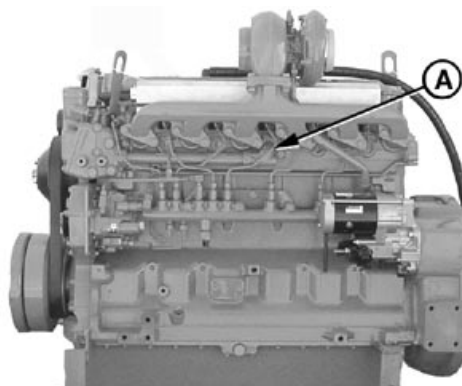
### Remove Leak-off Lines

1. Remove heat shield (A) from rocker arm cover.
2. Remove glow plug harness rail (B) (3 allenhead screws)

**NOTE:** Do not remove rocker arm carrier for leak-off line removal installation. Although it is easier to install the leak-off T-fittings, it is not required to remove the rocker arm carrier.

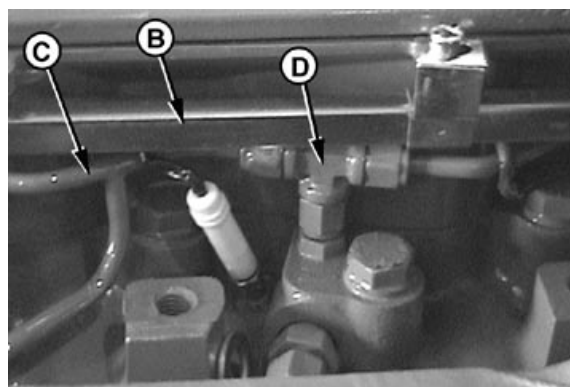
3. Remove necessary leak-off lines, T-fittings, and leak-off fittings.

A—Heat Shield  
 B—Glow Plug Harness Rail  
 C—Injector Leak-off Line  
 D—Injector Leak-off Line T-fitting  
 E—Injector Leak-off fitting  
 F—Rail Leak-off Line T-fitting  
 G—Pump Leak-off Line T-fitting



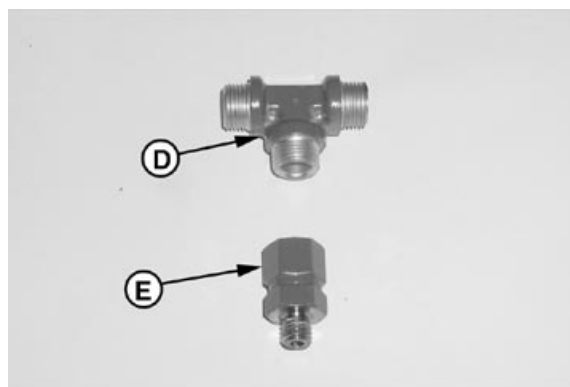
Remove Heat Shield

RG12471B -UN-01APR05



Injector Leak-off Lines

RG12456A -UN-14JUN02



Injector T-fitting and Leak-off Fitting

RG12457A -UN-19JUL02

Continued on next page

RG40854,000011B -19-03JUN02-1/2

## Installation of Leak-off Lines

1. If injector leak-off fitting (F) has been removed, apply LOCTITE® 222 Small Thread Locker (TY24311) on the fitting threads, and torque injector leak-off fitting to specification.

### Specification

Injector Leak-off Fitting—Torque..... 18 N•m (13.3 lb-ft)

2. If injector leak-off T-fittings (E) have been removed, tighten until snug and orient correctly.

**NOTE:** Leak off T-line (I) to pump and rail is located between cylinder 2 and 3.

3. Connect all leak-off lines between injector leak-off T-fittings (E), HPCR leak-off T-fitting (G), and pump leak-off line T-fitting (H). Torque to specification.

### Specification

High Pressure Common Rail

Leak-off Line Fitting—Torque..... 6 N•m (11 lb-ft)

4. Install glow plug harness rail (B). Torque screws to specification.
5. Connect glow plugs (C) to glow plug harness.
6. Install heat shield (A). Torque cap screws to specification.

### Specification

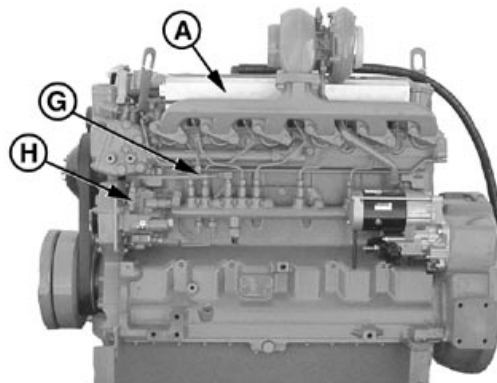
Heat Shield Cylinder Head Cap

Screws—Torque..... 60 N•m (44 lb-ft)

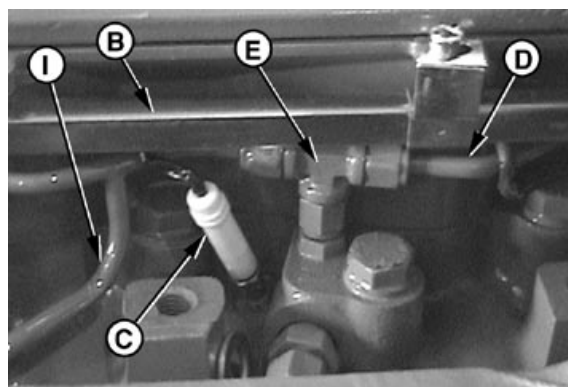
Heat Shield Rocker Arm Carrier

Cap Screws—Torque..... 10 N•m (7.4 lb-ft)

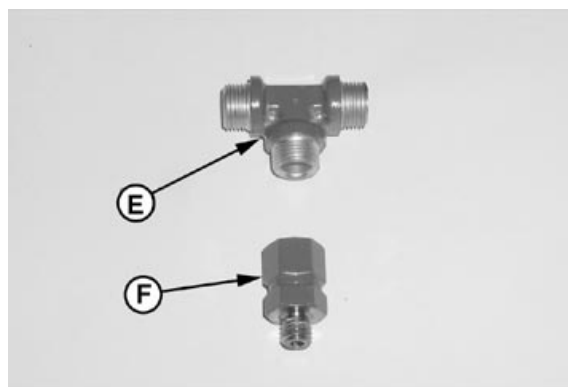
- A—Heat Shield
- B—Glow Plug Harness Rail
- C—Glow Plug
- D—Injector Leak-off Line
- E—Injector Leak-off Line T-fitting
- F—Injector Leak-off fitting
- G—HPCR Leak-off Line T-fitting
- H—Pump Leak-off Line T-fitting
- I—Leak-off T-line from Injectors



Engine Side View



Injector Leak-off Lines



Injector T-fitting and Leak-off fitting

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RG40854,000011B -19-03JUN02-2/2



### Engine Control Unit (ECU) Maintenance

**IMPORTANT:** DO NOT OPEN ENGINE CONTROL UNIT.

**IMPORTANT:** Do not pressure wash the Engine Control Unit (ECU).

**IMPORTANT:** Before welding on engines with ECU, protect the ECU from high-current damage as follows:

1. Disconnect ECU-to-vehicle frame ground connection.
2. Disconnect all other connectors from ECU. Also disconnect module connector at injector pump.
3. Connect welder ground close to welding point and make sure ECU

and other electrical components are not in the ground path.

*NOTE:* For diagnosis and testing of the electronic engine control and sensors, refer to Group 160, TROUBLE CODE DIAGNOSTICS AND TESTS..

*NOTE:* The sealed ECU assembly is the system component LEAST likely to fail. Before replacing, make sure that it is isolated and identified as the defective component.

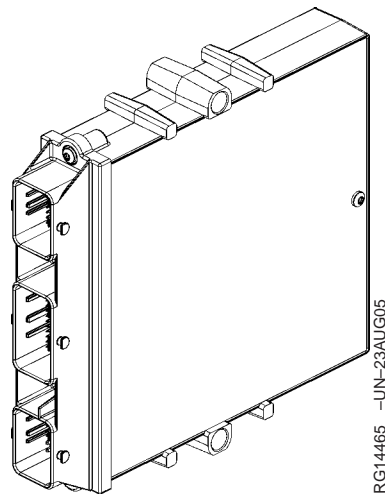
The ECU is not repairable. If it is found to be defective, replace it as a unit.

The wiring connectors for the ECU are repairable. See REPAIR CINCH CONNECTORS later in this Group.

RG40854,00000D3 -19-26AUG05-1/2

**IMPORTANT:** If an ECU is not programmed identically with the original (failed) ECU, misleading diagnostic messages, poor performance, or engine damage can occur.

For theory of operation information on the ECU, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 later in this manual.



Engine Control Unit, Level 14

RG40854,00000D3 -19-26AUG05-2/2

## Fuel System Sensors

The Pump Control Valve (PCV) is not serviceable. If the PCV fails, the high pressure fuel pump must be replaced. See REMOVE AND INSTALL HIGH PRESSURE FUEL PUMP in Section 02, Group 090 earlier in this manual.

RG40854,00000D4 -19-20MAY02-1/1

## Remove and Install Engine Coolant Temperature (ECT) Sensor

**NOTE:** For an expanded component location drawing, see *ELECTRONIC CONTROL SYSTEM OVERVIEW* in Section 03, Group 140 of this manual.

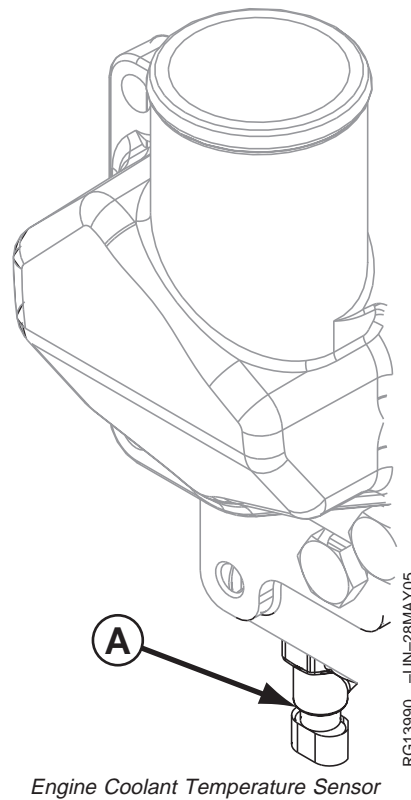
1. Disconnect ECT sensor (A) wiring connector and remove sensor.
2. Coat sensor O-ring with JDT405 High Temperature Grease and install sensor in thermostat housing. Tighten to specifications.

### Specification

Coolant Temperature Sensor (In Thermostat Cover)—Torque..... 25 N•m (7 lb-ft)

3. Install sensor wiring connector.

A—Engine Coolant Temperature Sensor



RG41183,00000D8 -19-02APR05-1/1



## Remove and Install Fuel Temperature Sensor

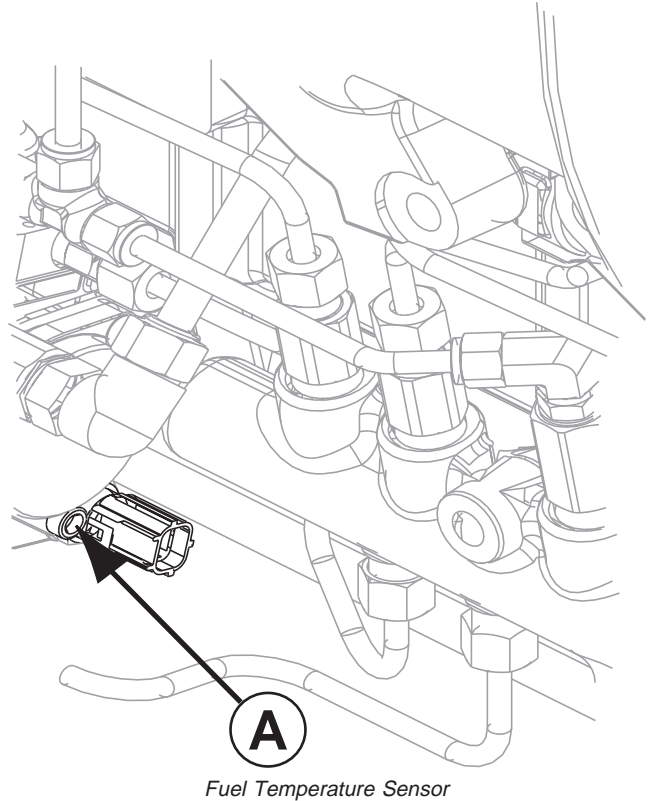
**NOTE:** For an expanded component location drawing, see *ELECTRONIC CONTROL SYSTEM OVERVIEW* in Section 03, Group 140 of this manual.

1. Disconnect fuel temperature sensor (A) wiring connector and remove sensor.
2. Coat new sensor O-ring with JDT405 High Temperature Grease and install sensor. Tighten to specification.
3. Reconnect sensor wiring connection.

### Specification

Fuel Temperature Sensor—  
Torque ..... 10 N•m (7 lb-ft)

**A—Fuel Temperature Sensor**



RG13934 -UN-28MAY05

RG41183,00000D9 -19-02APR05-1/1

## Remove and Install Manifold Air Temperature Sensor

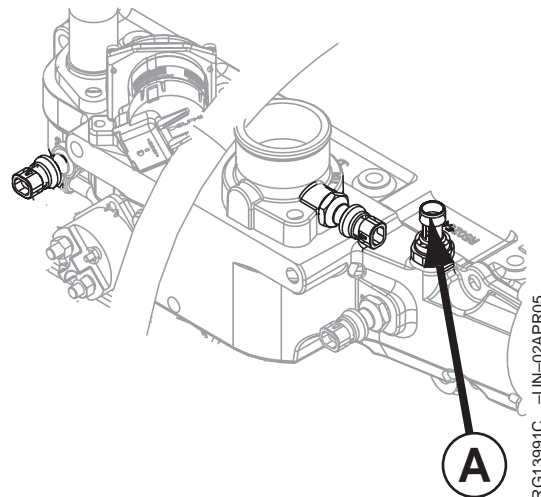
**NOTE:** For an expanded component location drawing, see *ELECTRONIC CONTROL SYSTEM OVERVIEW* in Section 03, Group 140 of this manual.

1. Disconnect Manifold air temperature sensor (A) wiring connector and remove sensor.
2. Coat new sensor O-ring with JDT 405 High Temperature Grease and install sensor. Tighten to specifications.

### Specification

Manifold Air Sensor—Torque ..... 17 N•m (13 lb-ft)

3. Install sensor wiring connector.



RG13991C -UN-02APR05

**Manifold Air Temperature Sensor**

**A—Manifold Air Temperature Sensor**

RG41183,00000DC -19-27JUN06-1/1

## Remove and Install Oil Pressure Sensor

**NOTE:** For an expanded component location drawing, see *ELECTRONIC CONTROL SYSTEM OVERVIEW* in Section 03, Group 140 of this manual.

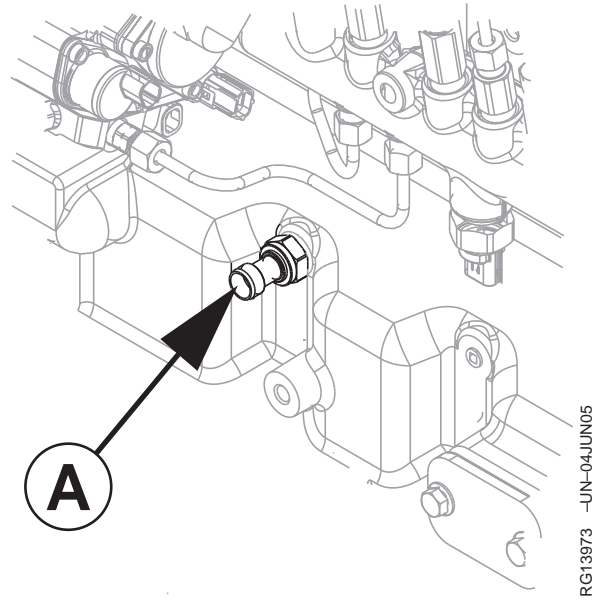
1. Disconnect oil pressure sensor (A) wiring connection and remove sensor.
2. Coat new sensor O-ring with JDT405 High Temperature Grease and install sensor. Tighten to specification.

### Specification

Oil Pressure Sensor—Torque ..... 9 N•m (7 lb-ft)

3. Reconnect oil pressure sensor wiring connection.

**A—Oil Pressure Sensor**



Oil Pressure Sensor

RG41183,00000DD -19-02APR05-1/1

## Remove and Install Fuel Rail Pressure Sensor

**NOTE:** For an expanded component location drawing, see **ELECTRONIC CONTROL SYSTEM OVERVIEW** in Section 03, Group 140 of this manual.

**CAUTION:** Fuel in the high pressure common rail is under extremely high pressure. Relieve pressure before opening rail.

1. Before removing fuel rail pressure sensor, turn engine OFF and let sit for 5 minutes. This will relieve fuel pressure from the High Pressure Common Rail.

**IMPORTANT:** If any dirt, paint chips, or debris enters the fuel system, injector failure will occur!

2. Thoroughly clean all fuel lines, fittings, components, and chamfered area around the fuel rail pressure sensor.
3. Disconnect fuel rail pressure sensor wiring connection and remove sensor (A).

**NOTE:** Sensor should not be reused once it has been removed from the fuel rail.

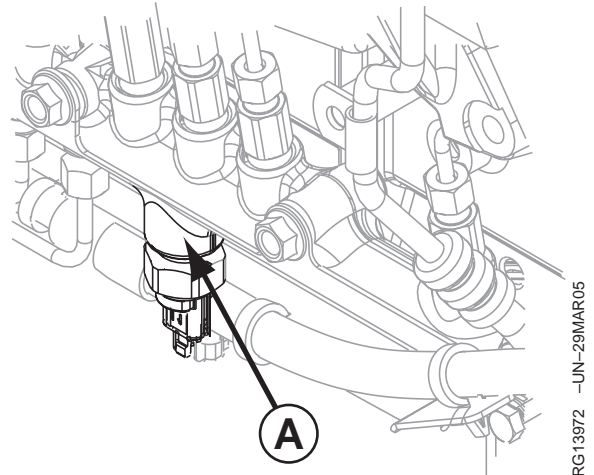
**IMPORTANT:** Do not get any grease on tip of sensor.

4. Coat new sensor threads with JDT405 High Temperature Grease.
5. Verify that sensor is clean from all debris and install new sensor. Tighten to specification.

### Specification

Fuel Rail Pressure Sensor—  
Torque ..... 98 N•m (72 lb-ft)

6. Reconnect sensor wiring connection.
7. Bleed the fuel system. See **BLEED THE FUEL SYSTEM** in Section 04, Group 150 later in this manual.



Fuel Rail Pressure Sensor

A—Fuel Rail Pressure Sensor

RG13972 -UN-29MAR05

## Remove and Install Fuel Transfer Pump Pressure Sensor

**NOTE:** For an expanded component location drawing, see *ELECTRONIC CONTROL SYSTEM OVERVIEW* in Section 03, Group 140 of this manual.

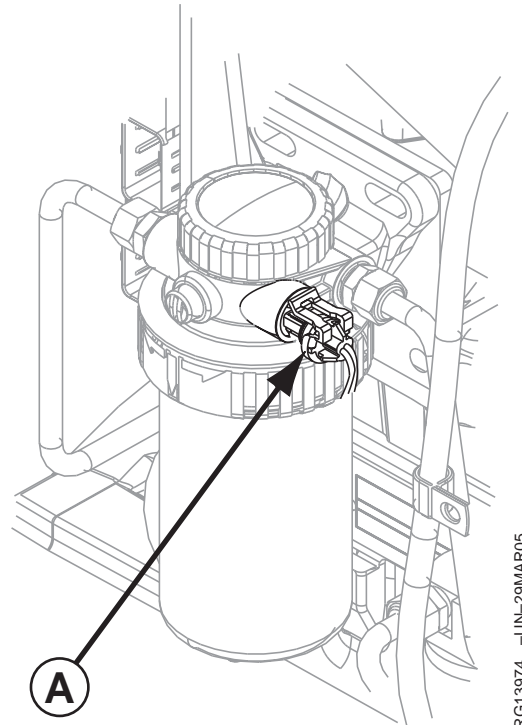
**IMPORTANT:** If any dirt, paint chips, or debris enters the fuel system, injector failure will occur!

1. Disconnect fuel pressure sensor (A) wiring connector and remove sensor.
2. Coat new sensor O-ring with JDT 405 High Temperature Grease and install sensor. Tighten to specifications.

### Specification

Fuel Pressure Sensor—Torque..... 25 N•m (18 lb-ft)

3. Install sensor wiring connector.



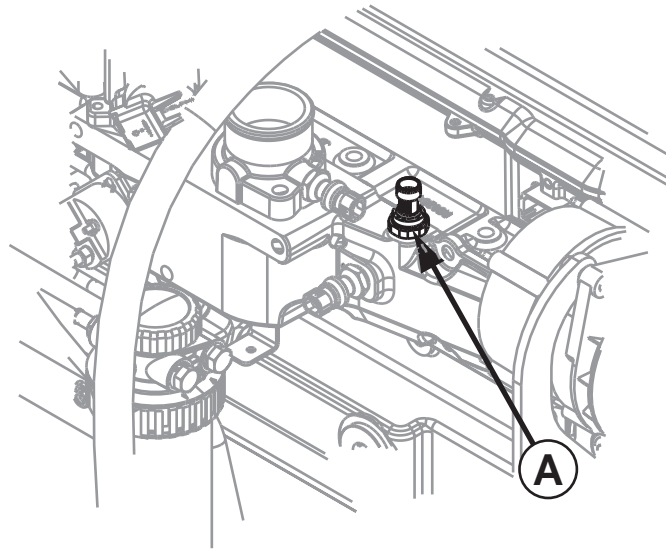
Fuel Transfer Pump Pressure Sensor

A—Fuel Transfer Pump Pressure Sensor

RG13974 -UN-29MAR05

RG41183,00000DF -19-02APR05-1/1

## Remove and Install Manifold Air Pressure (MAP) Sensor



RG13975 -JUN-28MAY05

Manifold Air (MAP) Sensor

A—Manifold Air (MAP) Sensor

**NOTE:** For an expanded component location drawing, see *ELECTRONIC CONTROL SYSTEM OVERVIEW* in Section 03, Group 140 of this manual.

specifications.

### Specification

Manifold Absolute (MAP)	
Sensor—Torque.....	18 N•m (13 lb-ft)

1. Disconnect MAP sensor (A) wiring connector and remove sensor.
2. Coat new sensor O-ring with JDT 405 High Temperature Grease and install sensor. Tighten to

3. Install sensor wiring connector.

RG41183,00000E0 -19-02APR05-1/1

## Remove and Install Crank Position Sensor

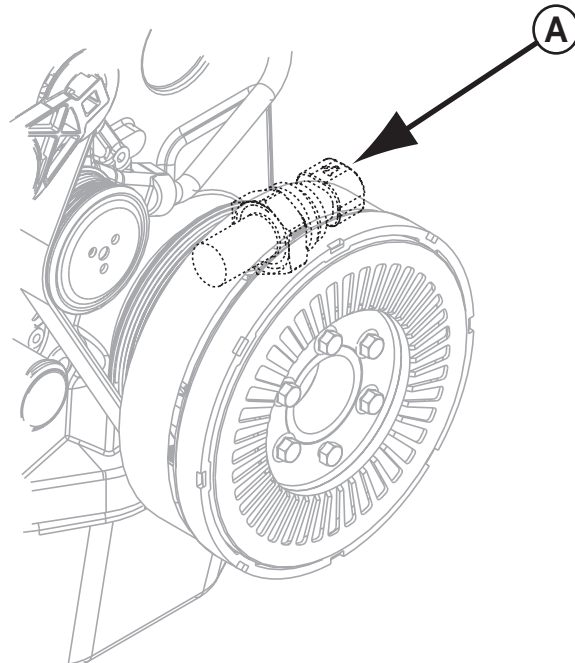
**NOTE:** For an expanded component location drawing, see *ELECTRONIC CONTROL SYSTEM OVERVIEW* in Section 03, Group 140 of this manual.

1. Disconnect crankshaft position sensor (A) wiring connector and remove sensor.
2. Coat new sensor O-ring with JDT405 High Temperature Grease and install sensor. Tighten to specification.
3. Reconnect sensor wiring connection.

### Specification

Crankshaft Position Sensor—  
Torque ..... 14 N•m (10 lb-ft)

**A—Crankshaft Position Sensor**



Crankshaft Position Sensor

RG14077 -UN-28MAY05

RG41183,00000E4 -19-02APR05-1/1

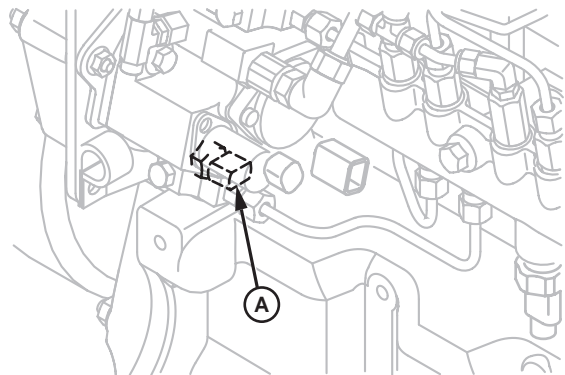
## Remove and Install Pump Position Sensor

**NOTE:** For an expanded component location drawing, see *ELECTRONIC CONTROL SYSTEM OVERVIEW* in Section 03, Group 140 of this manual.

1. Disconnect pump position sensor (A) wiring connector and remove sensor.
2. Coat new sensor O-ring with JDT405 High Temperature Grease and install sensor. Tighten to specification.
3. Reconnect sensor wiring connection.

### Specification

Pump Position Sensor—Torque..... 15 N•m (11 lb-ft)



Pump Position Sensor

RG12305 -UN-26JUN02

RG41183,00000E6 -19-02APR05-1/1

## Remove and Install Water in Fuel (WIF) Sensor

**NOTE:** For an expanded component location drawing, see *ELECTRONIC CONTROL SYSTEM OVERVIEW* in Section 03, Group 140 of this manual.

1. Disconnect WIF sensor (A) wiring connector and remove sensor.
2. Coat new sensor O-ring with JDT 405 High Temperature Grease and install sensor. Tighten to specifications.

### Specification

Water in Fuel Sensor—Torque ..... 14 N•m (10 lb-ft)

3. Install sensor wiring connector.

RG41183,00000D7 -19-02APR05-1/1

## Remove and Install Glow Plugs

### Removal of Glow Plugs

1. Disconnect glow plug (B) from glow plug harness rail (A).
2. Remove glow plug(s)

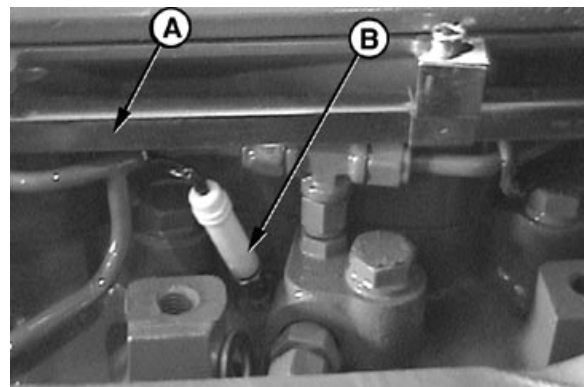
### Installation of Glow Plugs

1. Install glow plug(s). Torque to specification.

### Specification

Glow Plug—Torque ..... 15 N•m (11 lb-ft)

2. Connect glow plug harness connector to glow plug.



Glow Plug Location

A—Glow Plug Harness Rail  
B—Glow Plug

RG41183,00000E8 -19-02APR05-1/1

Connectors

Connectors are devices that provide for assembly and disassembly of systems. Connectors should always be serviced using tools designed for that type of connector. A good crimp is important to mechanical and electrical soundness. Repaired connectors should be physically tested by pulling to be sure the contact is firmly attached to the conductor.

NOTE: See ELECTRONIC CONTROL SYSTEM OVERVIEW in Section 03, Group 140 for diagrams showing location of sensors and

connectors. For vehicle engines, refer to machine Operation and Tests manual for complete wiring diagrams, including connectors.

IMPORTANT: If for some reason the connectors are not connected it is important to protect the connectors from debris.

Refer to the procedures which follow for repair of various types of connectors.

DB92450,0000048 -19-20FEB06-1/1

Connector Repair

DB92450,0000049 -19-20FEB06-1/1



**Repair WEATHERPACK™ Connector**

1. Disconnect WEATHERPACK™ connector. Remove the tie bands and tape.
2. Open the secondary lock on the back of the connector.
3. Identify wire color/number to the connector cavity. Make sure each wire goes back to the correct cavity location.
4. Insert JDG364 Extraction Tool<sup>1</sup> over terminal contact in connector body. Extraction tool needs to be fully seated to unlock terminal tangs from the connector body. When tool is seated, gently pull the wire from the back of the connector. If the wire(s) or terminal(s) are being repaired, go to step 5. If the wires and terminals are OK and only the connector is being replaced, go to step 9.
5. Using JDG145 Universal Electrical Pliers<sup>2</sup>, cut off wire directly behind the terminal seal crimp. If any part of the seal is still on the wire, dispose of it.
6. Using JDG145 Universal Electrical Pliers<sup>2</sup>, strip 6 mm (1/4 in.) insulation from end of wire.



TS0128 -UN-23AUG88

02  
110  
11

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<sup>1</sup> Included in JT07195B Electrical Repair Kit

<sup>2</sup> Included in JDG155 Electrical Repair Tool Kit

Continued on next page

DB92450,000004A -19-20FEB06-1/4

7. Select correct size of seal. Slide the seal over the wire insulation with the smaller diameter side facing the end of the wire. Small diameter side of seal should line up with the outer edge of the insulation.



TS0136 -UN-23AUG88

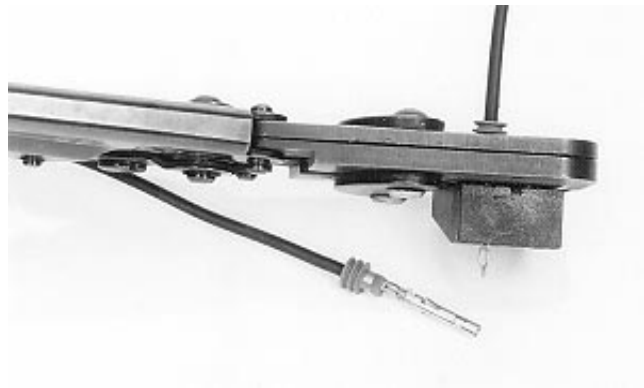
**IMPORTANT:** The seal must fit snug over the cable insulation without a gap between the cable seal and the insulation.

*NOTE:* Cable seals are color coded for three sizes of wire:

- Green - 18—20 Gauge Wire
- Gray - 14—16 Gauge Wire
- Blue - 10—12 Gauge Wire

DB92450,000004A -19-20FEB06-2/4

8. Select correct size terminal on wire and crimp in position with a W-type crimp using a JDG783 WEATHER PACK™ Crimping Tool.



TS1623 -UN-02NOV94

*NOTE:* Terminals have numbered identification for two sizes of wire:

- #15 - 14—16 Gauge Wire
- #19 - 18—20 Gauge Wire

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DB92450,000004A -19-20FEB06-3/4

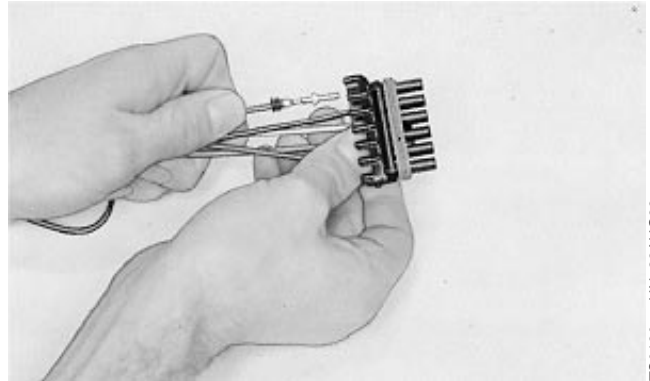
9. Insert terminal into connector. Terminal should click when it is fully seated. Make sure the wire is inserted into the correct connector cavity.

**IMPORTANT:** Terminal tangs must be carefully spread to ensure good seating on connector body. If terminal is being reused in a new connector, make sure tangs are spread.

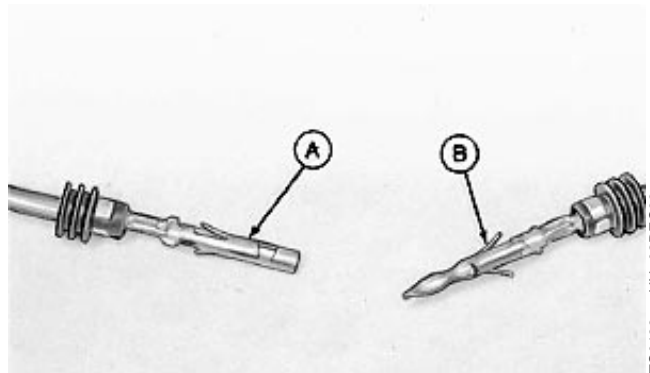
**NOTE:** Connector bodies are "keyed" for correct terminals. Be sure terminals are correctly aligned.

Correct terminal installation for sleeve (A) and pin (B) is illustrated.

10. Gently pull on wire to insure that the terminal is locked in position.
11. Repair or transfer remaining wires.
12. Close the secondary lock on the back of the connector.
13. Retape wires and add the required tie bands to the harness.



TS0130 -UN-23AUG88



TS0139 -UN-02DEC88

A—Sleeve  
B—Pin

DB92450,000004A -19-20FEB06-4/4

## TYCO-AMP Super Seal Connectors

The following are the terminal replacement repair procedures for the female (engine Harness side) connector.

Tools Required:

- Terminal removal tool, Deere Part No. JDG10203 (shown below).

Continued on next page

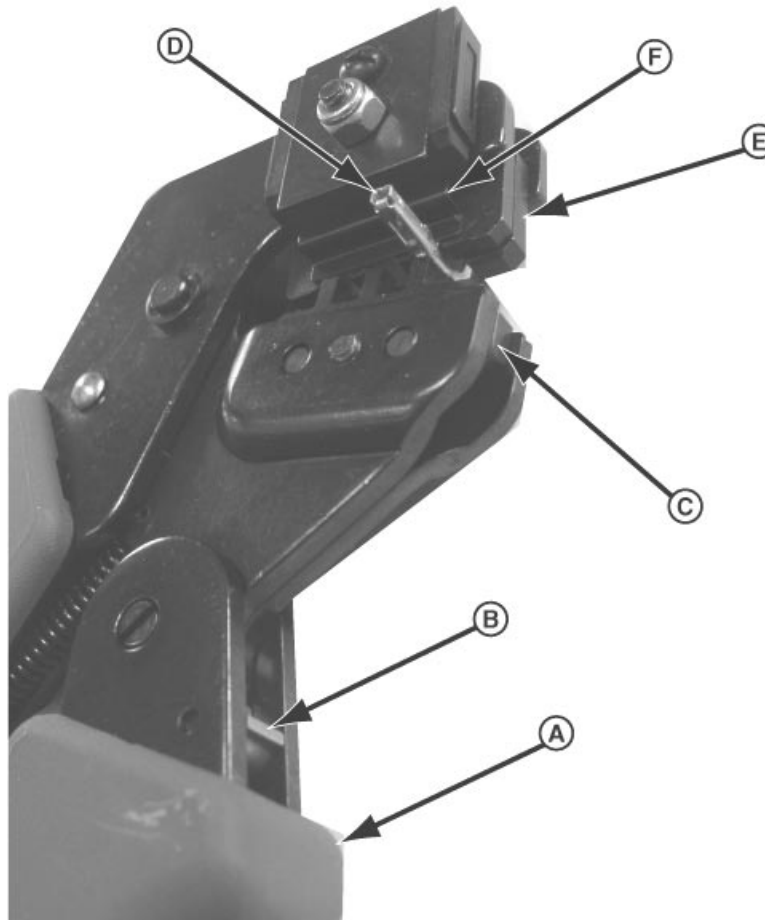
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RG14764 -UN-22FEB06



Terminal Removal Tool, Deere Part No. JDG10203

DB92450,0000051 -19-23FEB06-2/14



Terminal Crimp Tool, Deere Part No. JDG102020 (shown below)

a—Crimp Tool  
B—Ratchet Release

C—Lower Die  
D—Terminal

E—Upper Die

F—Locator

- Terminal crimp Tool, Deere Part No. JDG10202 (shown below).

RG14765 -UN-28FEB06

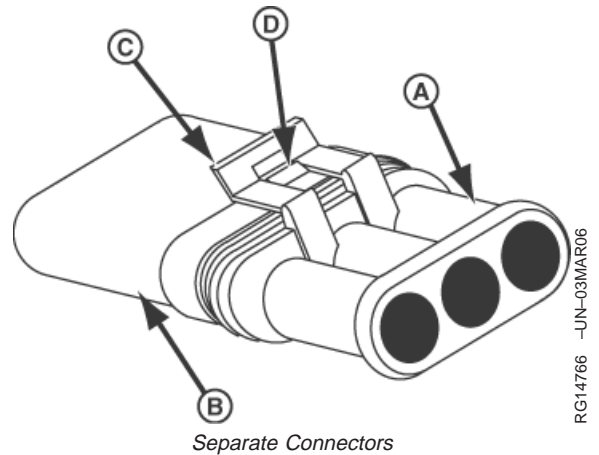
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DB92450,0000051 -19-23FEB06-3/14

**NOTE:** This block provides repair procedures for the female portion (engine-side) of the Amp Super Seal connector.

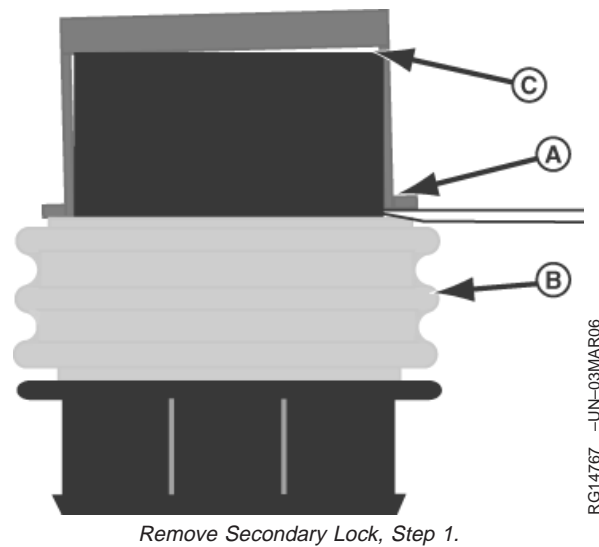
1. Separate connectors: Holding on to both male and female connectors, lift up on the locking bar of the female connector, until it is clear of the locking tab of the male connector, and pull the two connectors apart.
2. Remove red, secondary lock, using terminal removal tool (or similar tool)

A—Female Connector  
B—Male Connector  
C—Locking Bar  
D—Locking Tab



DB92450,0000051 -19-23FEB06-4/14

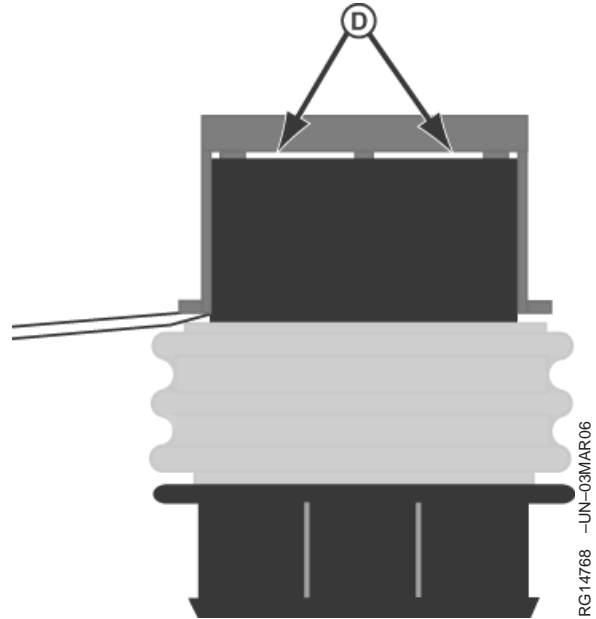
- a. Insert tool under tab on one side of secondary lock, where it meets (yellow) connector seal, as shown, and gently pry it up, until there is separation on that side between lock and connector.



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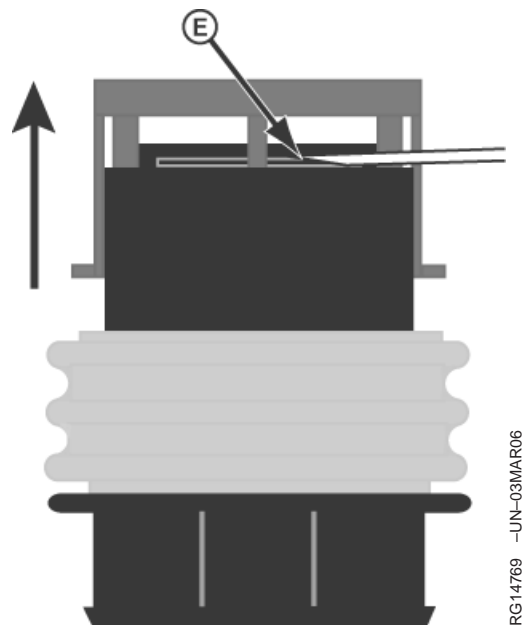
- b. Maintaining separation attained in the first step, insert tool under tab at other end of lock, and pry up, until there is separation all along between lock and connector, as shown.



Remove Secondary Lock, Step 2.

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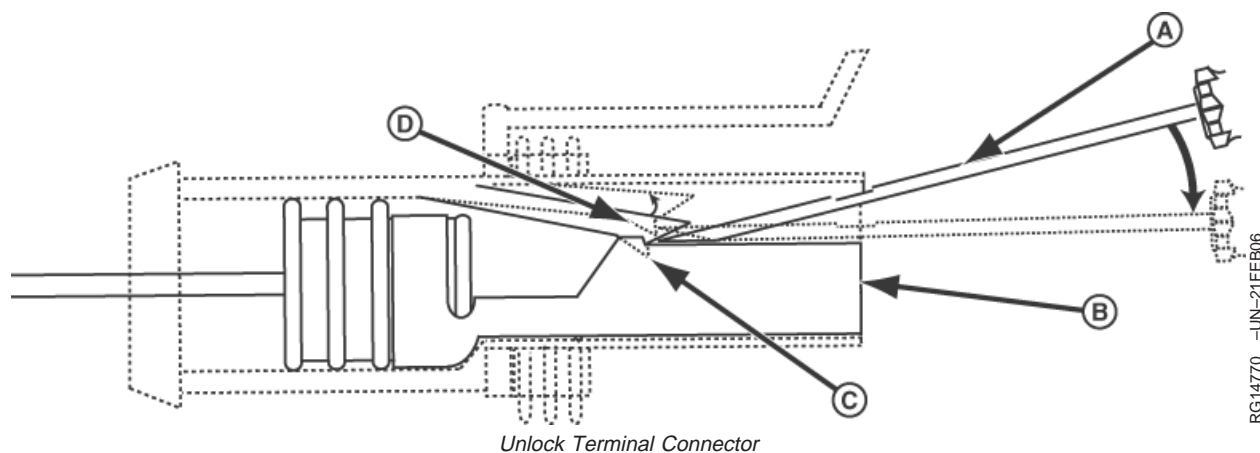
- c. Insert tool into separation and pry up. Lock slides up, as shown. Continue sliding lock upward, until it has been removed from connector.
3. Remove damaged wire and or terminal from connector.



Remove Secondary Lock, Step 3.

Continued on next page

DB92450,0000051 -19-23FEB06-7/14



RG-14770 -UN-21FEB06

A—Terminal Removal Tool

B—Terminal

C—Terminal Locking Tab

D—Tab Freed From Terminal Slot

**NOTE:** Very little force is needed to perform the following steps. Use of excessive force will result in breaking off of the terminal locking tab from the connector.

- Insert tool (A) into terminal end of connector, as shown.
- Keeping angled edge on front of tool flush with terminal surface, as shown, continue inserting tool into connector, until it stops at terminal-locking tab (C), as shown.

**NOTE:** If wire is broken off from terminal, steps c. and d. can be accomplished by pushing on front of terminal using stiff wire, after tab has been freed from terminal slot.

- Holding tool in place and applying tension on the wire of the terminal to be replaced, pry lock tab up, until it is freed from terminal slot (D), and

terminal begins to move away from terminal edge of connector.

- Remove damaged terminal, wire, and seal from connector.

#### 4. Terminal crimping procedure.

- Cut back on insulated portion of wire, close to pin-end of wire, but beyond any damage to either wire or insulation.
- Insert wire into ribbed end of seal (E), and pull seal (D) down insulation (F), until non-ribbed end is well past point where insulation is to be stripped from wire.
- Using wire strippers, strip insulation from wire (B) to expose a 3-3.5 mm (0.12-0.14 in.) length of bare wire (A).

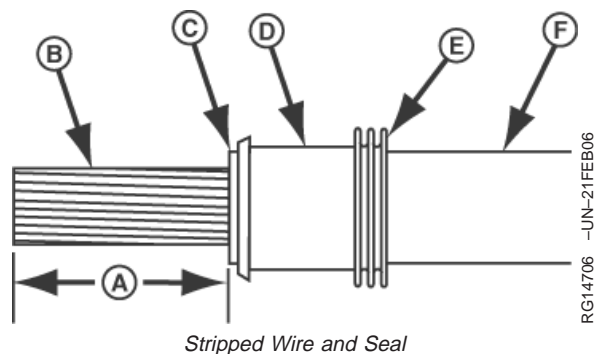
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DB92450,0000051 -19-23FEB06-8/14

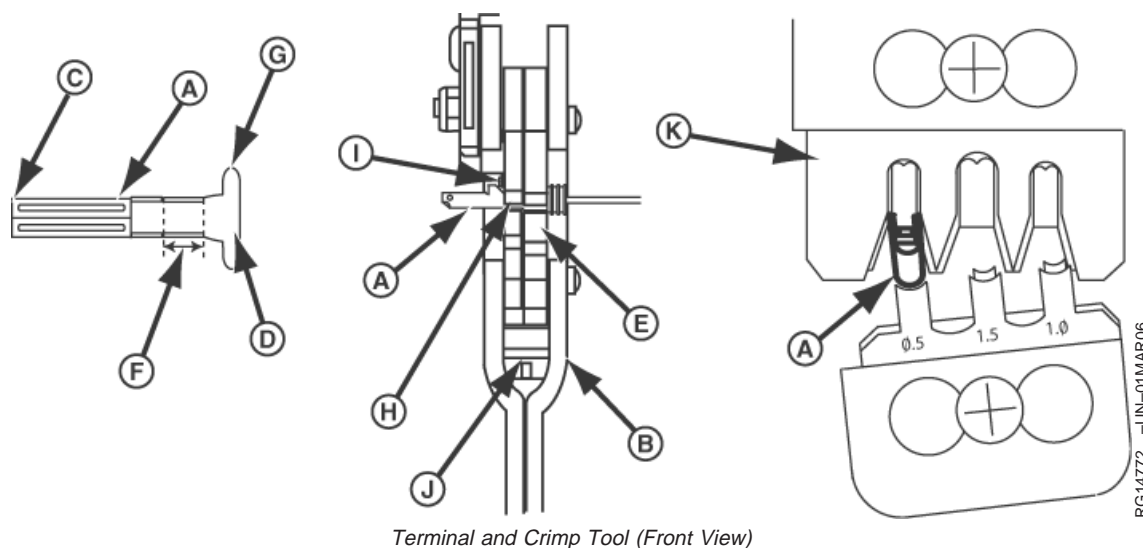
02  
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- d. Pull seal toward bare wire, until only a small amount of insulation (C) appears beyond non-ribbed end of seal, as shown.

A—3.0-3.5mm  
B—Bare Wire  
C—End of Insulation  
D—Seal  
E—Ribbed End of Seal  
F—Insulation



DB92450,0000051 -19-23FEB06-9/14



A—Terminal  
B—Crimp Tool  
C—Connector end of Terminal  
D—Wire End of Terminal  
E—Lower Die  
F—Crimp Part of Terminal  
G—Seal Clasp Part of Terminal  
H—Upper Die  
I—Locator Assembly  
J—Crimper Lock

- e. Fix terminal (A) into crimping pliers, as follows.
- f. Grasp crimp tool (B) in one hand and connector end of terminal (C) in the other hand.
- g. Seat wire end of terminal (D) in the matching recess of crimp tool lower die in appropriate size inset (E).

**NOTE:** It is important that Wire end of terminal be vertically aligned on both sides with upper and lower dies of crimping tool, and that connector side edge of terminal area to be crimped can pass up inside of locator assembly, so that when the lower jaw of crimping tool is moved up, locator holds terminal correctly.

- h. Firmly holding terminal in lower die, gently squeeze crimping pliers, ensuring both crimp (F) and seal clasp (G) parts of terminal are fitting into upper die (H).
- i. Squeeze tool only until the second click is heard, and squeeze no further. Terminal is now held firmly in place against crimper's locator assembly (I), and both crimp and seal clasp portions of terminal fit into upper die, as shown.

**NOTE:** To release the crimper pliers after any clicks have been heard, slightly squeeze tool handles until ratchet release can be pushed downward. Spring load on tool handles returns pliers to full-open position and releases terminal.

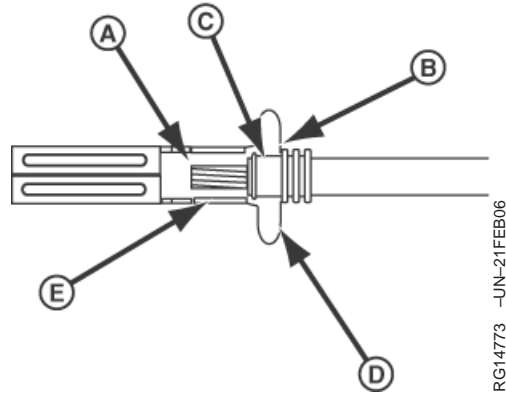
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DB92450,0000051 -19-23FEB06-10/14



- j. f. With terminal secured in crimper pliers, lay stripped end of wire (A) onto wire end of terminal (B), with seal (C) aligned with seal clasp part of terminal (D), as shown.

A—Stripped End of Wire  
B—Wire End of Terminal  
C—Seal  
D—Seal Clasp Part of Terminal  
E—Terminal Crimp Area

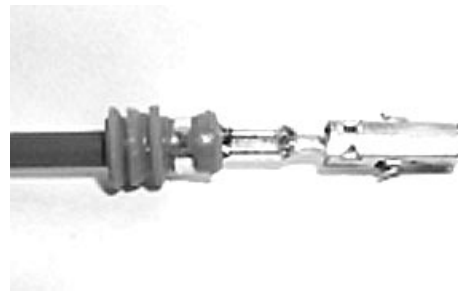


Terminal, Seal, and Wire, Top and Front Views

RG14773 -UN-21FEB06

DB92450,0000051 -19-23FEB06-11/14

- k. Squeeze crimper pliers steadily, until it will close no more, releasing the handles. Terminal is now crimped to wire and clasped to seal, as shown.

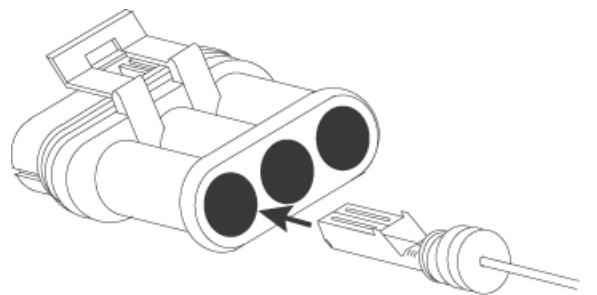


Example of Successful Crimp

RG14709 -UN-23JAN06

DB92450,0000051 -19-23FEB06-12/14

5. . Insert new terminal and wire into connector, oriented as shown (crimp side of terminal to lock side of connector), and keep sliding it in, until a click is heard, and face of terminal is almost flush with face of connector.

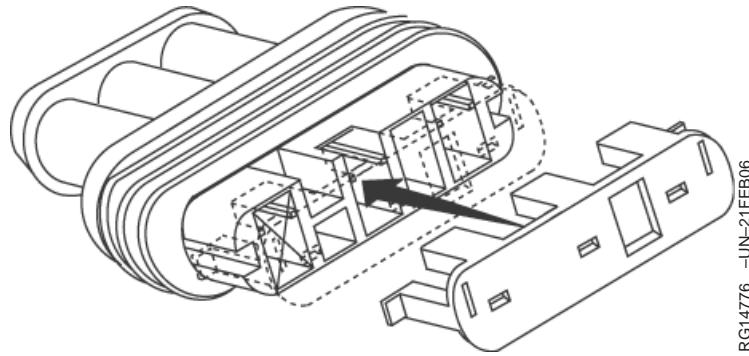


Insert New Terminal and Wire

RG14775 -UN-21FEB06

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DB92450,0000051 -19-23FEB06-13/14



Reattach secondary Lock

RG14776 -UN-21FEB06

6. Reattach the secondary lock, removed in step 2, as shown.

7. Reconnect the repaired, female connector to the male connector.

DB92450,0000051 -19-23FEB06-14/14

## Repair Cinch Flex Box Connector

### Tools Required For Repair

- CINCH Crimper Tool JDG1727



CINCH Crimper Tool

RG14578 -UN-21NOV05

RG41183,00000E9 -19-23FEB06-1/15

- CINCH Terminal Remover Tool JDG 1725
- Wire Stripper JDG145
- Jeweler's screwdriver (or equivalent, narrow, flat-bladed tool)

RG14579 -UN-21NOV05



CINCH Terminal Remover Tool

Continued on next page

RG41183,00000E9 -19-23FEB06-2/15

**Repair CINCH Connector by Replacing Terminal (0.6 or 1.5 mm)**

1. To unlock CINCH connector from ECU connector, press on tab (A), and push on connector lock (B) behind tab, allowing Lock rotation.



RG14580 -UN-21NOV05

Tab and Connector Lock

RG41183.00000E9 -19-23FEB06-3/15

2. Continue pushing on connector lock, until it has been rotated 90° clockwise (clicked into place).
3. Remove CINCH connector from ECU connector.



RG14592 -UN-01DEC05

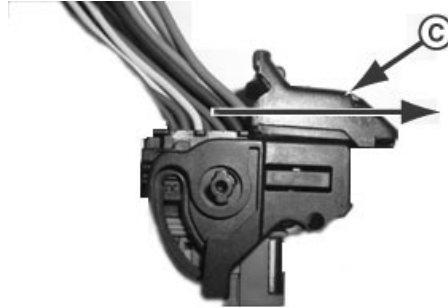
Rotate lock 90 Degrees

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RG41183.00000E9 -19-23FEB06-4/15

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21

4. From wire side of connector, push on wire guard (C), and remove from connector.

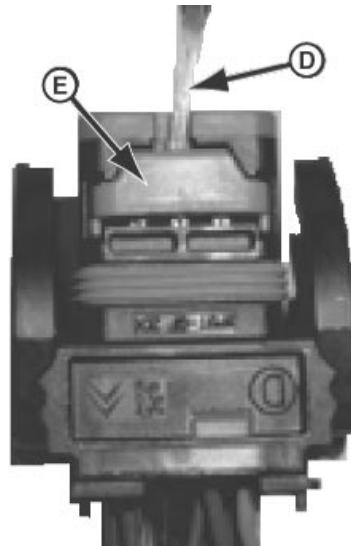


Slide Guard Forward

RG14581 -UN-21NOV05

RG41183,00000E9 -19-23FEB06-5/15

5. Insert thinly bladed tool (D) in the slot at the mating end of the connector and under the green tab (E), as shown.

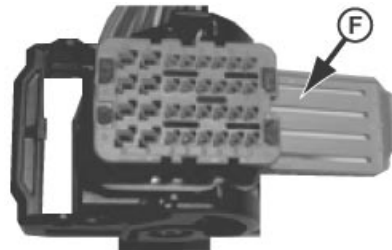


Insert Thin-Bladed Tool Under Tab

RG14582 -UN-21NOV05

RG41183,00000E9 -19-23FEB06-6/15

6. Gently pry tab out, and pull terminal retainer (F) out, until it can be moved no farther.



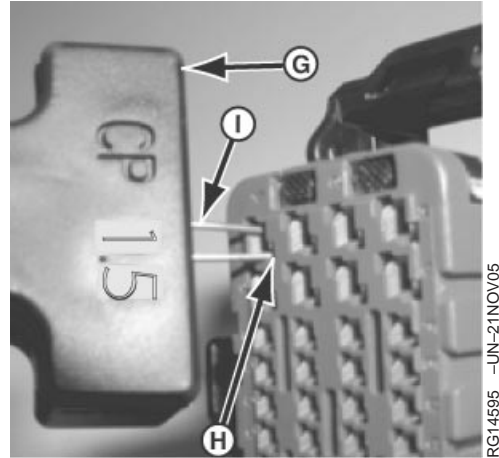
Slide Terminal Retainer Out

RG14583 -UN-01DEC05

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RG41183,00000E9 -19-23FEB06-7/15

7. Insert CINCH Terminal extraction tool (G), as shown, into offset holes (H) on either side of the terminal to be extracted, tool wire sizes 1.5 mm end for larger wire size, and 0.6 mm end for smaller wire size (I). Press in until tool surface meets with connector surface.



Insert Terminal Extraction Tool

RG41183,00000E9 -19-23FEB06-8/15

8. With one hand, grasp connector, and with the other, grasp wire of terminal to be extracted (J), firmly pull on wire, until Terminal has been removed from connector.

9. Remove terminal extraction tool from connector. If wire was pulled out during step 8, or if wire was already broken off, leaving terminal inside the connector, do the following:

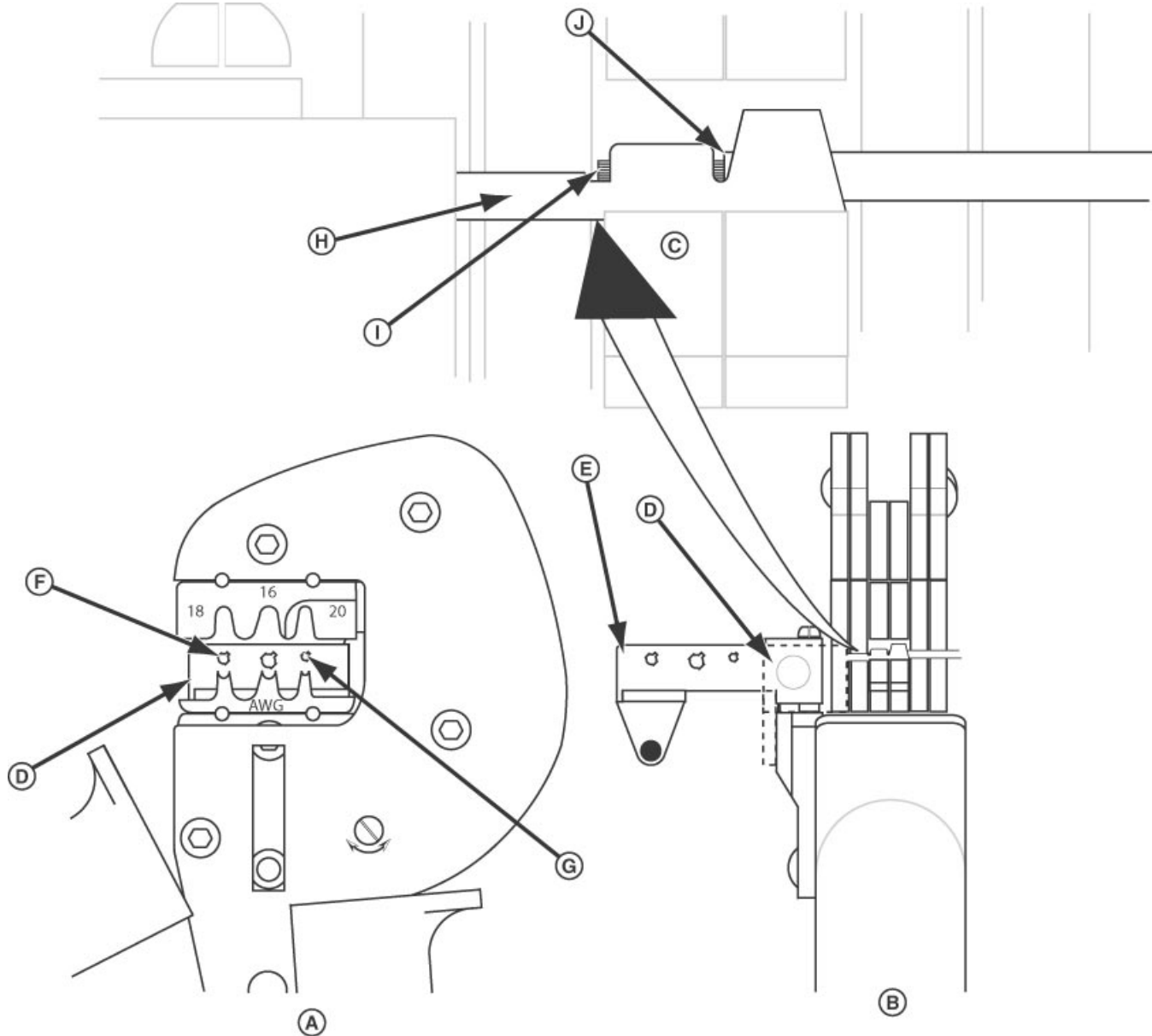


Remove Terminal and Wire

- a. Insert a 0.813-0.643 mm (20-22 AWG) diameter, single-strand piece of stiff wire into mating-side (opposite wire-side) of connector.
  - b. Continue to push on terminal with wire, until terminal is completely ejected from connector, or until terminal is exposed at wire side of connector.
  - c. If terminal is only exposed, use long-nose pliers to pull it from the connector.
10. Cut back on insulated portion of wire, close to terminal-end of wire, but beyond any damage to either wire or insulation.

Continued on next page

RG41183,00000E9 -19-23FEB06-9/15



CINCH Crimper Elements

A—Crimper Side View  
 B—Crimper Front View  
 C—Wire-in-Terminal Blowup  
 D—Terminal Block (Closed)

E—Terminal Block (Open)  
 F—1.5 mm Terminal Recess  
 G—0.6 mm Terminal Recess

H—Terminal Seated in Block Recess  
 I—Wire in Terminal (4.0 mm Insulation Stripped)

J—Wire in Terminal (insulation end)

**NOTE:** The above figure is intended to only illustrate crimper and wire-loading elements. Its callouts relate only to its own legend, and not to the callouts in the procedural steps.

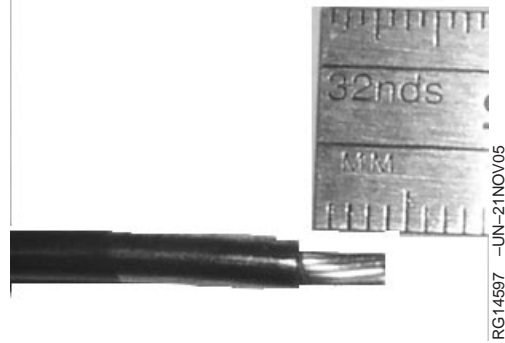
11.

RG14613 -UN-01DEC05

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RG41183,00000E9 -19-23FEB06-10/15

Using wire strippers, strip insulation from wire to expose approximately 4.0 mm (0.16 in.) length of wire, as shown.



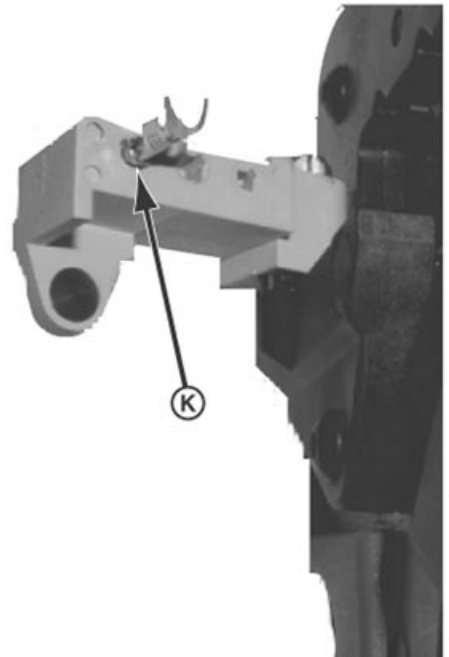
Strip 4.0 mm of Wire Insulation

RG41183,00000E9 -19-23FEB06-11/15



**CAUTION:** Use only JDG1727 Crimper. Use of another can result in an improper crimp. Attempting to insert an improperly crimped terminal can result in inability to fully seat, and to jam, the terminal inside the connector. This condition requires replacement of the entire connector.

12. Place female terminal in the matching recess (K) in crimper terminal block, as shown.



Terminal in Matching Recess of Crimper Terminal Block

Continued on next page

RG41183,00000E9 -19-23FEB06-12/15

13. Lay stripped end of wire onto end of terminal to be crimped, with insulation overlapping, as shown (L).

14. Squeeze crimper handles, until they automatically unlock. Remove wire and terminal from crimper.

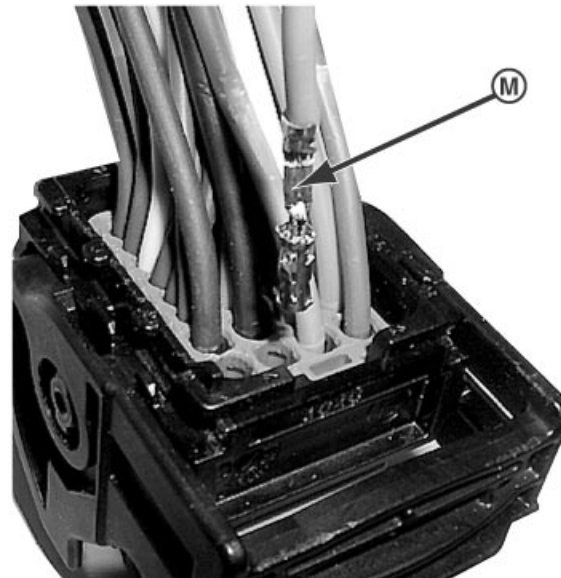


Wire Onto Terminal in Crimping Pliers

RG14588 -UN-01DEC05

RG41183,00000E9 -19-23FEB06-13/15

15. Fully insert terminal into connector (M), with crimped side of terminal facing away from the terminal retainer side of the connector and tabs on terminal aligned with offsets in connector, terminal hole, as shown.



Correct Position For Terminal Insertion

RG14589 -UN-02DEC05

Continued on next page

RG41183,00000E9 -19-23FEB06-14/15



**NOTE:** If retainer does not slide fully into position, terminal has not been completely seated. Check seating again. Do not force retainer. Retainer slides closed only when all connector terminals are fully seated

16. Close green terminal retainer, until its tab (N) is flush with connector surface.
17. Slide wire guard back onto connector, until it clicks into place.
18. Reconnect CINCH connector to ECU connector.
19. Push on lock toward wire side of connector, and continue rotating it 90 degrees, counter-clockwise, until it clicks into place, behind tab.



RG14599 -UN-01DEC05

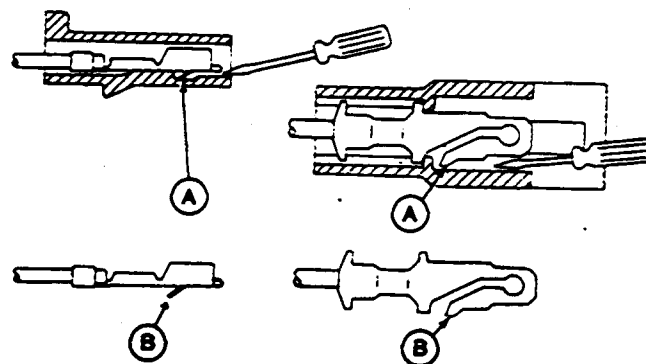
Push Tab Flush With Connector

RG41183,00000E9 -19-23FEB06-15/15

## Remove Blade Terminals from Connector Body

**NOTE:** Use JDG776 Extraction Tool with 56, 280, and 630 Series METRI-PACK terminals. Use JDG777 Extraction Tool with 150 Series METRI-PACK terminals.

1. Insert JDG776 or JDG777 Terminal Extraction Tool<sup>1</sup> into connector body pushing the terminal locking tang inward.
2. Gently pull wire and remove terminal from connector.
3. Adjust the locking tang on the terminal to it's original position before installing into a connector.



A—Locking Tang  
B—Original Position

RW4218 -UN-23AUG88

<sup>1</sup>Included in JT07195B Electrical Repair Kit

RG40854,00000CE -19-20MAY02-1/1

## METRI-PACK™ (Push Type)

NEED NEW GRAPHICS FOR CRIMPING AND  
REMOVAL

METRI-PACK is a trademark of Delphi Packard Electric Systems

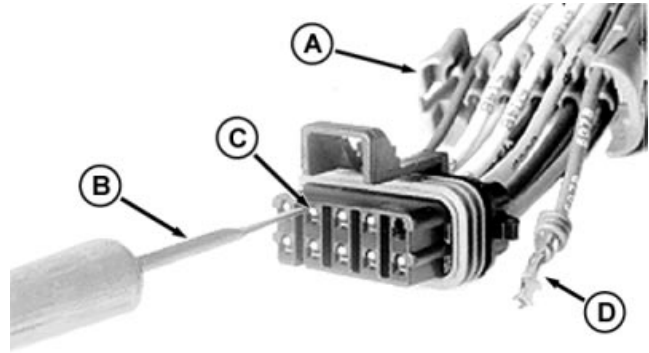
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DB92450,000004B -19-20FEB06-1/3

1. Disconnect the METRI-PACK connector. Remove the tie bands and tape.
2. Remove secondary lock (A).
3. Identify wire color/number to the connector cavity. Make sure each wire goes back to the correct cavity location.
4. Insert JDG776 or JDG777 Terminal Extraction Tool<sup>1</sup> (B) into connector cavity (C) pushing the terminal locking tab inward.

**NOTE:** Use JDG776 Extraction Tool with 56, 280, and 630 Series METRI-PACK terminals. Use JDG777 Extraction Tool with 150 Series METRI-PACK terminals.

5. Remove extraction tool and pull wire from the back of the connector.
6. Using JDG145 Universal Electrical Pliers<sup>2</sup>, cut off wire directly behind the terminal.
7. Using JDG145 Universal Electrical Pliers<sup>2</sup> strip 6 mm (1/4 in.) insulation from end of wire.
8. Select the seal for the appropriate wire size (see note following). Slide the seal over the wire insulation with the smaller diameter side facing the end of the wire. Small diameter side of seal should line up with the outer edge of the insulation.



A—Connector Secondary Lock  
B—Extraction Tool  
C—Connector Body Socket  
D—Terminal

RW77137 -UN-08DEC98

TS0136 -UN-23AUG88

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<sup>1</sup>Included in JT07195B Electrical Repair Kit

<sup>2</sup>Included in JDG155 Electrical Repair Tool Kit

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DB92450,000004B -19-20FEB06-2/3

**IMPORTANT:** The seal must fit snug over the cable insulation, without a gap between the cable seal and the insulation.

**NOTE:** Cable seals are color coded for three sizes of wire:

- Green - 18—20 Gauge Wire
- Gray - 14—16 Gauge Wire
- Blue - 10—12 Gauge Wire

Crimp contact (A) on wire with a "W" type crimp using JDG865 Crimping Tool (B).

9. Crimp cable seal (C) on contact using JDG865 Crimping Tool (B).

10. Make sure locking tang (D) on the new terminal is in the outward position.

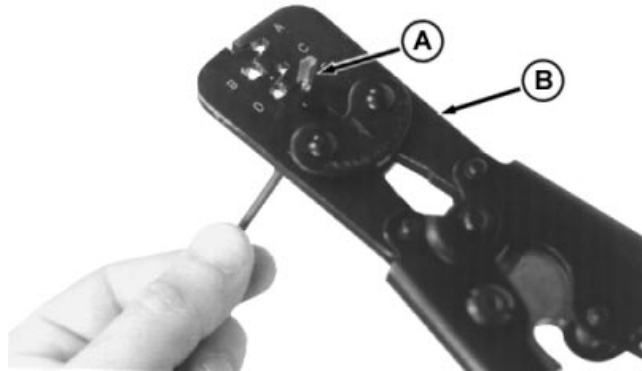
11. Push terminal into the correct connector cavity until terminal locks.

12. Gently pull on wire to verify terminal is locked into the connector.

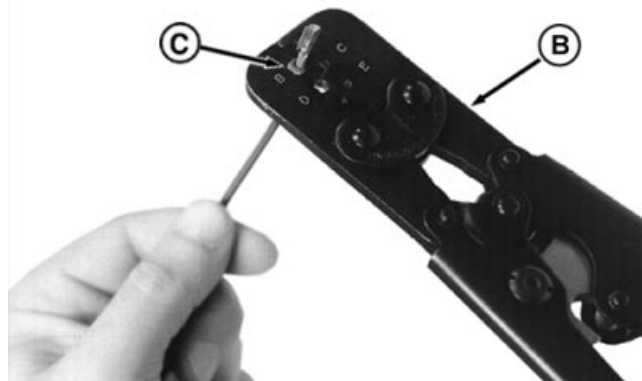
13. Place the secondary lock back on the connector.

14. Retape the wires and add the required tie bands to the harness.

- A—Contact  
B—Tool  
C—Cable Seal  
D—Terminal Locking Tang



RW77139 -UN-07DEC98



RW77138A -UN-15MAR02



RW77140A -UN-15MAR02

DB92450,000004B -19-20FEB06-3/3

## Repair DEUTSCH™ Connectors

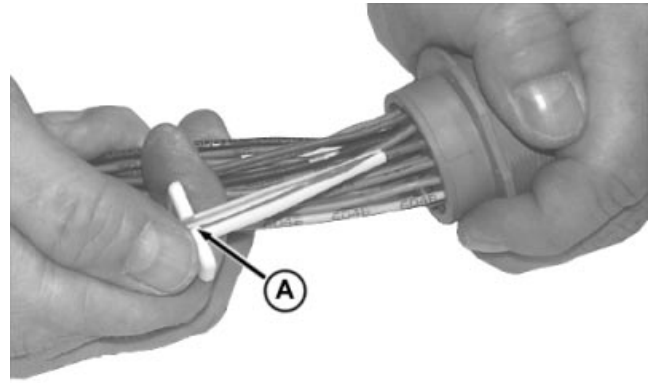
1. Disconnect the Deutsch connector. Remove the tie bands and tape.
2. Identify wire color/number to the connector cavity. Make sure each wire goes back to the correct cavity location.
3. Select correct size extractor tool for size of wire to be removed:

- JDG361 Extractor Tool - 12—14 Gauge Wire<sup>1</sup>
- JDG362 Extractor Tool - 16—18 Gauge Wire<sup>1</sup>
- JDG363 Extractor Tool - 20 Gauge Wire<sup>2</sup>
- JDG785 Extractor Tool - 6-8 Gauge Wire<sup>3</sup>

4. Start inserting the wire into the handle end (A) of the correct size extraction tool.
5. Slide extraction tool rearward along wire until tool tip snaps onto wire.

**IMPORTANT: DO NOT twist tool when inserting in connector.**

6. Slide extraction tool along wire into connector body until tool is positioned over terminal contact.
7. Pull wire from connector body using extraction tool.
8. Using JDG145 Universal Electrical Pliers<sup>4</sup> cut off wire directly behind the terminal.
9. Using JDG145 Universal Electrical Pliers<sup>4</sup>, strip 6 mm (1/4 in.) insulation from end of wire.



A—Handle

RW77142 -UN-07DEC98

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*DEUTSCH is a trademark of Deutsch Company*

<sup>1</sup>Included in JT07195B Electrical Repair Tool Kit and JDG359 DEUTSCH Electrical Repair Kit

<sup>2</sup>Included in JDG359 DEUTSCH Electrical Repair Kit

<sup>3</sup>Included in JT07195B Electrical Repair Tool Kit

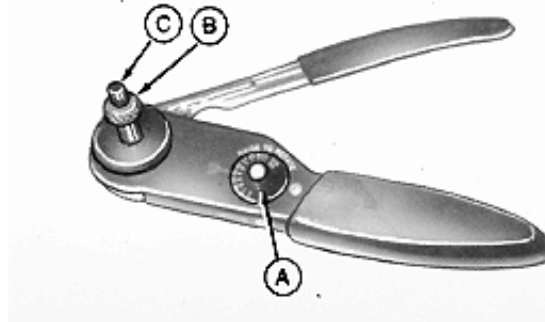
<sup>4</sup>Included in JDG155 Electrical Repair Tool Kit

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RG40854.00000CB -19-20MAY02-1/4

10. Adjust selector (A) on JDG360 Crimping Tool<sup>1</sup> for correct wire size .
11. Loosen lock nut (B) and turn adjusting screw (C) in until screw stops.

A—Selector  
B—Lock Nut  
C—Adjusting Screw



TS117 -UN-23AUG88

<sup>1</sup>Included in JDG359 Electrical Repair Kit

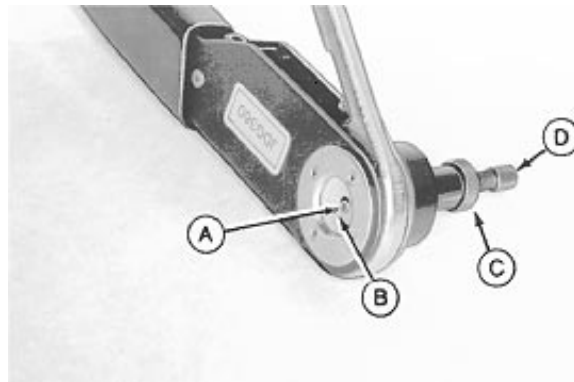
RG40854,00000CB -19-20MAY02-2/4

12. Insert terminal (A) and turn adjusting screw (D) until terminal is flush with cover (B).

**IMPORTANT: Select correct size terminal to fit connector body.**

13. Tighten lock nut (C).

A—Terminal  
B—Cover  
C—Lock Nut  
D—Adjusting Screw



TS0134 -UN-23AUG88

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RG40854,00000CB -19-20MAY02-3/4

14. Insert wire in terminal and crimp until handle contacts stop.

**IMPORTANT: Terminal must remain centered between indenters while crimping.**

15. Release handle and remove terminal.
16. Inspect terminals to ensure all wires are in crimped barrel.

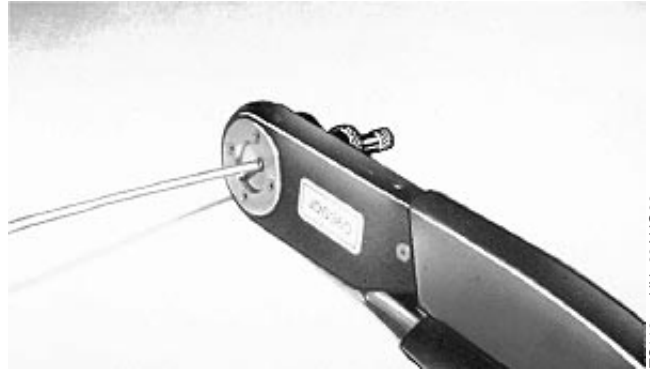
**IMPORTANT: If all wire strands are not crimped into terminal, cut off wire at terminal and repeat terminal installation procedures.**

*NOTE: Readjust crimping tool for each crimping procedure.*

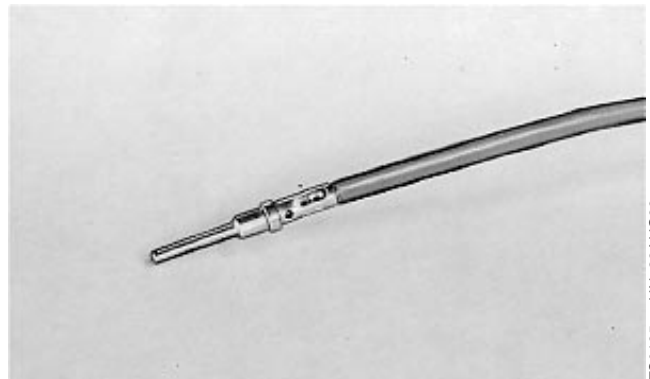
17. Push terminal straight into correct connector cavity until positive stop is felt.

**IMPORTANT: Install terminal in correct connector cavity using correct size grommet.**

18. Gently pull on wire to verify terminal is locked into the connector.
19. Transfer remaining wires to correct cavity in new connector.
20. Retape the wires and add the required tie bands to the harness.



TS118 -UN-23AUG88



TS0135 -UN-23AUG88

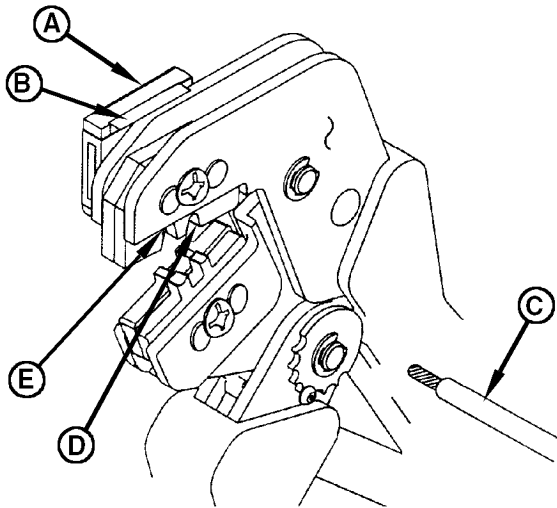


RW77141 -UN-07DEC88

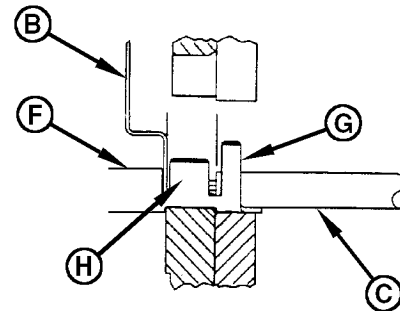
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## Repair AMP Connector



Using AMP Crimping Tool



A—Locator Assembly  
B—Locator

C—Wire  
D—Crimping Slot

E—Crimping Slot  
F—Terminal

G—Insulation Barrel  
H—Wire Barrel

1. Disconnect AMP connector. Remove the tie bands and tape.
2. Identify wire color/number to the connector cavity. Make sure the each wire goes back into the correct cavity location.
3. Press JDG1369 Terminal Extraction Tool into face of connector and remove wire and terminal from back of connector.

**NOTE:** Verify wire stripping length and crimp height before using AMP crimping tool. See instructions provided with tool.

4. Strip new wire to length indicated in tool instructions. Do not nick or cut wire strands.
5. Hold JDG708 AMP Crimping Tool so that the back (wire side) is facing you. Squeeze tool handles together and allow them to open fully.

**NOTE:** See instructions provided with tool to determine which crimping slot (D or E) to use.

6. Holding the terminal (F) by the mating end, insert the insulation barrel (G) first, through the front of the tool and into the appropriate crimp slot (D or E).

**IMPORTANT:** Make sure that both sides of the insulation barrel (G) are started evenly into the crimping section. Do NOT attempt to crimp an improperly positioned terminal.

7. Position the terminal so that the open "U" of the wire and insulation barrels (H and G) face the top of the tool. Place the terminal up into the nest so that the movable locator (B) drops into the slot in the terminal as shown. Butt the front end of the wire barrel (H) against the movable locator.
8. Hold the terminal (F) in position and squeeze the tool handles together until ratchet engages sufficiently to hold the terminal in position. DO NOT deform insulation barrel or wire barrel.
9. Insert stripped wire (C) into terminal insulation and wire barrels until it is butted against the wire stop.

RG10742 -UN-31MAY00

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RG40854,00000CA -19-20MAY02-1/2

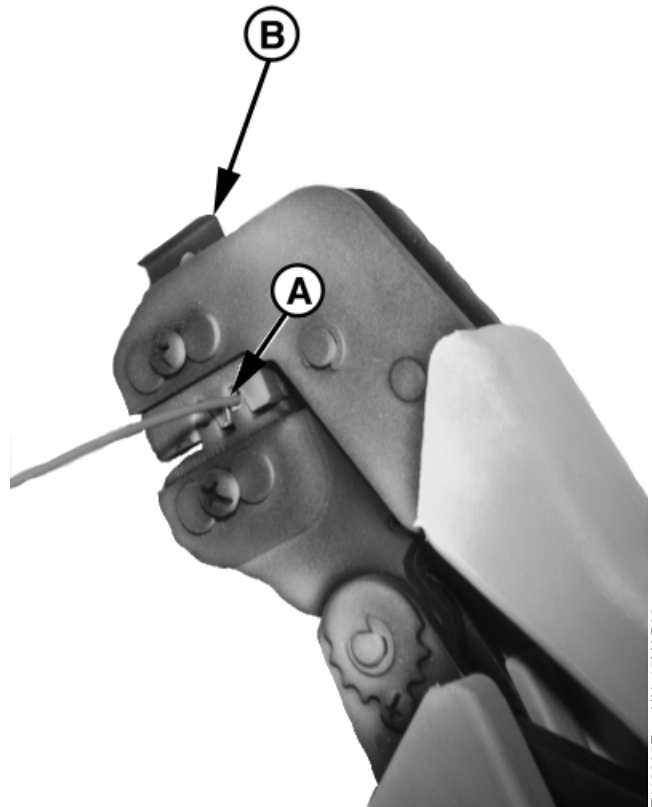


10. Hold the wire and terminal (A) in place. Squeeze tool handles together until ratchet releases. Allow tool handles to open and remove crimped terminal.

*NOTE: The crimped terminal may stick in the crimping area. It can be easily removed by pushing downward on the top of the locator (B).*

11. Install wire in correct connector cavity.
12. Retape the wires and add the required tie bands to the harness.

A—Wire and Terminal  
B—Locator



RG40854,00000CA -19-20MAY02-2/2

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T112335E -UN-15MAR02

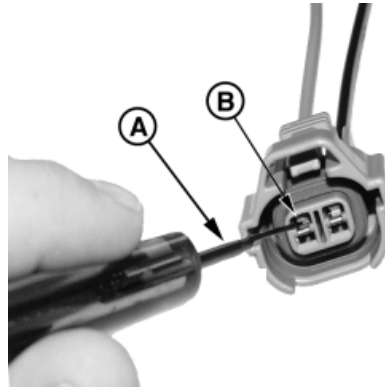
## Repair SUMITOMO™ Connectors

1. Disconnect the SUMITOMO™ connector. Remove the tie bands and tape.
2. Identify wire color/number location with the connector cavity. Make sure each wire goes back to the correct cavity location.
3. Insert JDG777 Terminal Extraction Tool<sup>1</sup> (A) into connector body socket pushing the terminal locking tab upward (B).
4. Gently pull wire from the back of the connector. Then remove the extraction tool.
5. Remove old contact from wire using JDG145 Universal Electrical Pliers<sup>2</sup>.
6. Using JDG145 Universal Electrical Pliers<sup>2</sup>, strip 6 mm (1/4 in.) insulation from end of wire.
7. Select the correct seal. Slide the seal over the wire insulation with the smaller diameter side facing the end of the wire. Small diameter side of seal should line up with the outer edge of the insulation.

**IMPORTANT:** The seal must fit snug over the cable insulation, without a gap between the cable seal and the insulation.

8. Crimp contact on cable seal (D) using JDG707 Crimping Tool (C).

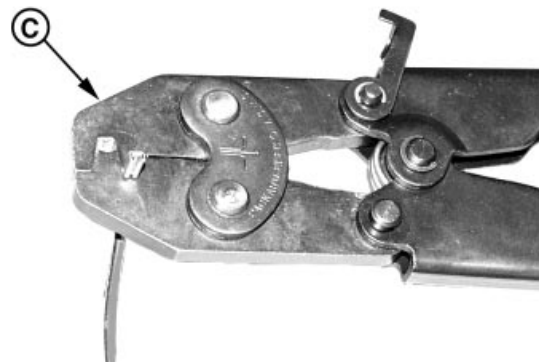
A—Terminal Extraction Tool  
B—Connector Locking Tang  
C—Terminal Crimping Tool  
D—Crimped Cable Seal



RG11676 -UN-05FEB01



TS0136 -UN-23AUG88



RG11678 -UN-05FEB01



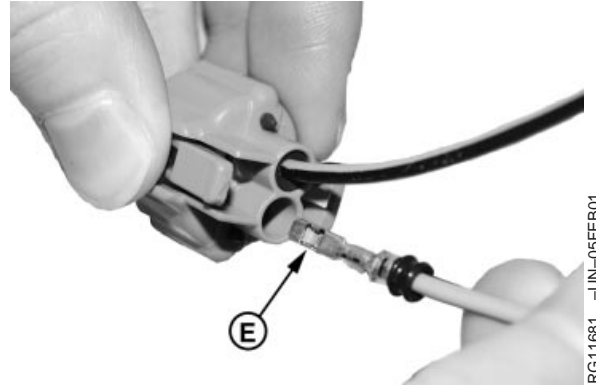
RG11680 -UN-05FEB01

<sup>1</sup>Included in JT07195B Electrical Repair Tool Kit.

<sup>2</sup>Included in JDG155 Electrical Repair Tool Kit.

9. Make sure the terminal is positioned correctly (E) for the locking tang inside the connector.
10. Push terminal into correct connector cavity until terminal locks.
11. Gently pull on wire to verify terminal is locked into the connector.
12. Retape the wires and add the required tie bands to the harness.

**E—Terminal Orientation**



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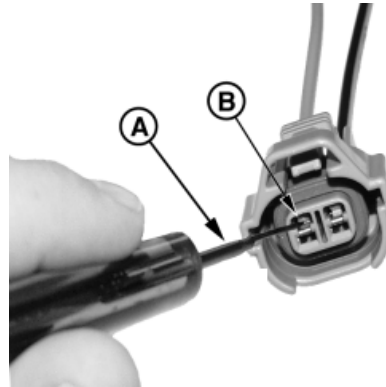
## Repair YAZAKI™ Connectors

1. Disconnect the YAZAKI™ connector. Remove the tie bands and tape.
2. Identify wire color/number location with the connector cavity. Make sure each wire goes back to the correct cavity location.
3. Insert JDG777 Terminal Extraction Tool<sup>1</sup> (A) into connector body socket pushing the terminal locking tab upward (B).
4. Gently pull wire from the back of the connector. Then remove the extraction tool.
5. Remove old contact from wire using JDG145 Universal Electrical Pliers<sup>2</sup>.
6. Using JDG145 Universal Electrical Pliers<sup>2</sup>, strip 6 mm (1/4 in.) insulation from end of wire.
7. Select the correct seal. Slide the seal over the wire insulation with the smaller diameter side facing the end of the wire. Small diameter side of seal should line up with the outer edge of the insulation.

**IMPORTANT:** The seal must fit snug over the cable insulation, without a gap between the cable seal and the insulation.

8. Crimp contact on cable seal (D) using JDG707 Crimping Tool (C).

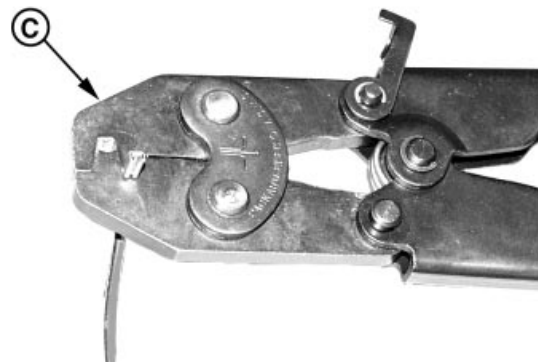
A—Terminal Extraction Tool  
B—Connector Locking Tang  
C—Terminal Crimping Tool  
D—Crimped Cable Seal



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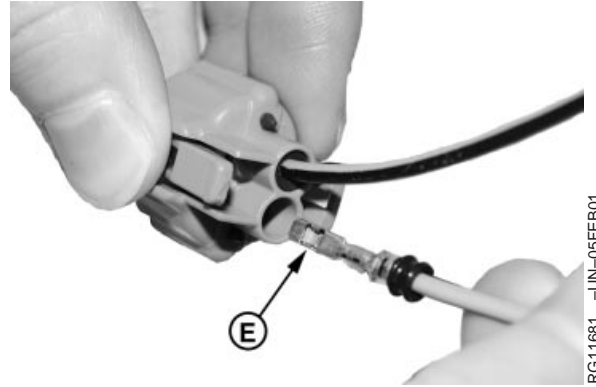
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<sup>1</sup>Included in JT07195B Electrical Repair Tool Kit.

<sup>2</sup>Included in JDG155 Electrical Repair Tool Kit.

9. Make sure the terminal is positioned correctly (E) for the locking tang inside the connector.
10. Push terminal into correct connector cavity until terminal locks.
11. Gently pull on wire to verify terminal is locked into the connector.
12. Retape the wires and add the required tie bands to the harness.

**E—Terminal Orientation**



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02  
110  
39

RG40854,00000C8 -19-20MAY02-2/2

02  
110  
40

# Section 03 Theory Of Operation

## Contents

Page	Page
<b>Group 130—Electronic Fuel System Operation</b>	
About This Group . . . . .	03-130-1
Fuel System Operation . . . . .	03-130-2
Prefilter Operation . . . . .	03-130-3
Fuel Transfer Pump Operation . . . . .	03-130-4
Final Fuel Filter Operation . . . . .	03-130-5
High Pressure Fuel Pump Operation . . . . .	03-130-6
High Pressure Common Rail (HPCR) Operation . . . . .	03-130-7
Electronic Injector (EI) Operation . . . . .	03-130-8
<b>Group 140—Electronic Control System Operation</b>	
About This Group . . . . .	03-140-1
Electronic Control System Terminology . . . . .	03-140-2
Electronic Control System Operation . . . . .	03-140-4
Electronic Control System Overview . . . . .	03-140-5
Monitoring Engine Parameters . . . . .	03-140-7
Measuring Temperature . . . . .	03-140-7
Engine Control Unit (ECU) Temperature Sensor . . . . .	03-140-8
Engine Coolant Temperature (ECT) Sensor . . . . .	03-140-8
Fuel Temperature Sensor . . . . .	03-140-9
Turbo Compressor Inlet Temperature Sensor . . . . .	03-140-10
Turbo Turbine Inlet Temperature . . . . .	03-140-10
Measuring Pressure . . . . .	03-140-11
Barometric Air Pressure (BAP) Sensor . . . . .	03-140-11
Exhaust Pressure Sensor . . . . .	03-140-12
Fuel Rail Pressure Sensor . . . . .	03-140-13
Fuel Transfer Pump Pressure Sensor . . . . .	03-140-14
Manifold Air Pressure (MAP) Sensor . . . . .	03-140-14
Oil Pressure Sensor . . . . .	03-140-15
Measuring Throttle Position . . . . .	03-140-16
Analog Throttle . . . . .	03-140-16
Multi-state Throttle . . . . .	03-140-17
Dual-state Throttle . . . . .	03-140-17
Tri-state Throttle . . . . .	03-140-18
Ramp Throttle . . . . .	03-140-18
Measuring Speed . . . . .	03-140-19
Crank Position Sensor . . . . .	03-140-20
Pump Position Sensor . . . . .	03-140-21
Turbo Speed Sensor . . . . .	03-140-21
Pump Control Valve (PCV) . . . . .	03-140-22
Water in Fuel (WIF) Sensor . . . . .	03-140-22
Engine Coolant Level Switch . . . . .	03-140-22
Sensor Supply #1 . . . . .	03-140-23
Sensor Supply #2 . . . . .	03-140-23
Sensor Supply #3 . . . . .	03-140-24
Sensor Supply #4 . . . . .	03-140-24
Sensor Supply #5 . . . . .	03-140-25
Electronic Injector (EI) Wiring Harness Connector . . . . .	03-140-25
Engine Control Unit (ECU) . . . . .	03-140-26
Controlled Area Network (CAN) . . . . .	03-140-28
Glow Plug Operation . . . . .	03-140-29
Cruise Control Operation . . . . .	03-140-29
Engine Protection . . . . .	03-140-30
Derate Programs . . . . .	03-140-30
Multiple Torque Curve Selection . . . . .	03-140-31
Governor Droop Mode Selection . . . . .	03-140-31
Engine Control Unit (ECU) Self-Diagnosis . . . . .	03-140-32



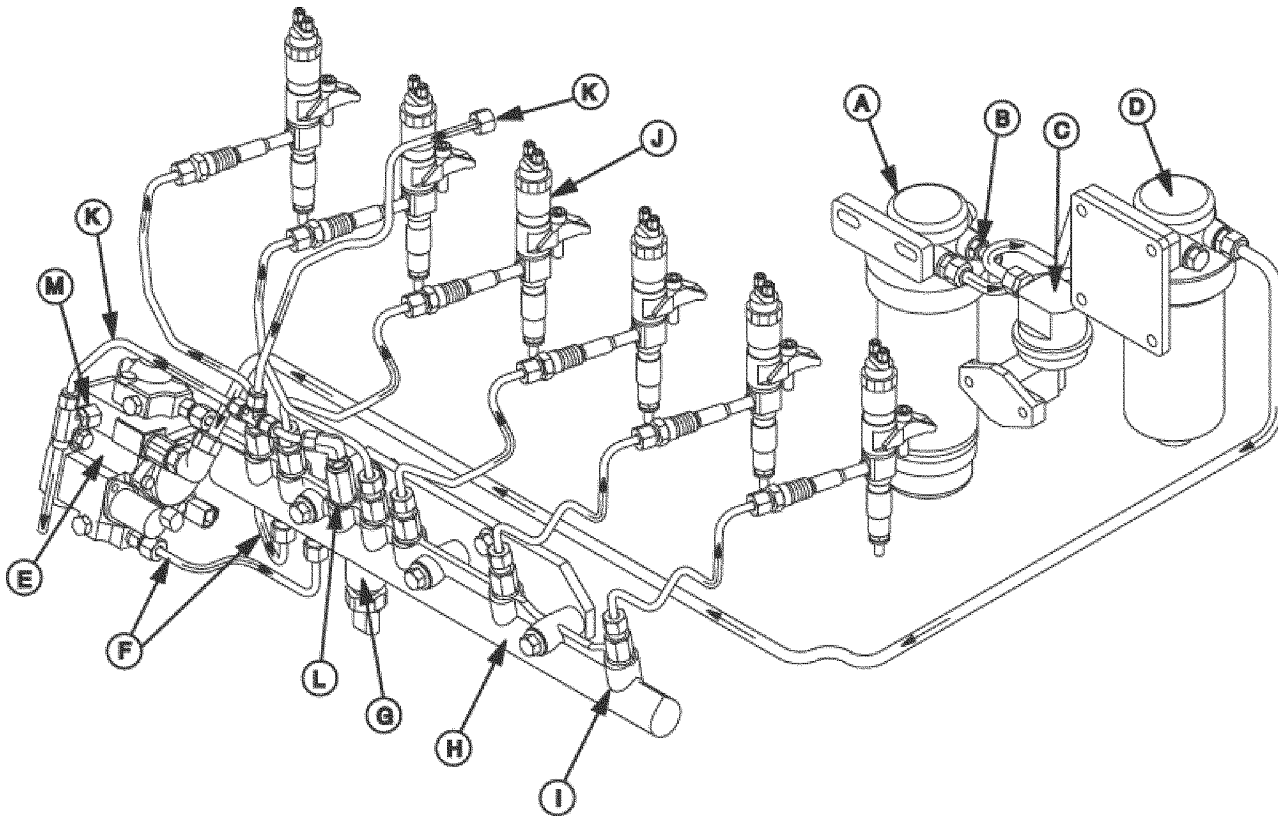


### About This Group

In this group, the fuel system information is described in the following categories:

- Fuel System Operation
- Pre-filter Operation
- Fuel Transfer Pump Operation
- Final Fuel Filter Operation
- High Pressure Fuel Pump Operation
- High Pressure Common Rail (HPCR)
- Electronic Injector (EI) Operation
  - EI - No Injection
  - EI - Begin Injection
  - EI - Ending Injection

## Fuel System Operation



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Fuel System Operation

- |                                      |                             |                                    |                      |
|--------------------------------------|-----------------------------|------------------------------------|----------------------|
| A—Pre-Filter                         | D—Final Fuel Filter         | H—High Pressure Common Rail (HPCR) | K—Fuel Leak-off Line |
| B—Fuel Transfer Pump Pressure Sensor | E—High Pressure Fuel Pump   | I—Flow Damper                      | L—Pressure Limiter   |
| C—Fuel Transfer Pump                 | F—Pressurized Fuel Lines    | J—Electronic Injector (EI)         | M—Overflow Orifice   |
|                                      | G—Fuel Rail Pressure Sensor |                                    |                      |

The fuel transfer pump (C) draws fuel from the fuel tank through the prefilter (A), and sends it through the final fuel filter (D) on its way to the high pressure fuel pump (E). The type and location of the prefilter and the fuel transfer pump may vary depending on application requirements.

This pump is timed consistent with the engine timing to ensure correct fuel delivery amount for optimum cylinder firing. The high pressure fuel pump raises fuel pressure to the required amount for injection. This high-pressure fuel is routed through the pressurized

fuel lines (F) and into the High Pressure Common Rail (HPCR) (H). HPCR evenly distributes fuel to all of the Electronic Injectors (EIs) (J) through the flow dampers (I). The HPCR uses flow dampers to regulate a constant pressure to the EIs. EIs produce measured amounts of fuel into their respective cylinders to be fired. If excess fuel pressure develops in the HPCR, the pressure limiter (L) opens and bleeds off fuel through the fuel leak-off line back to the tank. Excess fuel in the high pressure fuel pump exits the overflow orifice (M) and is routed back to tank through the fuel leak-off line (K).

Continued on next page

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The Engine Control Unit (ECU) (A) sends a signal in specific sequence to each EI. This controls the volume of fuel, the timing of delivery, and the rate of delivery for each EI. Once the fuel enters the EI, the high pressure overcomes the nozzle valve allowing the fuel

to spray into the respective cylinder. Excess fuel from the nozzle routes through the fuel return line (K) and back to the fuel tank. On some applications the fuel goes through a fuel cooler prior to returning to the fuel tank.

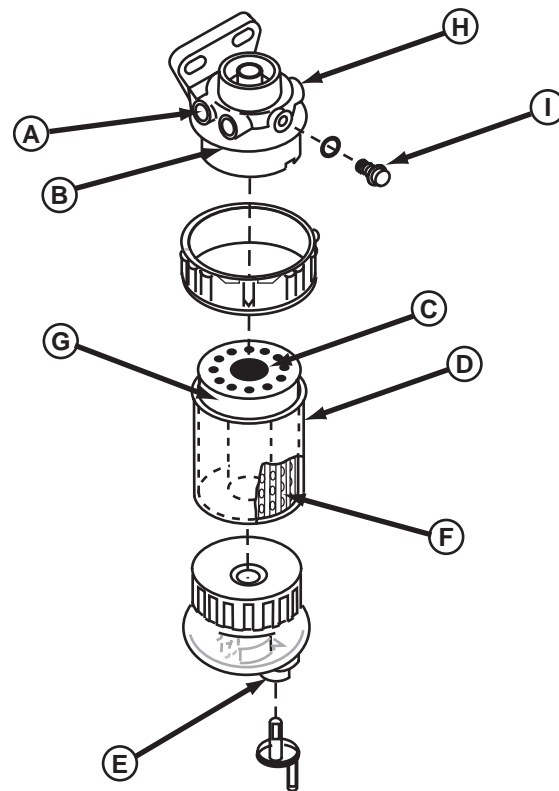
## Prefilter Operation

This optional fuel filter is called the prefilter. It is called this whenever it has been placed between the fuel tank and the fuel transfer pump. It is positioned to protect the pump from coarse contaminants, which could damage, clog, or get stuck in, its diaphragm. This filter is also called the primary fuel filter. This is because it is the first filter through which fuel must pass on its way to the fuel injection pump. Being the first filter in line, it captures the coarsest of, and most, fuel contaminants.

Fuel enters the filter through inlet (A) at filter head (B), and flows down through the tube (C) in the center of the canister (D). Water and the heavier fuel contaminants settle to the bottom of the canister, and from there, they pass into the water/sediment bowl (E). Water can be drained off, and contaminants removed, from the bowl, without removing the filter assembly.

Fuel flows up a passage (F) between the outside of the filter element and the inside of the canister, and up through the 30-micron particle filter element (G) and out of the holes in the filter element. From there, fuel exits through the outlet (H) at the filter head.

Air can be bled from this part of the fuel system by loosening the plug (I) in the front of the filter head.

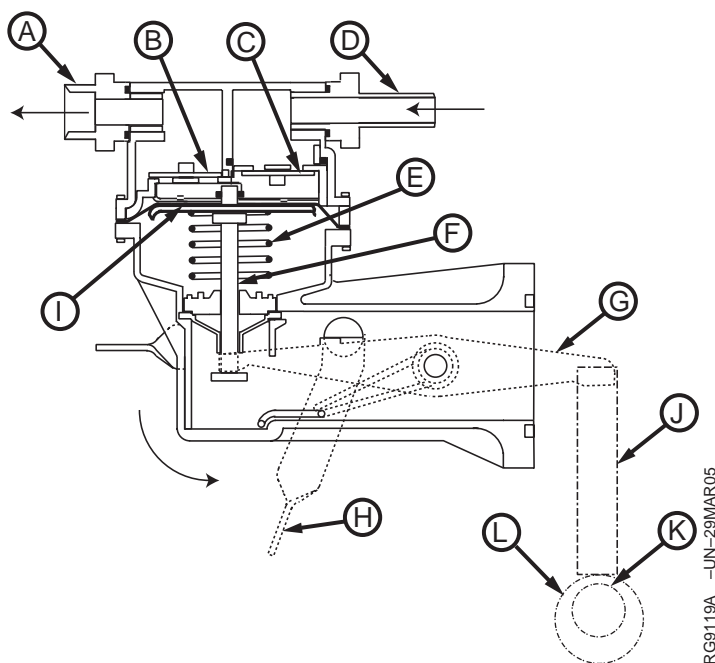


Primary (Pre) Fuel Filter

- A—Fuel Inlet
- B—Filter Head
- C—Tube
- D—Canister
- E—Water/Sediment Bowl
- F—Passage Between Filter and Canister
- G—Filter Element
- H—Fuel Outlet
- I—Bleed Screw

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## Fuel Transfer Pump Operation



Fuel Transfer Pump

A—Fuel Outlet  
B—Outlet Check Valve  
C—Inlet Check Valve

D—Fuel Inlet  
E—Return Spring  
F—Rod

G—Lever Arm  
H—Hand Primer Lever  
I—Diaphragm

J—Push Rod  
K—Eccentric Lobe  
L—Engine Camshaft

The mechanical fuel transfer pump is operated by an eccentric lobe (K) on the engine camshaft (L). A push rod (J), positioned between the lobe and the pump's lever (G), is moved up and down, once every engine revolution, corresponding with the lobe's eccentricity. This action moves the lever arm on the transfer pump up and down. As the push rod side of the lever goes up, the lever's opposite side goes down. As the opposite side goes down, it pulls down the rod (F), the diaphragm (I) attached to the rod is also pulled down, and return spring (E) is compressed. Suction pressure from the diaphragm opens the inlet check valve (C), and draws fuel into the chamber above the diaphragm. As the eccentric lobe is turned past its peak height, return spring decompresses, pushing the diaphragm back into its original position. As the diaphragm is returned to its original position, the increased volume

of fuel in the chamber above the diaphragm pushes shut the inlet check valve, and opens the outlet check valve, allowing fuel into the fuel outlet chamber. As this sequence is repeated, fuel pressure is developed in the fuel outlet chamber, causing fuel to exit the transfer pump and flow into the final filter.

As the camshaft lobe rotates to the low side, return spring (E) forces diaphragm upward. The resulting fuel pressure closes the inlet check valve and opens outlet check valve (B), delivering fuel through outlet (A) to the final fuel filter.

A hand primer lever (H) is provided for manually forcing fuel through the system to bleed air from the fuel filter, lines, etc.

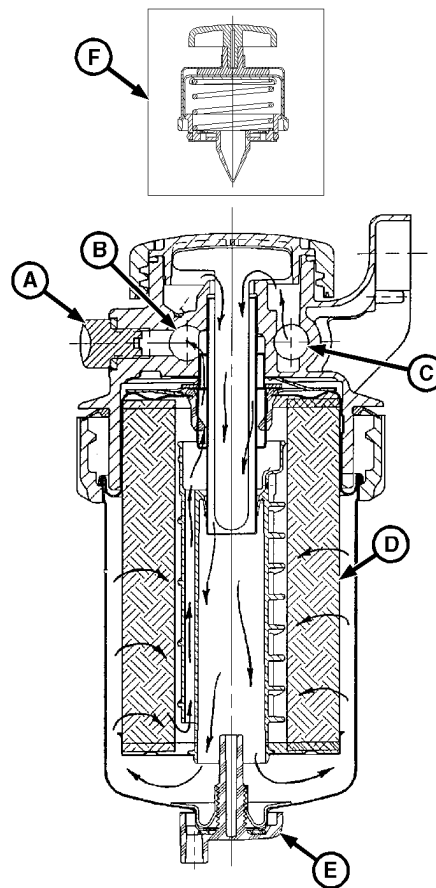
## Final Fuel Filter Operation

Fuel enters the filter at inlet (C), flows through filter element (D) and exits through outlet (B) to the fuel injection pump. The 5-micron filter element is housed in a sediment bowl attached to the base with a threaded retaining ring.

Since water and contaminants settle at the bottom of the sediment bowl, a drain plug (E) is provided. On some options, a water bowl is attached to the bottom of the sediment bowl.

Air in the system can be expelled through the air vent when bleed screw (A) is loosened. Optional priming pump (F) draws fuel from the fuel tank to fill the filter bowl when the filter element is changed. The priming pump also supplies fuel from the filter to the injection pump.

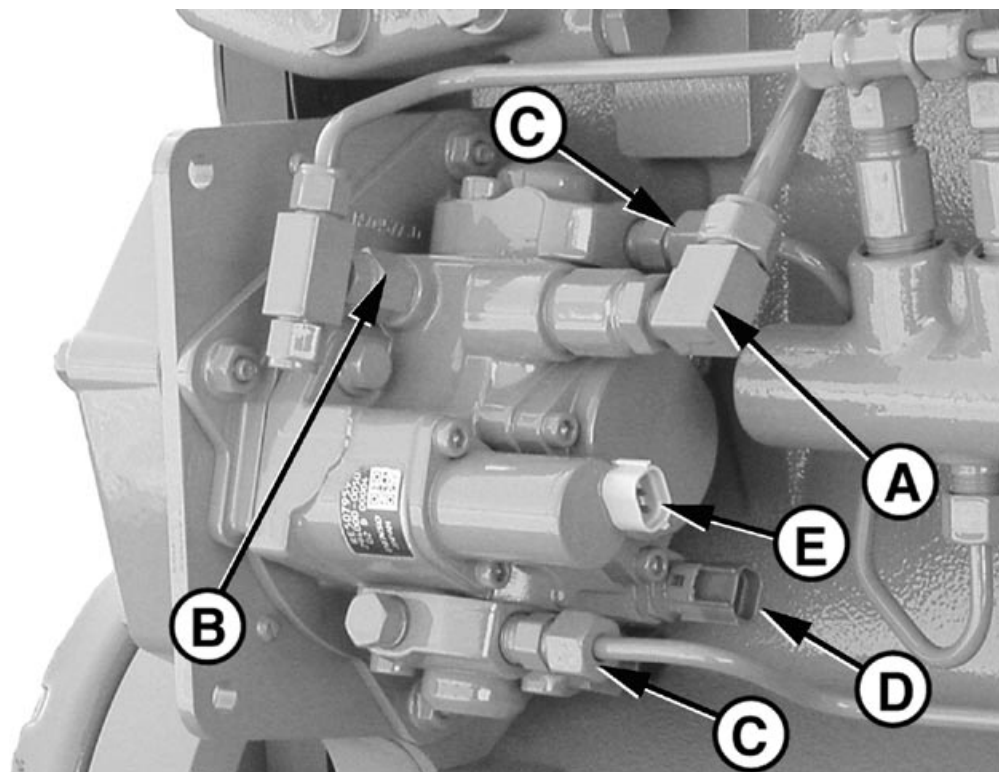
- A—Bleed Screw
- B—Fuel Outlet
- C—Fuel Inlet
- D—Filter Element
- E—Drain Plug
- F—Primer Pump



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## High Pressure Fuel Pump Operation



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A—Fuel Inlet  
B—Overflow Valve

C—Fuel Outlets

D—Fuel Temperature Sensor

E—Pump Control Valve (PCV)  
Solenoid

The high pressure common rail engine uses the Denso HP3 high pressure fuel pump. Filtered fuel enters the high pressure pump through the fuel inlet (A). Once fuel passes through the inlet, it goes through a fuel inlet filter and continues through an internal transfer pump. Fuel is then routed either to lubricate the pump crankcase or to the Pump Control Valve (PCV) (E). The ECU supplies the PCV current when it is time to release fuel to the high pressure common rail. For more information on the PCV Solenoid, see PUMP CONTROL VALVE (PCV) in Group 140 of this manual.

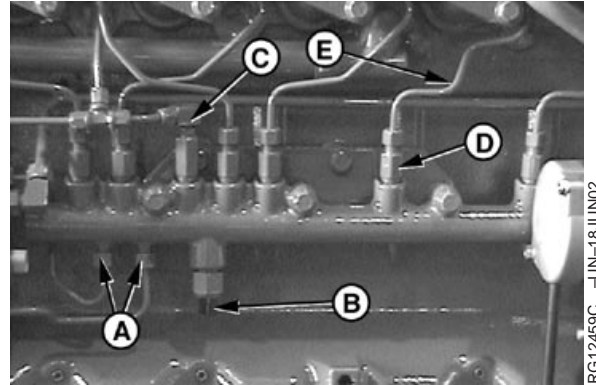
There is one chamber on the top of the pump and another chamber on the bottom of the pump. Fuel in each chamber is pressurized when the pump camshaft rotates. Excess fuel leaves the pump through the overflow valve (B), so it can return to the fuel tank.

A fuel temperature sensor (D) is included on the pump to measure the fuel temperature in the pump housing. For more fuel temperature sensor information, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 later in this manual.

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## High Pressure Common Rail (HPCR) Operation

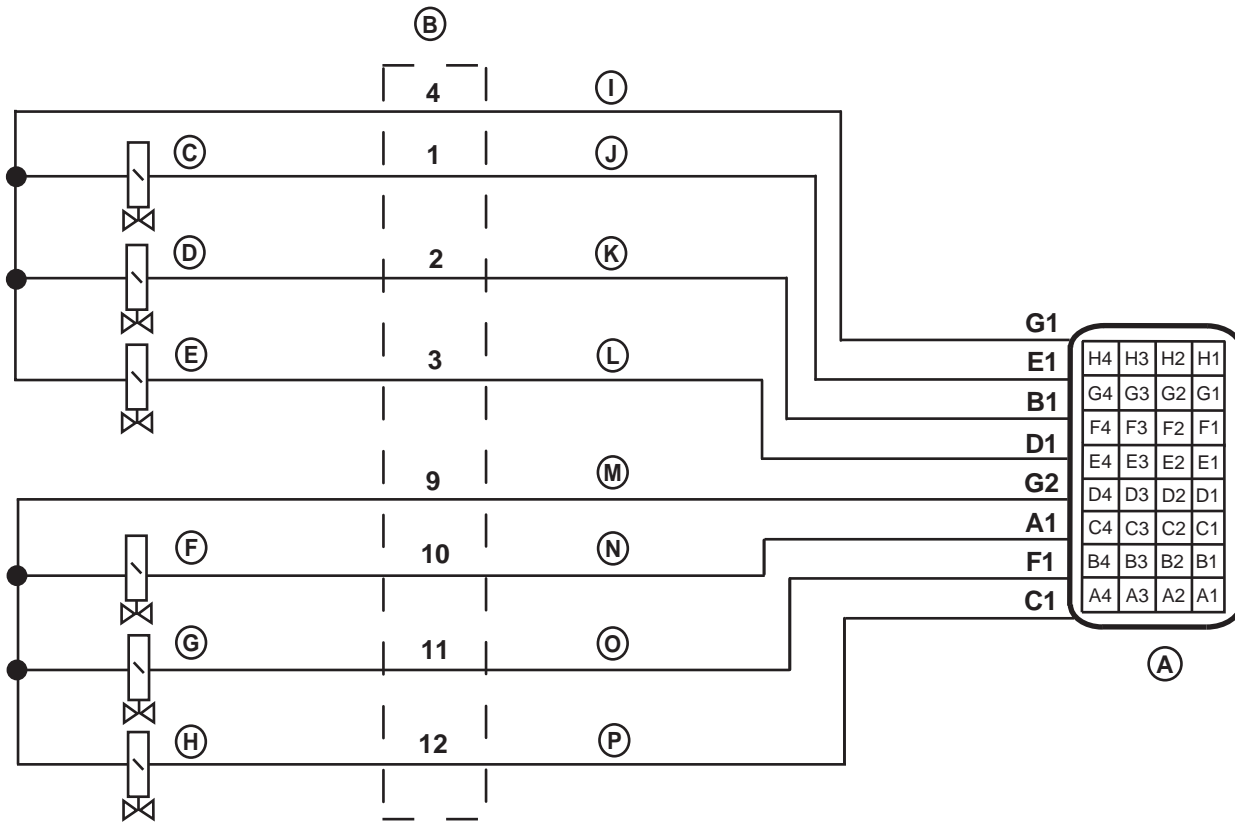
High pressure fuel is delivered to the high pressure common rail (HPCR) through two high pressure pump delivery lines (A). The high pressure common rail delivery lines (E) transport the fuel to the Electronic Injectors (EIs). The fuel rail pressure sensor (B) detects the fuel pressure inside the rail. The Engine Control Unit (ECU) uses this sensor to monitor the fuel pressure to determine the timing of the pump control valve on the high pressure fuel pump. For more information on the fuel rail pressure sensor, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 later in this manual. If an abnormally high pressure is generated within the HPCR, the pressure limiter (C) opens to release the excess pressure and drain fuel back to the tank. The flow dampers (D) are used to control the maximum fuel flow to the EIs and prevent damage if the EI should fail, or if a high pressure leak develops, by shutting off fuel flow to the failed EI.



- A—High Pressure Pump Delivery Lines
- B—Fuel Rail Pressure Sensor
- C—Pressure Limiter
- D—Flow Damper
- E—High Pressure Common Rail Delivery Lines

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## Electronic Injector (EI) Operation



ECU to EI Connections

A—ECU Harness Connector  
#J1

B—EI Interconnect Connector  
(Cylinder Head)

C—Cylinder #1 Injector

D—Cylinder #2 Injector

E—Cylinder #3 Injector

F—Cylinder #4 Injector

G—Cylinder #5 Injector

H—Cylinder #6 Injector

I—1-3 Cylinder 90V Supply

J—Cylinder #1 EI Control Wire

K—Cylinder #2 EI Control Wire

L—Cylinder #3 EI Control Wire

M—4-6 Cylinder 90V Supply

N—Cylinder #4 EI Control Wire

O—Cylinder #5 EI Control Wire

P—Cylinder #6 EI Control Wire

The electronic injectors (EIs) are located inside the engine's cylinder head and are electronically controlled by the ECU. The amount of fuel delivered to the cylinder is in direct proportion with the length of time current is supplied to the two-way electromagnetic valve (TWV) on each EI. The ECU sends a signal in specific sequence to each EI. This controls the volume

of fuel, the timing of delivery, and the rate of delivery for each EI. Once the fuel enters the EI, the high pressure overcomes the nozzle valve allowing the fuel to spray into the respective cylinder. Excess fuel from the nozzle routes through the fuel return line and back to the fuel tank.

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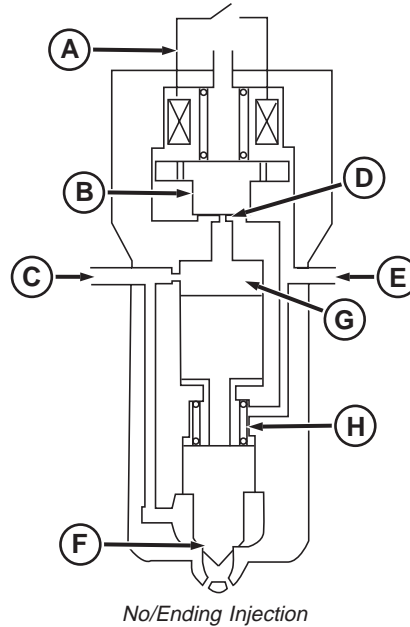
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**EI - No Injection**

Fuel from the HPCR enters the EI at the fuel inlet (C). When no current is supplied to the TWV (A), the valve spring (H) and the hydraulic pressure of the fuel in the control chamber (G) cause the hydraulic piston to push the needle down and close the nozzle. This holds the high pressure fuel from the common rail inside the nozzle until injection.

- A—Two-Way Valve (TWV)
- B—Solenoid Valve
- C—Fuel Inlet
- D—Orifice Seat
- E—Fuel Leakoff
- F—Nozzle
- G—Control Chamber
- H—Valve Spring



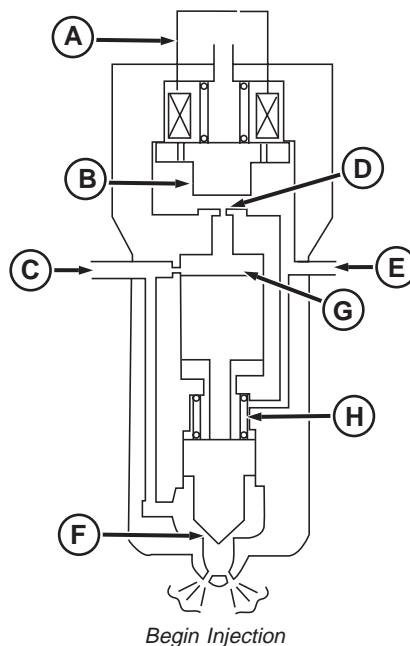
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9**EI - Begin Injection**

Injection begins when current is supplied from the ECU to the TWV (A). The electromagnetic force pulls the solenoid valve (B) up, causing the orifice seat (D) to open. The fuel in the control chamber (G) flows out of the injector to the fuel leak-off (E) line. Fuel is then routed back to the fuel tank. As the fuel exits the injector, the force is removed from the hydraulic piston allowing fuel through the nozzle (F) to start the injection process.

- A—Two-Way Valve (TWV)
- B—Solenoid Valve
- C—Fuel Inlet
- D—Orifice Seat
- E—Fuel Leakoff
- F—Nozzle
- G—Control Chamber
- H—Valve Spring



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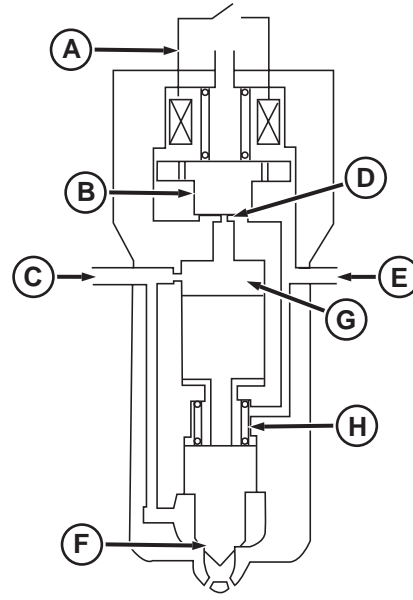
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**EI - Ending Injection**

Injection ends when the current is removed from the TWV (A). The solenoid valve (B) closes causing fuel to fill the control chamber (G). The valve spring and the hydraulic force from the fuel in the control chamber cause the hydraulic piston to push the needle down and close the nozzle. At this time the injection is complete.

- A—Two-Way Valve (TWV)
- B—Solenoid Valve
- C—Fuel Inlet
- D—Orifice Seat
- E—Fuel Leakoff
- F—Nozzle
- G—Control Chamber
- H—Valve Spring



No/Ending Injection

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### About This Group

In this Group, the electronic control system is described in the following categories:

- Electronic Control System Terminology
- Electronic Control System Operation
- Electronic Control System Overview
- Monitoring Engine Parameters
- Measuring Temperature
- Engine Control Unit (ECU) Temperature Sensor
- Engine Coolant Temperature (ECT) Sensor
- Fuel Temperature Sensor
- Turbo Compressor Inlet Temperature Sensor
- Turbo Turbine Inlet Temperature
- Measuring Pressure
- Barometric Air Pressure (BAP) Sensor
- Fuel Rail Pressure Sensor
- Fuel Transfer Pump Pressure Sensor
- Manifold Air Pressure Sensor
- Oil Pressure Sensor
- Measuring Throttle Position
- Analog Throttle
- Multi-state Throttle
- Dual-state Throttle
- Tri-state Throttle
- Ramp Throttle
- Measuring Speed
- Crank Position Sensor
- Turbo Speed Sensor
- Pump Position Sensor
- Pump Control Valve (PCV)
- Water in Fuel (WIF) Sensor
- Engine Coolant Level Switch
- Sensor Supply #1
- Sensor Supply #2
- Sensor Supply #3
- Sensor Supply #4
- Sensor Supply #5
- Electronic Injector (EI) Wiring Harness Connector
- Engine Control Unit (ECU)
- Controlled Area Network (CAN)
- Glow Plug Operation
- Cruise Control Operation
- Engine Protection
- Derate Programs
- Multiple Torque Curve Selection
- Governor Droop Mode Selection
- Engine Control Unit (ECU) Self Diagnosis

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## Electronic Control System Terminology

<b>Actuator</b>	A device controlled by the ECU to perform a certain function.
<b>Analog</b>	Signal which has a continuous range of possible voltages, usually 0 to 5 volts or 0 to 12 volts.
<b>BAP</b>	Barometric Air Pressure. Pressure of the atmosphere (atmospheric pressure).
<b>Boost</b>	Pressurized air in the intake manifold.
<b>CAC</b>	Charge Air Cooler. Cools the compressed air from the turbine before it enters the intake manifold.
<b>CAN</b>	Controller Area Network. The network on vehicles that allows communication between controllers.
<b>Digital</b>	A signal which consists of only two levels of voltage — usually 0 volts and +5 volts.
<b>DTC</b>	Diagnostic Trouble Code. This is a code that is stored in the ECU's memory when it detects a problem in the electronic control system. There are two types of codes: Active and Stored.
<b>ECT</b>	Engine Coolant Temperature (sensor). Measures the temperature of the engine coolant.
<b>ECU</b>	Engine Control Unit. Computer that controls the fuel, air, and ignition systems on the engine.
<b>EI</b>	Electronic Injector. The EI is an electronic injector that is controller by the ECU. The ECU controls the start of injection and the amount of fuel injected by energizing and de-energizing the two-way valve on the injectors. See ELECTRONIC INJECTOR (EI) OPERATION in Group 130 for details.
<b>FMI</b>	Failure Mode Identifier. The second part of a two-part code that identifies control system fault codes according to the J1939 standard. The identifies the type of failure that has occurred. The first half of the code is the Suspect Parameter Number (SPN).
<b>HPCR</b>	High Pressure Common Rail. Distributes the high pressure fuel to each individual EI.
<b>J1939</b>	The Society of Automotive Engineers (SAE) standard for communication between the electronic controllers on heavy-duty vehicles, both on- and off-highway.
<b>JDCP</b>	John Deere Custom Performance allows the customer to select software features and feature combinations prior to loading the software into the ECU. It is also the means by which embedded software is managed and updated in controllers without removal of the controller from the machine.
<b>JDPS</b>	John Deere Power Systems.
<b>MAP</b>	Manifold Air Pressure. Sometimes referred to as “boost” pressure.
<b>MAT</b>	Manifold Air Temperature (sensor). Measures the temperature of the air in the intake manifold.
<b>OORH</b>	Out Of Range High. This indicates a value the ECU is seeing is above the expected highest value of the component sending the signal. Normally indicates an open somewhere in the signal circuit. Used in conjunction with FMI code 03.
<b>OORL</b>	Out Of Range Low. This indicates a value the ECU is seeing is below the expected lowest value of the component sending the signal. Normally indicates a short somewhere in the signal circuit. Used in conjunction with FMI code 04.
<b>PROM</b>	Programmable, Read-Only Memory. A computer chip that contains the calibration information for the engine control system.

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<b>Position Sensor</b>	Commonly referred to as the Cam or Pump position sensor depending on application. Used to identify the cylinder that is on the compression stroke.
<b>PWM</b>	Pulse Width Modulation. A digital (not analog) electronic signal which consists of a pulse generated at a fixed frequency. When an actuator is controlled by a PWM signal, the on-time of the signal is increased or decreased (modulated) to increase or decrease the output of the actuator.
<b>RAM</b>	Random Access Memory. The RAM is the portion of the computer memory within the ECU that changes as the engine is running and is stored while engine is off.
<b>SCV</b>	Suction Control Valve regulates the amount of fuel that the high pressure fuel pump supplies the HPCR.
<b>SDS</b>	JDPS Software Delivery System. Used to maintain software and programming records.
<b>Sensor</b>	Device used by the ECU to monitor various engine parameters.
<b>SPN</b>	Suspect Parameter Number. The first half of a two-part code that identifies control system fault codes according to the J1939 Standard. The SPN identifies the system or component that has the failure. The second half of the code is the Failure Mode Identifier ().
<b>TDC</b>	Top Dead Center. Point of uppermost piston travel.
<b>Timing Sensor</b>	Commonly referred to as the Crank sensor. Used to determine the angular position and velocity of the crankshaft in its 360° field of rotation.
<b>TPS</b>	Throttle Position Sensor. The TPS measures the position of the throttle.
<b>Trim Options</b>	Options that can be enabled or disabled in the ECU programming, such as throttle selection, torque adjustment, governor gains, derates and shutdowns, etc.
<b>TWV</b>	Two-Way Valve. The TWV is energized to raise the outer valve, allowing fuel to be injected into the cylinder.
<b>WIF</b>	Water In Fuel (sensor). The WIF sensor sends a signal to the ECU when water is detected in the fuel.

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3

## Electronic Control System Operation

### Engine Starting Mode

When the key is turned to the "ON" position, a switched power voltage is sent to the Electronic Control Unit (ECU). This energizes the ECU and allows it to "boot-up" and ready itself for engine start.

*NOTE: If a wiring problem prevents the key ON signal from getting to the ECU, the engine will not start.*

As soon as the ECU determines using the crankshaft position sensor input that the engine is cranking, it will determine using the pump position sensor input when cylinder number 1 is coming to top-dead-center at the end of the compression stroke. It will then start injecting fuel when the next cylinder in the firing order (cylinder number 5) is at the correct position before top-dead-center at the end of its compression stroke.

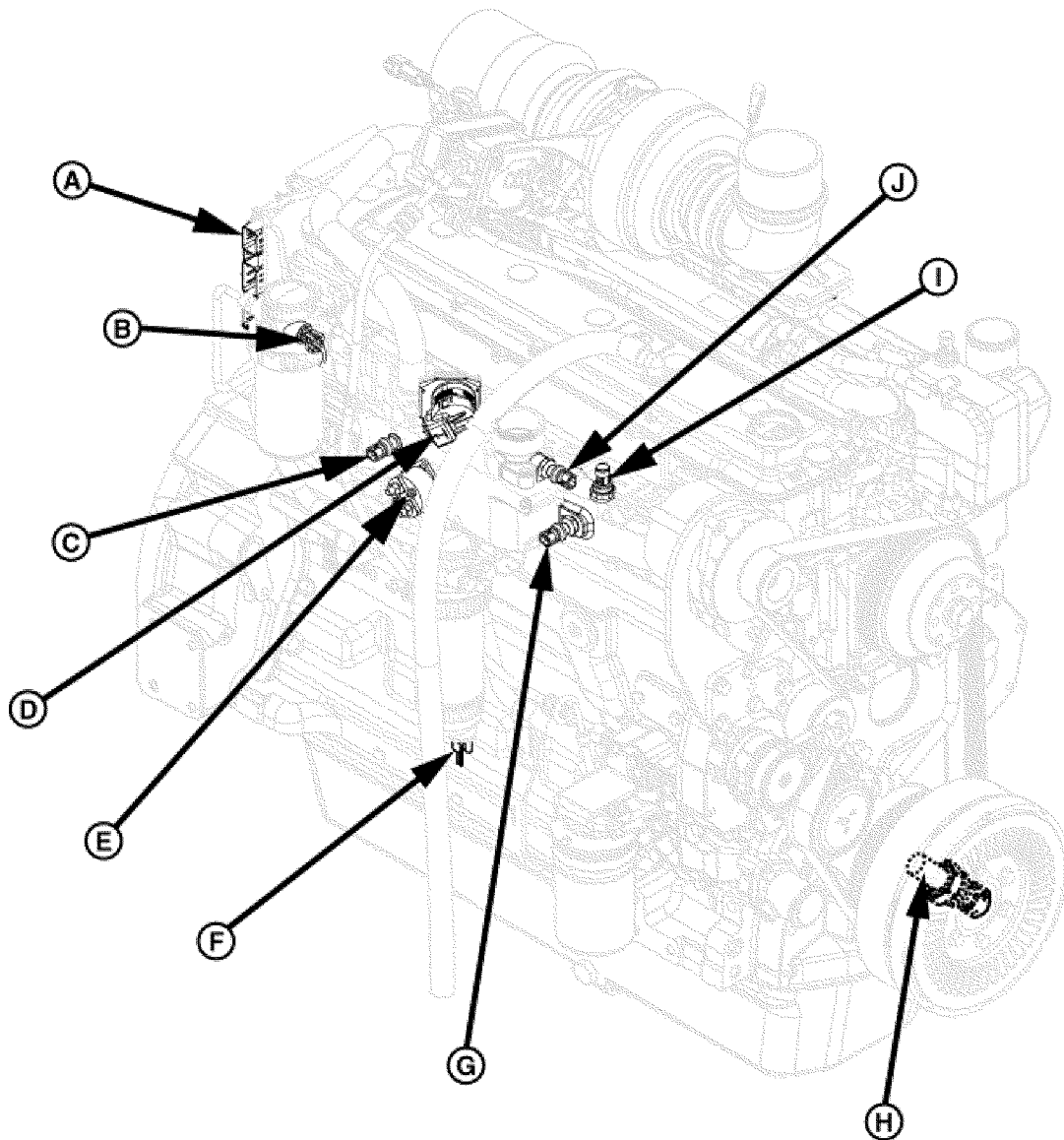
To provide cold temperature enrichment, the amount of fuel injected is based on the temperature measured by the Engine Coolant Temperature (ECT) sensor. At this point, the engine will start and the ECU will go into the running mode.

### Engine Running Mode

In the running mode, both the pump and crankshaft position sensors allow the ECU to precisely determine piston position in relation to top-dead-center. The ECU uses this information to inform each individual EI of the injection timing and rate. The ECU controls fuel delivery by energizing and de-energizing the two-way valve (TWV), which is located in the EI. When the TWV is energized, the EI needle opens and injection begins. When the correct amount of fuel has been injected, the TWV is de-energized, causing the valve needle to close, and fuel injection to stop.

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## Electronic Control System Overview



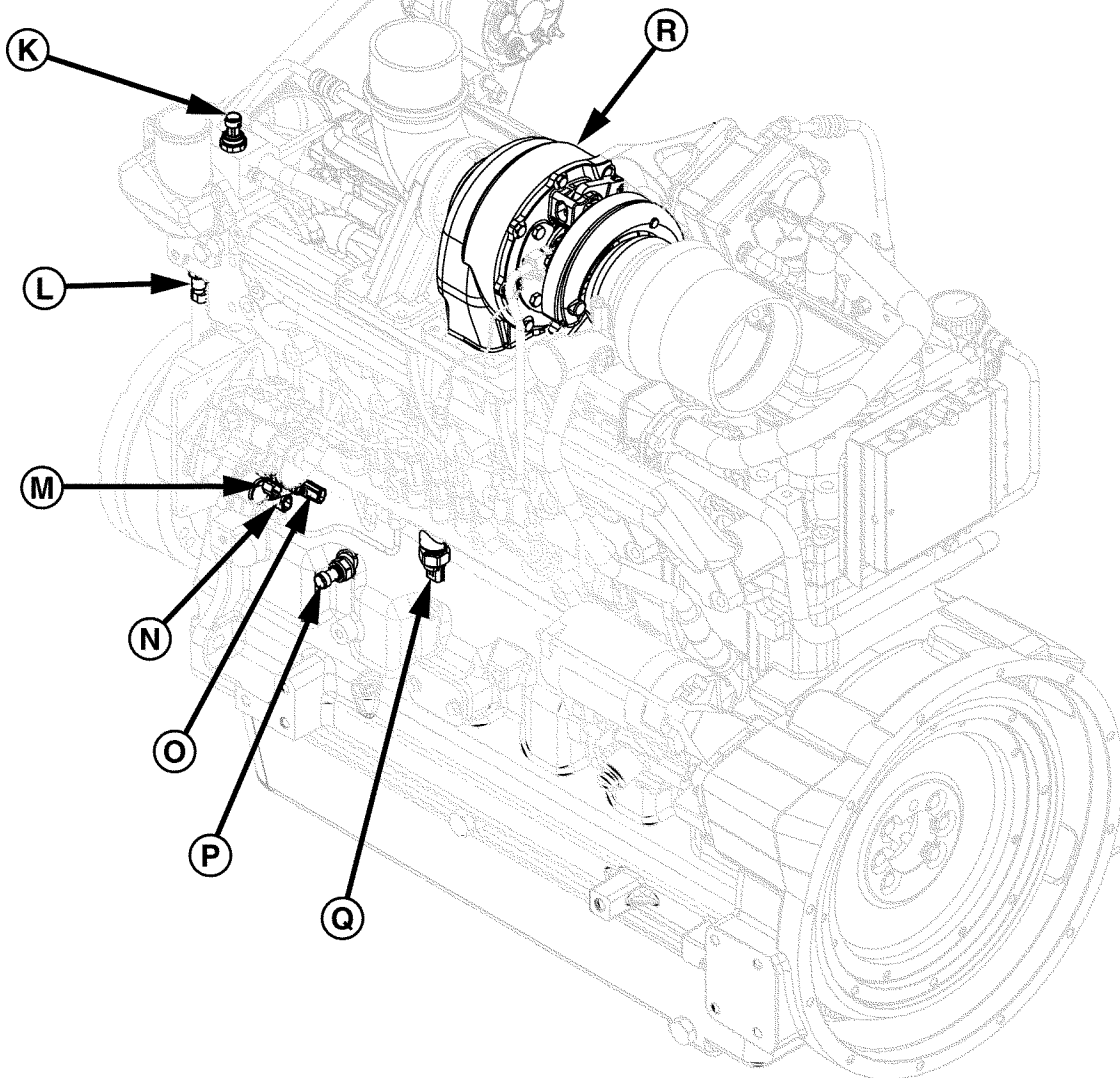
Electronic Controls, Filter Side

RG14054 -JUN-28MAY05

Continued on next page

RG40854,00000E2 -19-23JUN06-1/2

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RG13927 -UN-28MAY05

Electronic Controls, Injection Pump Side

A—ECU Connectors	F—WIF Sensor	L—Engine Coolant Temperature Sensor	O—Fuel Temperature Sensor
B—Fuel Transfer Pump Pressure Sensor	H—Crank Position Sensor	M—Pump Control Valve	P—Oil Pressure Sensor
E—Glow Plug Relay	I—MAP Sensor	N—Pump Position Sensor	Q—Fuel Rail Pressure Sensor
	K—Removed		R—Turbo

**NOTE:** Some of the sensors shown are optional and are NOT used on all applications.

The electronic control system serves as an engine governor by controlling the Electronic Injectors (EIs) so that fuel is delivered according to a given set of engine conditions, precise amounts, and at precise time in relation to piston position. In order to achieve this, the control system performs the following functions:

- Constantly monitor engine operating conditions
- Precisely determines piston position
- Deliver optimum amount of fuel for a given set of operating conditions
- Deliver fuel at optimum piston position
- Provide multiple control modes
- Perform self-diagnosis



## Monitoring Engine Parameters

In order for the electronic control system to deliver fuel according to a given set of operating conditions and, on some applications to provide engine protection, the following engine parameters are monitored by the ECU:

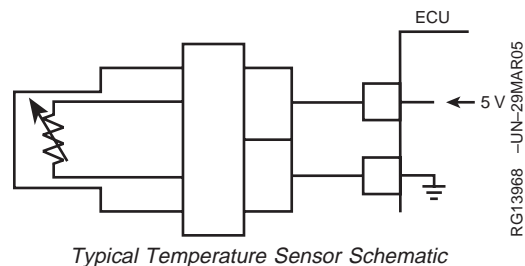
- Crank Position
- Engine Control Unit (ECU) Temperature
- Engine Coolant Temperature (ECT)
- Fuel Rail Pressure
- Fuel Temperature
- Fuel Transfer Pump Pressure
- Manifold Air Pressure (MAP)
- Oil Pressure
- Pump Control Valve
- Pump Position
- Throttle Position
- Turbo Compressor Inlet Temperature
- Turbo Speed
- Turbo Turbine Inlet Temperature
- Water In Fuel (WIF)

RG40854,00000E3 -19-10FEB05-1/1

## Measuring Temperature

The Engine Coolant (ECT), Oil, Fuel, and Compressor Inlet sensors are thermistors - temperature-sensitive, variable resistors. The Engine Control Unit (ECU) sends 5 volts to the sensor. Resistance of the sensor increases as the temperature to which it is exposed increases (negative temperature coefficient), in return causes a larger voltage drop across it. The ECU monitors the voltage drop across the sensor and compares the voltage drop to pre-programmed values in its memory. This is done to determine the temperature, and whether that temperature is within acceptable limits.

The ECU has the ability to derate the engine power or shut down the engine in an attempt to protect the engine and its components. If certain temperatures exceed the threshold, the ECU will enable the engine protection. For more information on engine protection and derate programs, see ENGINE PROTECTION and/or DERATE PROGRAMS both later in this Group.



RG40854,00000E4 -19-07MAR05-1/1

## Engine Control Unit (ECU) Temperature Sensor

The ECU temperature sensor is located internal to the ECU. This sensor cannot be repaired or replaced without replacing the entire ECU. This sensor is used to determine the internal temperature of the ECU. If the temperature exceeds the temperature specification, the ECU will limit the speed of the engine in an attempt to protect the ECU from permanent damage.

RG41221,00002A7 -19-15MAY05-1/1

## Engine Coolant Temperature (ECT) Sensor

*NOTE: Wiring schematic shows OEM engine applications only. For wiring information on other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual.*

The ECT sensor is located in the thermostat housing. The ECU monitors engine coolant temperature for:

- Engine protection purposes. Depending on the severity of the temperature increase, ECU transmits a diagnostic code for either least, moderately, and most severe levels. For each level of severity, engine is derated commensurately. For more information on engine protection and derate programs, see ENGINE PROTECTION or DERATE PROGRAMS later in this Group.
- Starting fuel quantity determination — The ECU will adjust the amount of fuel delivered during startup based on the initial ECT readings.
- Idle speed determination — In order to decrease engine warm-up time, the ECU will increase idle speed after startup, if a low coolant temperature is measured.

For more information on how temperature sensors operate, see MEASURING TEMPERATURE earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

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## Fuel Temperature Sensor

The fuel temperature sensor is located towards the bottom of the high pressure fuel pump, on the fuel return line. The ECU uses this sensor input to calculate fuel density and adjust fuel delivery accordingly. The ECU also uses the fuel temperature sensor for engine protection purposes. In addition, the glow plug operation is driven off of the fuel temperature. If the temperature of the fuel drops below specification, the glow plugs will turn on for a predetermine length of time. For more glow plug information, see GLOW PLUG OPERATION later in this Group.

For more information on engine protection and derate programs, see ENGINE PROTECTION or DERATE PROGRAMS later in this Group.

For more information on how temperature sensors operate, see MEASURING TEMPERATURE earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

## Turbo Compressor Inlet Temperature Sensor

The turbo compressor inlet temperature sensor is located on the fresh air intake of the turbo. The ECU uses this sensor to calculate the ambient air temperature rise across the air filter. The ECU also uses this sensor to calculate the turbo compressor outlet temperature. From these calculations, the ECU can determine if the air/fuel ration is correct, or if changes are required.

For more information on how temperature sensors operate, see MEASURING TEMPERATURE earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

DB92450,0000013 -19-10APR06-1/1

## Turbo Turbine Inlet Temperature

There is no turbo turbine temperature sensor. This temperature is calculated by the ECU. The ECU uses the following parameters to create the model based temperature:

- Manifold Air Pressure
- Timing base on the crank position or the pump position sensor
- Fuel Rail Pressure
- Engine Speed
- Fresh Air to Fuel Ratio
- A software filter to represent a time delay for component heat up rate.

The ECU also uses this temperature for engine protection purposes.

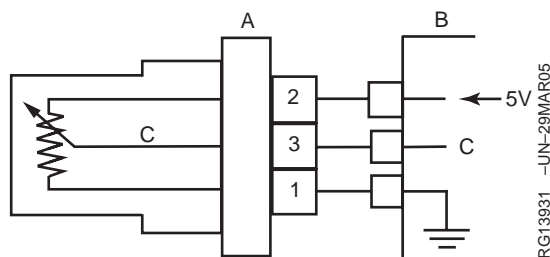
For more information on engine protection and derate programs, see ENGINE PROTECTION or DERATE PROGRAMS later in this Group.

RG41221,00002A8 -19-15MAY05-1/1

## Measuring Pressure

All engine pressure sensors (A) are 3-wire variable resistors. As pressure changes, sensor resistance changes. The ECU (B) supplies the sensor with a 5-volt reference voltage and monitors the input voltage from the sensor input wire (C). As pressure increases, the wiper arm of pin 3 is moved toward pin 2. This causes an increased voltage drop across pins 1 and 3. The ECU compares the voltage drop to a pre-programmed value in the ECU's memory to determine the correct pressure.

The ECU has the ability to derate the engine power or shut down the engine in an attempt to protect the engine and its components. If certain temperatures exceed the threshold, the ECU will enable the engine protection. For more information on engine protection and derate programs, see ENGINE PROTECTION and/or DERATE PROGRAMS both later in this Group.



Typical Pressure Sensor Schematic

A—Pressure Sensor  
B—ECU  
C—Pressure Input

03  
140  
11

RG40854,00000E5 -19-30MAR05-1/1

## Barometric Air Pressure (BAP) Sensor

The BAP sensor is located internal to the ECU. This sensor cannot be repaired or replaced without replacing the entire ECU. This sensor is used to determine the pressure of the ambient air at the mounting location of the ECU. This helps the ECU determine the air density for calculating the correct air/fuel ratio.

For more information on how pressure sensors operate, see MEASURING PRESSURE earlier in this Group.

RG41221,00002A9 -19-15MAY05-1/1

## Exhaust Pressure Sensor

The exhaust gas pressure sensor is located on the exhaust manifold. The exhaust gas pressure sensor sends an exhaust gas pressure equivalent signal to the ECU. The ECU uses this signal to monitor and evaluate whether exhaust gas is adequate for current operating conditions. If pressure is too high or too low, the ECU will shut down the exhaust gas recirculation system, until the problem has been resolved.

For more information on how pressure sensors operate, see MEASURING PRESSURE earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

DB92450,0000017 -19-10APR06-1/1

## Fuel Rail Pressure Sensor

The fuel rail pressure sensor is located on the bottom of the high pressure common rail (HPCR). The fuel rail pressure sensor sends a pressure equivalent signal to the ECU. The ECU monitors fuel pressure to control the amount and timing of fuel being transferred from the high pressure fuel pump to the HPCR. The ECU uses this signal input to determine if fuel rail pressure is adequate for the current operating condition. The ECU will command more or less fuel from the high pressure fuel pump by altering the signal to the pump control valve. For more information on the pump control valve, see PUMP CONTROL VALVE (PCV) later in this Group. The ECU also uses this sensor to determine if there is an electronic injector problem by measuring the drop of pressure every time the engine injects fuel to a specific cylinder. This sensor is used for engine protection.

For more information on engine protection and derate programs, see ENGINE PROTECTION or DERATE PROGRAMS later in this Group.

For more information on how pressure sensors operate, see MEASURING PRESSURE earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

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DB92450,0000015 -19-10APR06-1/1

## Fuel Transfer Pump Pressure Sensor

The fuel transfer pump pressure sensor is located on the prefilter header. The fuel pressure sensor sends a pressure equivalent signal to the ECU. The ECU monitors fuel pressure to determine if fuel is continuously passing through the low pressure side of the fuel system, or if there is a leak or blockage in it.

For more information on how pressure sensors operate, see MEASURING PRESSURE earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

DB92450,0000014 -19-10APR06-1/1

## Manifold Air Pressure (MAP) Sensor

The MAP sensor is located on the intake manifold. The ECU uses manifold absolute pressure to help calculate the amount of airflow into the engine. The MAP sensor also supplies the ECU with a direct measurement of turbo boost.

For more information on how pressure sensors operate, see MEASURING PRESSURE earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

DB92450,0000018 -19-10APR06-1/1



## Oil Pressure Sensor

The oil pressure sensor (A) is located on the engine block below the high pressure common rail. The oil pressure sensor sends an oil pressure equivalent signal to the ECU. The ECU uses this signal to determine if engine oil pressure is adequate for the current operating conditions. The ECU monitors oil pressure for engine protection purposes.

For more information on engine protection and derate programs, see ENGINE PROTECTION or DERATE PROGRAMS later in this Group.

For more information on how pressure sensors operate, see MEASURING PRESSURE earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

DB92450,0000016 -19-10APR06-1/1

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## Measuring Throttle Position

This engine has the ability to operate off several different throttle types. Depending on the application, the engine control unit (ECU) will be programmed to

run off the desired throttle type(s). Check your application for its specific throttle option(s).

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RG40854,00000E7 -19-31MAR05-1/1

## Analog Throttle

An analog throttle uses a variable resistor (potentiometer) sensor to measure the position of the throttle. The ECU sends a 5 volt reference voltage to the sensor, monitors the voltage drop across the resistor, and compares the voltage drop to pre-programmed values in the ECU's memory. The analog throttle input voltage normally varies between 1.0 volts and 4.0 depending on throttle position. Analog throttle voltage at low idle is approximately 1.0 volts, and 4.0 volts at high idle. The ECU has the ability to learn different voltages for low and high idle, so the voltages above may change depending on application.

John Deere engine provide the optionality to use two analog throttles, or an analog throttle with a multi-state throttle on the same engine. If an engine is equipped with more than one throttle, the ECU will use which ever throttle is providing the greatest input voltage.

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## Multi-state Throttle

The multi-state throttle is used when a few fixed engine speeds are desired. There are three types of multi-state throttles; Dual-state, Tri-state, and Ramp. All of these throttles are wired exactly the same. The only difference is the type of switch used. There are three Switching configuration that are used to select the engine speed.

- Dual-state Throttle - See DUAL-STATE THROTTLE later in this Group.
- Tri-state Throttle - See TRI-STATE THROTTLE later in this Group.
- Ramp Throttle - See RAMP THROTTLE later in this Group.

RG41221,00002B2 -19-10APR06-1/1

## Dual-state Throttle

The dual-state throttle is used on applications that use a few fixed engine speeds. There are two available positions, Low Idle and High Idle. The switch uses two different resistors to change the voltage returned to the ECU. The ECU uses an internal conversion table to convert the voltage to a specific engine speed. When the switch is in the low idle position, the current is routed through a 390 ohm resistor. High idle position uses a 1300 ohm resistor. These speeds cannot be adjusted. If speeds different from low and high idle are required, the Tri-state throttle should be used. See TRI-STATE THROTTLE later in this Group.

RG41221,00002B3 -19-10APR06-1/1

## Tri-state Throttle

The tri-state throttle works very similar to the dual state throttle. This throttle uses a three position switch, Low Idle, Adjustable High Idle, and Non-Adjustable High Idle. The switch uses three different resistors to change the voltage returned to the ECU. The ECU uses an internal conversion table to convert the voltage to a specific engine speed. When the switch is in the low idle position, the current is routed through a 390 ohm resistor, adjustable high idle position uses a 1300 ohm resistor, and non-adjustable high idle position uses a 3000 ohm resistor. These adjustable speeds can be saved depending on the needs of the application. The non-adjustable high idle is set at the factory to the engine's high idle speed and can not be changed. This position will always set the engine speed to the factory high idle value. The other two positions are adjustable.

RG41221,00002B4 -19-10APR06-1/1

## Ramp Throttle

The ramp throttle allows the operator slowly increase or decrease the engine speed through a three position momentary (spring back to center position) switch. If the switch is held in the upward position, the engine speed will increase in small increments. If the switch is held in the downward position, the engine speed will decrease. Once the desired speed is selected, release the switch into the center position. The switch uses three different resistors to change the voltage returned to the ECU. When the switch is in the desired position (center), the current is routed through a 1300 ohm resistor. When changing engine speed, a 390 ohm resistor to reduce the engine speed and a 3000 ohm resistor to ramp up the engine speed. Speed will remain the same until key cycle or operator change.

RG41221,00002B5 -19-10APR06-1/1

## Measuring Speed

Speed sensors operate by detecting notches or flat spots on their corresponding gear/timing wheel/shaft. When a tooth/notch/flat spot (timing device) on the gear/timing wheel/shaft is directly under the sensor, a voltage is induced. The sensors use an internal magnet to create this voltage signal from the timing device on their respective gear/timing wheel/shaft. The magnetic field is pulled towards the gear/timing wheel/shaft as the teeth pass directly under the sensor. As the root diameter (area between teeth) pass the sensor, the magnetic field moves back toward the sensor. This creates the voltage signal that the ECU monitors for timing and speed. When a notch (one or more missing teeth) passes under the sensor, the pattern of the signal changes. By monitoring these changes in the signal, the ECU calculates the speed and the cylinder number that is ready for injection. The ECU monitors both the crank position and pump position sensors to verify that they are in time with each other.

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RG40854,00000E8 -19-26AUG05-1/1

## Crank Position Sensor

The crank position sensor is located on the rear of the engine. It is an inductive type pickup sensor that detects teeth on the crankshaft timing gear. The ECU uses the crank position input to determine engine speed and precise piston position in relation to the firing order. The crankshaft timing gear is composed of 45 evenly spaced teeth and a 3 tooth section with no notches. The tooth section helps the ECU determine when cylinder #1 is at Top-Dead-Center (TDC).

If there is a problem with the crank position sensor, the ECU will use the position sensor to determine engine timing. This may require prolonged engine cranking to start the engine.

The ECU provides engine protection for crank position sensor problems. For more information on engine protection and derate programs, see ENGINE PROTECTION or DERATE PROGRAMS later in this Group.

For more information on how speed sensors operate, see MEASURING SPEED earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

RG41221,00002AF -19-19MAY06-1/1

## Pump Position Sensor

The pump position sensor is located on the front end of the engine near the high pressure fuel pump. It is an inductive type pickup sensor that detects teeth on the upper idler gear. The upper idler gear is composed of 12 evenly spaced notches with one additional notch offset to tell the ECU that cylinder #1 is approaching Top-Dead-Center. If there is a problem with the pump position sensor, the ECU will use the crank position sensor to determine engine timing. This may require prolonged engine cranking to start the engine.

For more information on how speed sensors operate, see MEASURING SPEED earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

RG41221,00002B0 -19-19MAY06-1/1

## Turbo Speed Sensor

The turbo speed sensor is located on the turbocharger. The turbo speed sensor uses a flat spot on the shaft to measure turbo speed. The ECU monitors turbo speed to ensure that turbo is running within acceptable range. At most severe high turbo speed levels, the ECU will use this sensor for engine protection.

For more information on engine protection and derate programs, see ENGINE PROTECTION or DERATE PROGRAMS later in this Group.

For more information on how speed sensors operate, see MEASURING SPEED earlier in this Group.

For more information on sensor locations, see ELECTRONIC CONTROL SYSTEM OVERVIEW earlier in this Group.

RG41221,00002B1 -19-10APR06-1/1

## Pump Control Valve (PCV)

The Pump Control Valve is located on the high pressure fuel pump. The ECU sends an electronic signal to the PCV through the pump solenoid to regulate the delivery of fuel to the High Pressure Common Rail (HPCR). When the PCV is energized, fuel is allowed discharge from the fuel outlet on the high pressure fuel pump to the high pressure common

rail (HPCR). The ECU varies the ON-time of this signal to ensure the proper amount of fuel is available.

For more information on sensor locations, see **ELECTRONIC CONTROL SYSTEM OVERVIEW** earlier in this Group.

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RG40854,00000EA -19-10APR06-1/1

## Water in Fuel (WIF) Sensor

The water in fuel (WIF) sensor is located on the bottom of the final fuel filter in the water separator bowl. When water is detected in the fuel, a signal is sent to the ECU. The WIF sensor uses the resistance of fuel and water in the fuel system along with the principle that water is a better conductor than fuel. If water is present, the voltage will be lower. The ECU monitors this for engine protection purposes. For more information on engine protection and derate programs, see **ENGINE PROTECTION** or **DERATE PROGRAMS** later in this Group.

For more information on sensor locations, see **ELECTRONIC CONTROL SYSTEM OVERVIEW** earlier in this Group.

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## Engine Coolant Level Switch

This optional sensor provides ECU signal with a path to ground, whenever the engine coolant drops below a certain level. Loss of coolant switch is used for engine protection purposes. For more information on engine protection and derate programs, see **ENGINE PROTECTION** or **DERATE PROGRAMS** later in this Group.

The engine coolant level switch is a trimmable option. For more information on trimmable options, see **JOHN DEERE TRIMMABLE OPTION** in Section 04, Group 160 later in this manual. The user has the ability to choose a normally open or a normally closed switch. Depending on the switch configuration, diagnostics will vary.

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## Sensor Supply #1

John Deere engine sensors must have 5 volts and sensor return (ground) supplied to them to function properly. There are too many sensors to for just one sensor supply and return to handle. For this reason, there are several sets of sensor supply voltages and grounds.

The following sensors use Sensor Supply #1:

*NOTE: Some sensors are not available or are optional for certain applications. The sensors on the following list may not all be available on this engine.*

- Fuel Rail Pressure Sensor

RG41221,00002AA -19-10APR06-1/1

## Sensor Supply #2

John Deere engine sensors must have 5 volts and sensor return (ground) supplied to them to function properly. There are too many sensors to for just one sensor supply and return to handle. For this reason, there are several sets of sensor supply voltages and grounds.

The following sensors use Sensor Supply #2:

*NOTE: Some sensors are not available or are optional for certain applications. The sensors on the following list may not all be available on this engine.*

- Engine Coolant Temperature Sensor
- Fuel Temperature Sensor
- Fuel Transfer Pump Pressure Sensor
- Manifold Air Pressure Sensor
- Oil Pressure Sensor
- Oil Temperature Sensor (Customer Supplied)
- Turbo Compressor Inlet Air Temperature
- Water in Fuel Sensor

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### Sensor Supply #3

John Deere engine sensors must have 5 volts and sensor return (ground) supplied to them to function properly. There are too many sensors to for just one sensor supply and return to handle. For this reason, there are several sets of sensor supply voltages and grounds.

The following sensors use Sensor Supply #3:

*NOTE: Some sensors are not available or are optional for certain applications. The sensors on the following list may not all be available on this engine.*

- Analog Throttle (A) Sensor

RG41221,00002AC -19-10APR06-1/1

### Sensor Supply #4

John Deere engine sensors must have 5 volts and sensor return (ground) supplied to them to function properly. There are too many sensors to for just one sensor supply and return to handle. For this reason, there are several sets of sensor supply voltages and grounds.

The following sensors use Sensor Supply #4:

*NOTE: Some sensors are not available or are optional for certain applications. The sensors on the following list may not all be available on this engine.*

- Analog Throttle (B) Sensor
- Multi-State Throttle Switch
- Loss of Coolant Switch
- External Shutdown Switch
- External Derate Switch
- Override Shutdown Switch

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## Sensor Supply #5

John Deere engine sensors must have 5 volts and sensor return (ground) supplied to them to function properly.

There are too many sensors to for just one sensor supply and return to handle. For this reason, there are several sets of sensor supply voltages and grounds.

The following sensors use Sensor Supply #5:

*NOTE: Some sensors are not available or are optional for certain applications. The sensors on the following list may not all be available on this engine.*

- Exhaust Gas Recirculation Valve

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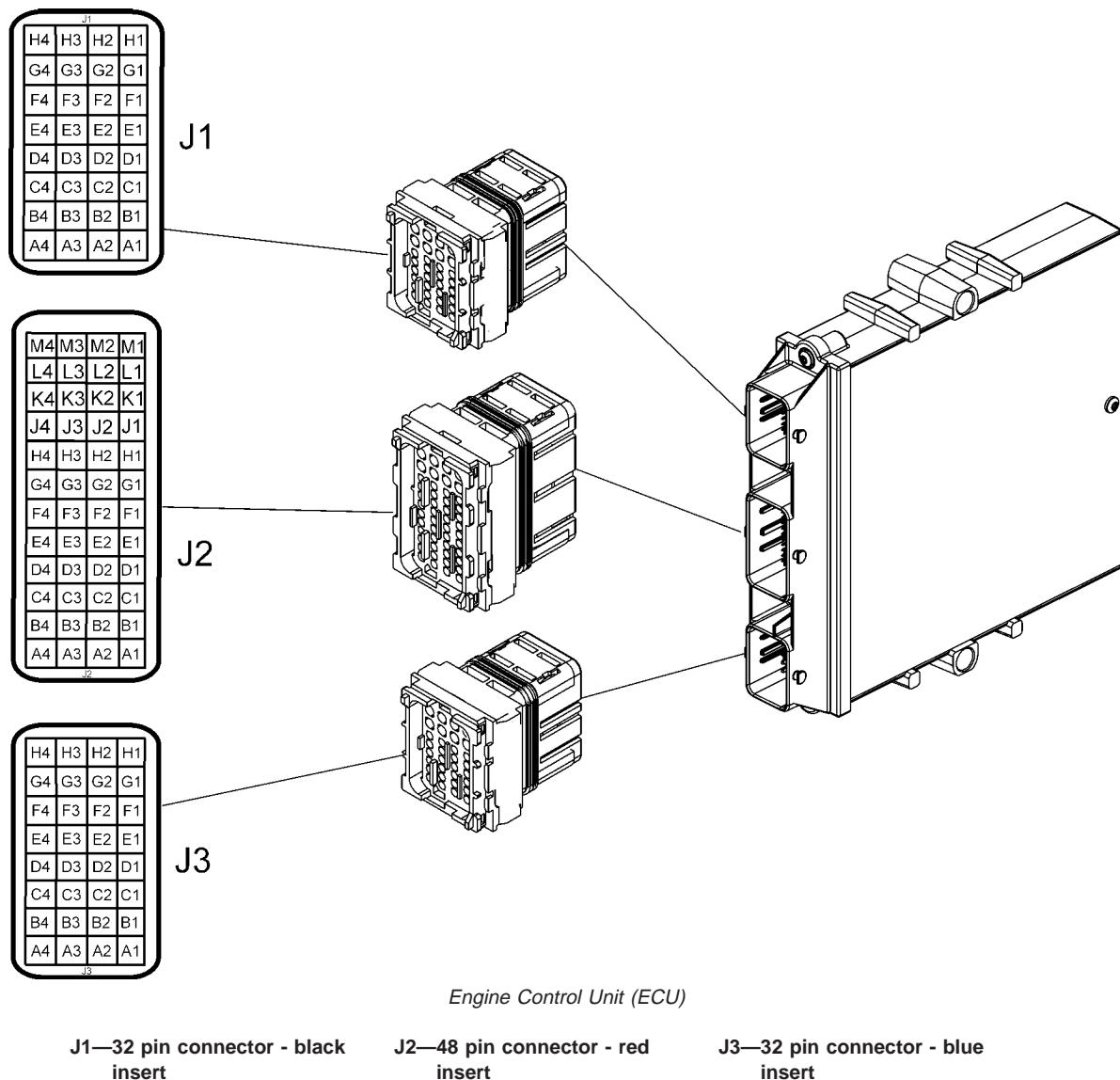
## Electronic Injector (EI) Wiring Harness Connector

The EI wiring harness connector is located on the cylinder head carrier. This connector provides voltage and a ground from the ECU to the EI wiring harness internal to the cylinder head carrier.

For wiring information, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.

RG40854,00000EB -19-10APR06-1/1

## Engine Control Unit (ECU)



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The Engine Control Unit (ECU) is the “brains” of the Electronic Control System. The ECU is a self-contained unit with electronic circuitry and computer software which together perform the following functions:

- Convert the electrical signals from the various sensors into digital signals
- Make decisions of optimum fuel quantity and fuel injection timing based on information from various sensors
- Limit maximum fuel for operation on multiple power curves
- Provide all-speed governing
- Provide self-diagnosis on the control system
- Store trouble codes in memory

The ECU connects to the wiring harness through three connectors. Each connector is marked with terminal numbers.

### Analog/Digital Converters

This portion of the ECU converts the analog voltage signals from the various sensors into digital signals that the central processing unit can “understand”.

Continued on next page

RG40854,00000EC -19-26AUG05-1/2

## Central Processing Unit (CPU)

The central processing unit performs the mathematical computations and logical functions that are necessary in controlling injection fuel quantity and injection timing. The CPU communicates its desired fuel quantity and timing to the high pressure fuel pump and EIs.

## Self-Diagnosis

The ECU detects problems internally and in the electronic control system. This includes determining if any sensor input voltages are too high or too low. If the ECU detects a problem with the electronic control system, a Diagnostic Trouble Code (DTC) specific to the failed system will be stored in the ECU's memory.

## Diagnostic Trouble Codes (DTCs)

If the ECU detects a problem with the electronic control system, a Diagnostic Trouble Code (DTC) specific to the failed system will be stored in the ECU's memory.

There are two types of DTCs:

- Active
- Stored

Active DTCs indicate that the failure is occurring. These type of failures are sometimes called "hard" failures.

Stored DTCs indicate that a failure has occurred in the past, but is not currently occurring. This type of DTC can be caused by an "intermittent" failure. These could be problems such as a bad connection or a wire intermittently shorting to ground.

## Memory

The ECU contains 3 different types of memory:

— Random Access Memory - RAM

The RAM is like the working desk top of the ECU. Data from the various sensors and the results of

various calculations are temporarily stored in RAM. Information in RAM is lost when battery voltage to the ECU is removed.

— Read Only Memory - ROM

The ROM contains programmed information. Information in ROM can only be read, not changed. ROM information is retained when battery voltage is removed.

— Electrical Erasable Programmable Read Only Memory - EEPROM

The EEPROM contains information programmed at the factory, including engine specific data and application data. Information in the EEPROM is retained when battery voltage is removed.

## Sensor Monitoring

The ECU monitors fuel system sensors and components. The sensors, in turn, provide input voltages equivalent to real-time engine operating temperatures and pressures. The ECU compares these inputs against maximum and minimum voltage equivalents to temperature and pressure standards. If the ECU determines that a monitored temperature or pressure is over or under the required standard, it either derates or shuts off the engine, depending on the severity of the input received.

The ECU also monitors its circuits for over-voltage and under-voltage conditions, which would be most likely caused by wiring shorts, opens, or grounds. If such a condition is detected, the ECU will set a diagnostic trouble code.

For additional temperature and pressure sensor explanation, see MEASURING TEMPERATURE and MEASURING PRESSURE later in this group.

For more information on repairing the ECU, see ENGINE CONTROL UNIT (ECU) in Section 02, Group 110 earlier in this manual.

## Controlled Area Network (CAN)

Controlled Area Network (CAN) is used to allow communication between other controllers on the engine or vehicle and for connecting to diagnostic software. All of the controllers that are required to communicate over CAN are connected together using wires forming a bus. J1939 is an SAE standard that utilizes CAN.

position, application-requested derates and/or engine shutdown, diagnostic fault codes, etc. Also, any vehicle displays typically use the CAN bus.

CAN also allows diagnostic software such as SERVICE ADVISOR™ to communicate with the engine controller.

Just about any type of information can be communicated over the CAN bus, such as throttle

*SERVICE ADVISOR is a trademark of Deere & Company*

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## Glow Plug Operation

Glow plugs are located above each cylinder's combustion chamber. The glow plug heaters are used to increase the intake air temperature to improve cold starting. When the operator turns the key from "OFF" to "ON", the ECU receives fuel temperature information from the fuel temperature sensor, determines if the temperature is below the set point, turns on the "Wait to Start" light on and energizes the coil of the glow plug relay. This closes the normally-open glow plug relay contacts which provide current path to the glow plugs located above each cylinder. The ECU will keep the glow plugs energized for an amount of time that is determined by the measured temperature- colder is longer. When the predetermined time has passed, ECU turns off the "Wait to Start" light and de-energizes the glow plug relay. If the operator turns the ignition from "ON" to "START" at this time, the engine will crank and start.

If the operator turns the key from "START" to "ON" without waiting for the "Wait to Start" light to turn off, the ECU will de-energize the glow plug relay and a key-off/key-on cycle is required before preheating is allowed again.

Anytime the engine cranks but does not start, a key-off/key-on cycle will be required before preheating is allowed again.

For application specific information on glow plug times vs. temperatures, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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29

RG40854,00000EE -19-10APR06-1/1

## Cruise Control Operation

The ECU is available with and without the cruise control function. It is an off-road cruise control that maintains constant engine speed under varying load conditions. This function is especially intended for field applications where an operator faces the need to turn the vehicle around at the end of each row. This cruise control allows the driver to use the throttle and/or brake to turn the vehicle around. When ready to resume field operations, the operator brings the engine speed above 1300 rpm and activates the Cancel/Resume function again to resume cruise speed. An internal timer gives the operator one minute to complete the turnaround maneuver.

The cruise control has the normal functions of:

- Cruise control power "ON" or "OFF"
- "Set" or "Bump Up" engine speed
- "Resume" or "Bump Down" engine speed
- Vehicle brake or clutch pedal to disengage cruise control

On 12 volt ECUs, the engine speed can be set from two different locations. The primary location would normally be in the cab of the vehicle and is used to set a constant engine speed while the vehicle is being driven. The secondary cruise control is normally used in a location that provides PTO speed control and is used with the engine in "neutral" or out of gear. Both locations have the normal cruise control functions.

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## Engine Protection

Engine protection is necessary to prevent damage to an engine. There are three different engine protection programs available in Engine Control Units (ECUs):

- **No Protection** — The ECU does not have the software to derate or shut the engine down. It is the responsibility of the operator to react to warning light(s) on their application. Derating or shutting the engine down may be necessary depending on the Diagnostic Trouble Code (DTC) that is set. Refer to the operators manual to identify this information for a given application.
- **Engine Protection WITHOUT Shutdown** — The ECU has the capability to derate an engine. It is the responsibility of the operator to react to warning light(s) on their application to identify if it is necessary to shut the engine down. Refer to the operators manual to retrieve this information for a given application.
- **Engine Protection with Shutdown** — The ECU will derate the engine for given DTCs. If a DTC that

requires shutdown is set, the ECU will severely derate the engine and shut the engine down in 30 seconds. If the problem is corrected within the 30 second delay period, the power will increase at a particular rate until full power is reached.

There are two levels of engine protection:

### SHUTDOWN OVERRIDE

*NOTE: Holding the shutdown override switch continuously "ON" will not reset the 30 second timer.*

The engine protection shutdowns can be overridden for 30 seconds at a time. This can be used to move a vehicle to a safe location. Each time the switch is pushed, the shutdown timer is reset to 30 seconds, and the engine will run in a derated power mode.

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## Derate Programs

The Electronic Control Unit (ECU) will derate the amount of fuel that is delivered to the engine when sensor inputs exceed normal operating ranges. A Diagnostic Trouble Code (DTC) always accompanies a

fuel derate. See APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual for derate specifications per application.

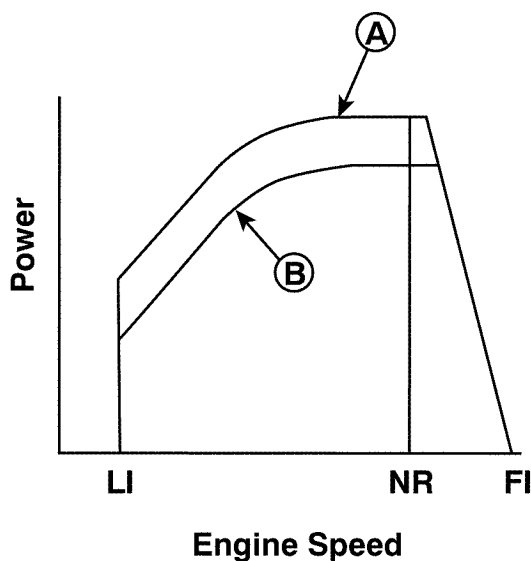
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## Multiple Torque Curve Selection

The ECU has the ability to limit the maximum fuel quantity through Electronic Injectors (EIs) such that multiple torque curves can be individually selected while the engine is running. The selection of multiple torque curves is determined by either switch inputs into the ECU's torque curve select terminal, or by messages from other controllers on the machine's Controller Area Network (CAN). In most applications, one torque curve is used for "normal" operation. Several other derated torque curves will be used to protect vehicle axles, hitches, and transmissions, etc. under certain operating conditions.

For example: a machine can choose multiple torque curves using simple switching arrangement. A simple on/off toggle switch and resistor can be used to switch between torque curve 1 (maximum power), and any of the other torque curves. When the switch is open, the ECU will command torque curve 1. When the switch is closed, the ECU will command one of the other curves depending on the resistance in the line. See APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual for torque curve selection specifications.



**A—Normal Power Curve**  
**B—Derated Power Curve**  
**LI—Low (Slow) Idle**  
**NR—Normal Rated**  
**FI—Fast Idle**  
*Torque Curves*

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## Governor Droop Mode Selection

The electronic control system provides all-speed governing. The Engine Control Unit (ECU) controls the engine speed based on the analog throttle input.

The ECU also has the ability to provide normal and isochronous (0%) droop. The normal droop gives a drop in engine speed with an increase in load or an increase in engine speed with a decrease in load. When in isochronous, the droop is set at 0%, and

there is a no change in engine speed with changing loads until engine's torque limit is reached. The factory low idle speed is always set for isochronous governing. Droop selection can be determined by engine speed, load, and cruise control depending on the application. See APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual for governor droop mode specifications.

RG40854,00000F3 -19-20MAY02-1/1

## Engine Control Unit (ECU) Self-Diagnosis

The Engine Control Unit (ECU) has the ability to detect problems internally and in the electronic control system. This includes determining if any sensor input voltages are too high or too low. If the ECU detects a problem with the electronic control system, a Diagnostic Trouble Code (DTC) specific to the failed system will be stored in the ECU's memory.

There are two types of DTCs:

- Active
- Stored

Active DTCs indicate that the failure is occurring. These type of failures are sometimes called "hard" failures.

Stored DTCs indicate that a failure has occurred in the past, but is not currently occurring. This type of DTC can be caused by an "intermittent" failure. These could be problems such as a bad connection or a wire intermittently shorting to ground.

There are several different methods for displaying both stored and active DTCs from the ECU.

**NOTE:** If SERVICE ADVISOR™ is used to read a sensor voltage and calculated value, and there is an active DTC for that sensor, the calculated value for that sensor will be the "limp home" value and the voltage will be the actual sensor voltage. Use the voltage during diagnostics unless otherwise directed by a diagnostic chart.

### SPN/FMI CODES

SPN/FMI codes are written from the SAE J1939 standard as a two part code. The first part is called the Suspect Parameter Number (SPN). Typically, it

contains between 2 and 6 digits. The SPN identifies the system or the component that has the failure; for example SPN 110 indicates a failure in the engine coolant temperature circuit. The second part of the code is called the Failure Mode Identifier (FMI) code. The FMI contains 2 digits. The FMI identifies the type of failure that has occurred; for example FMI 3 indicates value above normal. In order to determine the exact failure, both the SPN and FMI are required. Combining SPN 110 with FMI 3 yields engine coolant temperature input voltage high.

On all applications with the Level 14 Engine Control Unit (ECU), the ECU transmits SPN/FMI codes over the Controller Area Network (CAN). This allows for service tools such as SERVICE ADVISOR™, and the Diagnostic Gauge to display active and stored DTCs. When using SERVICE ADVISOR™ the codes will be displayed in a 000000.00 format. For example, 000110.03 will be displayed as 000110.03.

### 2-DIGIT/3-DIGIT CODES

Some applications do not display engine codes as an SPN/FMI. In most of these cases, the code is displayed as a 2-digit code. An example of a 2-digit code is 18 for engine coolant temperature input voltage high. If used on an application with multiple controllers, ECU may be displayed in front of the numbers, such as ECU 018. A 2-digit code may be seen on SERVICE ADVISOR™, the on-board display, or when the code is blinked for various reasons. In this manual, it will be necessary to convert these codes to the SPN/FMI code in order to follow the correct diagnostic procedure. See LISTING OF DIAGNOSTIC TROUBLE CODES (DTCS) ON ECU in Group 160 of this manual.

### WARNING LAMP

On some applications, there is a warning lamp (also referred to as the "Wait Lamp" ) that is used when a code becomes active. When a code is active, this lamp will either blink or stay on solid. A solid light indicates that the ECU is taking extreme measures to protect the engine. A blinking light indicates that the ECU has detected a fault and engine performance may be affected.

#### **CLEARING STORED DTCs**

Stored DTCs can be cleared through SERVICE ADVISOR™. Refer to the vehicle machine manual or see CLEARING STORED DTCS ON DIAGNOSTIC GAUGE in Group 160 later in this manual to determine how to clear the code reader.

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RG40854,00000F4 -19-11APR03-2/2

03  
140  
33



# Section 04

## Diagnostics

### Contents

Page	Page
<b>Group 150—Observable Diagnostics and Tests</b>	
About This Group . . . . .	04-150-1
E1 - Engine Cranks/Won't Start. . . . .	04-150-2
E1 - Engine Cranks/Won't Start Diagnostic Procedure . . . . .	04-150-2
E2 - Engine Misfires/Runs Irregularly . . . . .	04-150-5
E2 - Engine Misfires/Runs Irregularly Diagnostic Procedure. . . . .	04-150-5
E3 - Engine Does Not Develop Full Power . . . . .	04-150-9
E3 - Engine Does Not Develop Full Power Diagnostic Procedure. . . . .	04-150-9
E4 - Engine Emits Excessive White Exhaust Smoke . . . . .	04-150-15
E4 - Engine Emits Excessive White Exhaust Smoke Diagnostic Procedure . . . . .	04-150-15
E5 - Engine Emits Excessive Black Or Gray Exhaust Smoke . . . . .	04-150-17
E5 - Engine Emits Excessive Black Or Gray Exhaust Smoke Diagnostic Procedure . . . . .	04-150-17
E6 - Engine Will Not Crank . . . . .	04-150-19
E7 - Engine Idles Poorly . . . . .	04-150-19
E8 - Abnormal Engine Noise. . . . .	04-150-20
E9 - Analog Throttle (A) Does Not Respond . . . . .	04-150-22
E10 - Analog Throttle (B) Does Not Respond . . . . .	04-150-22
F1 - Fuel Supply System Check . . . . .	04-150-24
F1 - Fuel Supply System Check Diagnostic Procedure . . . . .	04-150-24
F2 - Excessive Fuel Consumption. . . . .	04-150-30
F3 - Fuel in Oil . . . . .	04-150-30
D1 - ECU Does Not Communicate with Service ADVISOR . . . . .	04-150-31
D1 - ECU Does Not Communicate with Service ADVISOR Diagnostic Procedure . . . . .	04-150-31
D2 - Diagnostic Gauge Does Not Communicate With ECU . . . . .	04-150-35
D2 - Diagnostic Gauge Does Not Communicate With ECU Diagnostic Procedure . . . . .	04-150-35
A2 - Glow Plug Check. . . . .	04-150-39
A2 - Glow Plug Check Diagnostic Procedure . . . . .	04-150-39
Check Fuel Supply Quality . . . . .	04-150-42
Test for Air in Fuel . . . . .	04-150-44
Check Fuel Supply Pressure. . . . .	04-150-47
Check for Restricted Fuel Leak-off Line . . . . .	04-150-48
Bleed the Fuel System . . . . .	04-150-50
Check and Adjust High Pressure Fuel Pump Static Timing . . . . .	04-150-51
<b>Group 160—Trouble Code Diagnostics and Tests</b>	
About This Group . . . . .	04-160-1
Electrical Concepts . . . . .	04-160-2
Using a Digital Multimeter . . . . .	04-160-2
Electrical Circuit Malfunctions . . . . .	04-160-3
Troubleshooting Circuit Malfunctions. . . . .	04-160-6
Connecting to Service ADVISOR . . . . .	04-160-10
Connecting PC to the ECU . . . . .	04-160-14
Viewing Active DTCs on Diagnostic Gauge . . . . .	04-160-15
Viewing Stored DTCs on Diagnostic Gauge . . . . .	04-160-19
Clearing Stored DTCs on Diagnostic Gauge . . . . .	04-160-21
Data Parameter Description . . . . .	04-160-22
Snapshot Information . . . . .	04-160-27
Terminal Test . . . . .	04-160-29
Engine Test Instructions—Cylinder Misfire Test . . . . .	04-160-32
Engine Test Instructions—Compression Test . . . . .	04-160-33
Engine Test Instructions—Cylinder Cutout Test . . . . .	04-160-34
Harness Diagnostic Mode Test . . . . .	04-160-35
Exhaust Gas Recirculation Valve Reset . . . . .	04-160-36
Turbocharger Learn Value Reset . . . . .	04-160-37
Downloading Electronic Injector Calibration Files. . . . .	04-160-38
Electronic Injector Calibration . . . . .	04-160-39
Downloading Payload File For Service ADVISOR . . . . .	04-160-41
Reprogramming Engine Control Unit (ECU) . . . . .	04-160-42
Diagnostic Trouble Codes (DTCs). . . . .	04-160-42
Failure Mode Indicator Designations . . . . .	04-160-43
Intermittent Fault Diagnostics . . . . .	04-160-46
John Deere Trimmable Options. . . . .	04-160-47

Continued on next page

Page

Page

T1 — Multi-state Throttle Input High . . . . .	04-160-48
T1 — Multi-state Throttle Input High Diagnostic Procedure. . . . .	04-160-48
T2 — Multi-state Throttle Input Low . . . . .	04-160-51
T2 — Multi-state Throttle Input Low Diagnostic Procedure. . . . .	04-160-51
T3 — Analog Throttle (A) Input High . . . . .	04-160-54
T3 — Analog Throttle (A) Input High Diagnostic Procedure. . . . .	04-160-54
T4 — Analog Throttle (A) Input Low . . . . .	04-160-57
T4 — Analog Throttle (A) Input Low Diagnostic Procedure. . . . .	04-160-57
T5 — Analog Throttle (B) Input High . . . . .	04-160-61
T5 — Analog Throttle (B) Input High Diagnostic Procedure. . . . .	04-160-61
T6 — Analog Throttle (B) Input Low . . . . .	04-160-64
T6 — Analog Throttle (B) Input Low Diagnostic Procedure. . . . .	04-160-64
T22 — Analog Throttle (A) Input Voltage Out of Range . . . . .	04-160-68
T22 — Analog Throttle (A) Input Voltage Out of Range Diagnostic Procedure. . . . .	04-160-68
T23 — Multi-State Voltage Out of Range . . . . .	04-160-71
T23 — Multi-State Voltage Out of Range Diagnostic Procedure. . . . .	04-160-71
T24 — Analog Throttle (B) Input Voltage Out of Range . . . . .	04-160-74
T24 — Analog Throttle (B) Input Voltage Out of Range Diagnostic Procedure. . . . .	04-160-74
000028.03 — Throttle Voltage High . . . . .	04-160-77
000028.04 — Throttle Voltage Low . . . . .	04-160-78
000028.14 — Throttle Voltage Out of Range . . . . .	04-160-79
000029.03 — Throttle Voltage High . . . . .	04-160-80
000029.04 — Throttle Voltage Low . . . . .	04-160-81
000029.14 — Throttle Voltage Out of Range . . . . .	04-160-82
000091.03 — Throttle Voltage High . . . . .	04-160-83
000091.04 — Throttle Voltage Low . . . . .	04-160-84
000091.09 — Throttle Invalid . . . . .	04-160-84
000091.14 — Throttle Voltage Out of Range . . . . .	04-160-85
000094.03 — Fuel Transfer Pump Pressure Input Voltage High . . . . .	04-160-86
000094.03 — Fuel Transfer Pump Pressure Input Voltage High Diagnostic Procedure . . . . .	04-160-86
000094.04 — Fuel Transfer Pump Pressure Input Voltage Low . . . . .	04-160-88
000094.04 — Fuel Transfer Pump Pressure Input Voltage Low Diagnostic Procedure . . . . .	04-160-88

000097.03 — Water in Fuel Signal Voltage High . . . . .	04-160-91
000097.03 — Water in Fuel Signal Voltage High Diagnostic Procedure . . . . .	04-160-91
000097.04 — Water in Fuel Signal Voltage Low. . . . .	04-160-93
000097.04 — Water in Fuel Signal Voltage Low Diagnostic Procedure . . . . .	04-160-93
000097.16 — Water in Fuel Detected . . . . .	04-160-95
000097.16 — Water in Fuel Detected Diagnostic Procedure. . . . .	04-160-95
000100.01 — Engine Oil Pressure Extremely Low . . . . .	04-160-98
000100.01 — Engine Oil Pressure Extremely Low Diagnostic Procedure. . . . .	04-160-98
000100.03 — Engine Oil Pressure Input Voltage High . . . . .	04-160-101
000100.03 — Engine Oil Pressure Input Voltage High Diagnostic Procedure . . . . .	04-160-101
000100.04 — Engine Oil Pressure Input Voltage Low. . . . .	04-160-103
000100.04 — Engine Oil Pressure Input Voltage Low Diagnostic Procedure . . . . .	04-160-103
000100.18 — Engine Oil Pressure Moderately Low . . . . .	04-160-106
Engine Oil Pressure Moderately Low Diagnostic Procedure. . . . .	04-160-106
000100.31 — Engine Oil Pressure Invalid . . . . .	04-160-108
000100.31 — Engine Oil Pressure Invalid Diagnostic Procedure. . . . .	04-160-108
000102.02 — Manifold Air Pressure Invalid . . . . .	04-160-111
000102.02 — Manifold Air Pressure Invalid Diagnostic Procedure. . . . .	04-160-111
000102.03 — Manifold Air Pressure Input Voltage High . . . . .	04-160-114
000102.03 — Manifold Air Pressure Input Voltage High Diagnostic Procedure . . . . .	04-160-114
000102.04 — Manifold Air Pressure Input Voltage Low. . . . .	04-160-116
000102.04 — Manifold Air Pressure Input Voltage Low Diagnostic Procedure . . . . .	04-160-116
000103.00 — Turbo Overspeed Most Severe. . . . .	04-160-119
000103.00 — Turbo Overspeed Most Severe Diagnostic Procedure. . . . .	04-160-119
000103.02 — Turbo Speed Mismatch . . . . .	04-160-123
000103.02 — Turbo Speed Mismatch Diagnostic Procedure. . . . .	04-160-123

Continued on next page



Page	Page
000103.05 — Turbo Speed Sensor Current Low . . . . .04-160-127	000110.15 — Engine Coolant Temperature Low Least Severe Diagnostic Procedure . . . . .04-160-154
000103.05 — Turbo Speed Sensor Current Low Diagnostic Procedure . . . . .04-160-127	000111.01 — Engine Coolant Level Low . . .04-160-156
000103.06 — Turbo Speed Sensor Current High . . . . .04-160-129	000111.01 — Engine Coolant Level Low Diagnostic Procedure . . . . .04-160-156
000103.06 — Turbo Speed Sensor Current High Diagnostic Procedure . . . . .04-160-129	000157.03 — Fuel Rail Pressure Input Voltage High . . . . .04-160-160
000103.08 — Turbo Speed Invalid . . . . .04-160-131	000157.03 — Fuel Rail Pressure Input Voltage High Diagnostic Procedure . . . . .04-160-160
000103.08 — Turbo Speed Invalid Diagnostic Procedure . . . . .04-160-131	000157.04 — Fuel Rail Pressure Input Voltage Low . . . . .04-160-163
000103.31 — Turbo Speed Missing . . . . .04-160-135	000157.04 — Fuel Rail Pressure Input Voltage Low Diagnostic Procedure . . . . .04-160-163
000103.31 — Turbo Speed Missing Diagnostic Procedure . . . . .04-160-135	000157.10 — Fuel Rail Pressure Loss Detected . . . . .04-160-166
000107.00 — Air Filter Restriction High . . .04-160-137	000157.10 — Fuel Rail Pressure Loss Detected Diagnostic Procedure . . . . .04-160-166
000107.00 — Air Filter Restriction High Diagnostic Procedure . . . . .04-160-137	000157.17 — Fuel Rail Pressure Not Developed . . . . .04-160-169
000108.02 — Barometric Air Pressure Invalid . . . . .04-160-139	000157.17 — Fuel Rail Pressure Not Developed Diagnostic Procedure . . . . .04-160-169
000108.02 — Barometric Air Pressure Invalid Diagnostic Procedure . . . . .04-160-139	000158.17 — ECU Power Down Error . . . . .04-160-174
000108.31 — Barometric Air Pressure Error . . . . .04-160-141	000158.17 — ECU Power Down Error Diagnostic Procedure . . . . .04-160-174
000108.31 — Barometric Air Pressure Error Diagnostic Procedure . . . . .04-160-141	000174.00 — Fuel Temperature Extremely High . . . . .04-160-176
000110.00 — Engine Coolant Temperature Extremely High . . . . .04-160-143	000174.00 — Fuel Temperature Extremely High Diagnostic Procedure . . .04-160-176
000110.00 — Engine Coolant Temperature Extremely High Diagnostic Procedure . . . . .04-160-143	000174.03 — Fuel Temperature Input Voltage High . . . . .04-160-179
000110.03 — Engine Coolant Temperature Input Voltage High . . . . .04-160-145	000174.03 — Fuel Temperature Input Voltage High Diagnostic Procedure . . . . .04-160-179
000110.03 — Engine Coolant Temperature Input Voltage High Diagnostic Procedure . . . . .04-160-145	000174.04 — Fuel Temperature Input Voltage Low . . . . .04-160-182
000110.04 — Engine Coolant Temperature Input Voltage Low . . . . .04-160-148	000174.04 — Fuel Temperature Input Voltage Low Diagnostic Procedure . . . . .04-160-182
000110.04 — Engine Coolant Temperature Input Voltage Low Diagnostic Procedure . . . . .04-160-148	000174.16 — Fuel Temperature Moderately High . . . . .04-160-184
000110.15 — Engine Coolant Temperature High Least Severe . . . . .04-160-150	000174.16 — Fuel Temperature Moderately High Diagnostic Procedure . . . . .04-160-184
000110.15 — Engine Coolant Temperature High Least Severe Diagnostic Procedure . . . . .04-160-150	000189.00 — Engine Speed Derate . . . . .04-160-187
000110.16 — Engine Coolant Temperature Moderately High . . . . .04-160-152	000190.00 — Engine Overspeed Extreme . . . . .04-160-188
000110.16 — Engine Coolant Temperature Moderately High Diagnostic Procedure . . . . .04-160-152	000190.00 — Engine Overspeed Extreme Diagnostic Procedure . . . . .04-160-188
000110.17 — Engine Coolant Temperature Low Least Severe . . . . .04-160-154	000190.16 — Engine Overspeed Moderate . . . . .04-160-189
	000190.16 — Engine Overspeed Moderate Diagnostic Procedure . . . . .04-160-189

Continued on next page

Page

Page

000237.02 — VIN Security Data Conflict . . .	04-160-189
000237.13 — VIN Option Code Invalid . . .	04-160-191
000237.31 — Vehicle Model Number Invalid . . . . .	04-160-193
000611.03 — Electronic Injector Wiring Shorted To Power Source . . . . .	04-160-196
000611.03 — Electronic Injector Wiring Shorted To Power Source Diagnostic Procedure . . . . .	04-160-196
000611.04 — Electronic Injector Wiring Shorted To Ground . . . . .	04-160-199
000611.04 — Electronic Injector Wiring Shorted To Ground Diagnostic Procedure . . . . .	04-160-199
000627.16 — ECU Power Supply Voltage Higher Than Expected . . . . .	04-160-203
000627.18 — ECU Power Supply Voltage Lower Than Expected . . . . .	04-160-205
000627.18 ECU Power Supply Voltage Lower Than Expected Diagnostic Procedure . . . . .	04-160-205
000629.13 — ECU Error . . . . .	04-160-208
000629.13 — ECU Error Diagnostic Procedure . . . . .	04-160-208
000636.02 — Pump Position Sensor Input Noise . . . . .	04-160-210
000636.02 — Pump Position Sensor Input Noise Diagnostic Procedure . . . . .	04-160-210
000636.05 — Pump Position Sensor Current Low . . . . .	04-160-212
000636.05 — Pump Position Sensor Current Low Diagnostic Procedure . . . . .	04-160-212
000636.06 — Pump Position Sensor Current High . . . . .	04-160-214
000636.06 — Pump Position Sensor Current High Diagnostic Procedure . . . . .	04-160-214
000636.08 — Pump Position Sensor Input Missing . . . . .	04-160-216
000636.08 — Pump Position Sensor Input Missing Diagnostic Procedure . . . . .	04-160-216
000636.10 — Pump Position Sensor Input Pattern Error . . . . .	04-160-219
000636.10 — Pump Position Sensor Input Pattern Error Diagnostic Procedure . . . . .	04-160-219
000637.02 — Crank Position Input Noise . . . . .	04-160-223
000637.02 — Crank Position Input Noise Diagnostic Procedure . . . . .	04-160-223
000637.05 — Crank Position Sensor Current Low . . . . .	04-160-225
000637.05 — Crank Position Sensor Current Low Diagnostic Procedure . . . . .	04-160-225

000637.06 — Crank Position Sensor Current High . . . . .	04-160-227
000637.06 — Crank Position Sensor Current High Diagnostic Procedure . . . . .	04-160-227
000637.07 — Crank Position/Pump Position Timing Moderately Out of Sync . . . . .	04-160-229
000637.07 — Crank Position/Pump Position Timing Moderately Out of Sync Diagnostic Procedure . . . . .	04-160-229
000637.08 — Crank Position Input Missing . . . . .	04-160-234
000637.08 — Crank Position Input Missing Diagnostic Procedure . . . . .	04-160-234
000637.10 — Crank Position Input Pattern Error . . . . .	04-160-238
000637.10 — Crank Position Input Pattern Error Diagnostic Procedure . . . . .	04-160-238
000640.11 — Engine Shutdown—Vehicle Request Invalid . . . . .	04-160-241
000640.31 — Engine Shutdown—Vehicle Request . . . . .	04-160-242
000640.31 — Engine Shutdown - Vehicle Request Diagnostic Procedure . . . . .	04-160-243
000651.02 — Cylinder #1 Electronic Injector Part Number Invalid . . . . .	04-160-244
000651.02 — Cylinder #1 Electronic Injector Part Number Invalid Diagnostic Procedure . . . . .	04-160-244
000651.05 — Cylinder #1 Electronic Injector Circuit Open . . . . .	04-160-247
000651.05 — Cylinder #1 Electronic Injector Circuit Open Diagnostic Procedure . . . . .	04-160-247
000651.06 — Cylinder #1 Electronic Injector Circuit Shorted . . . . .	04-160-251
000651.06 — Cylinder #1 Electronic Injector Circuit Shorted Diagnostic Procedure . . . . .	04-160-251
000651.07 — Cylinder #1 Electronic Injector Mechanical Failure . . . . .	04-160-254
000651.07 — Cylinder #1 Electronic Injector Mechanical Failure Diagnostic Procedure . . . . .	04-160-254
000651.13 — Cylinder #1 Electronic Injector QR Code Invalid . . . . .	04-160-258
000651.13 — Cylinder #1 Electronic Injector QR Code Invalid Diagnostic Procedure . . . . .	04-160-258
000652.02 — Cylinder #2 Electronic Injector Part Number Invalid . . . . .	04-160-261

Continued on next page



	Page		Page
000652.02 — Cylinder #2 Electronic Injector Part Number Invalid Diagnostic Procedure . . . . .	04-160-261	000654.05 - Cylinder #4 Electronic Injector Circuit Open Diagnostic Procedure . . . . .	04-160-298
000652.05 — Cylinder #2 Electronic Injector Circuit Open . . . . .	04-160-264	000654.06 — Cylinder #4 Electronic Injector Circuit Shorted . . . . .	04-160-302
000652.05 — Cylinder #2 Electronic Injector Circuit Open Diagnostic Procedure . . . . .	04-160-264	000654.06 - Cylinder #4 Electronic Injector Circuit Shorted Diagnostic Procedure . . . . .	04-160-302
000652.06 — Cylinder #2 Electronic Injector Circuit Shorted . . . . .	04-160-268	000654.07 — Cylinder #4 Electronic Injector Mechanical Failure . . . . .	04-160-305
000652.06 - Cylinder #2 Electronic Injector Circuit Shorted Diagnostic Procedure . . . . .	04-160-268	000654.07 - Cylinder #4 Electronic Injector Mechanical Failure Diagnostic Procedure . . . . .	04-160-305
000652.07 — Cylinder #2 Electronic Injector Mechanical Failure . . . . .	04-160-271	000654.13 — Cylinder #4 Electronic Injector QR Code Invalid . . . . .	04-160-309
000652.07 - Cylinder #2 Electronic Injector Mechanical Failure Diagnostic Procedure . . . . .	04-160-271	000654.13 - Cylinder #4 Electronic Injector QR Code Invalid Diagnostic Procedure . . . . .	04-160-309
000652.13 — Cylinder #2 Electronic Injector QR Code Invalid . . . . .	04-160-275	000655.02 — Cylinder #5 Electronic Injector Part Number Invalid . . . . .	04-160-312
000652.13 - Cylinder #2 Electronic Injector QR Code Invalid Diagnostic Procedure . . . . .	04-160-275	000655.02 - Cylinder #5 Electronic Injector Part Number Invalid Diagnostic Procedure . . . . .	04-160-312
000653.02 — Cylinder #3 Electronic Injector Part Number Invalid . . . . .	04-160-278	000655.05 — Cylinder #5 Electronic Injector Circuit Open . . . . .	04-160-315
000653.02 — Cylinder #3 Electronic Injector Part Number Invalid Diagnostic Procedure . . . . .	04-160-278	000655.05 — Cylinder #5 Electronic Injector Circuit Open Diagnostic Procedure . . . . .	04-160-315
000653.05 — Cylinder #3 Electronic Injector Circuit Open . . . . .	04-160-281	000655.06 — Cylinder #5 Electronic Injector Circuit Shorted . . . . .	04-160-319
000653.05 — Cylinder #3 Electronic Injector Circuit Open Diagnostic Procedure . . . . .	04-160-281	000655.06 — Cylinder #5 Electronic Injector Circuit Shorted Diagnostic Procedure . . . . .	04-160-319
000653.06 — Cylinder #3 Electronic Injector Circuit Shorted . . . . .	04-160-285	000655.07 — Cylinder #5 Electronic Injector Mechanical Failure . . . . .	04-160-322
000653.06 - Cylinder #3 Electronic Injector Circuit Shorted Diagnostic Procedure . . . . .	04-160-285	000655.07 - Cylinder #5 Electronic Injector Mechanical Failure Diagnostic Procedure . . . . .	04-160-322
000653.07 — Cylinder #3 Electronic Injector Mechanical Failure . . . . .	04-160-288	000655.13 — Cylinder #5 Electronic Injector QR Code Invalid . . . . .	04-160-326
000653.07 - Cylinder #3 Electronic Injector Mechanical Failure Diagnostic Procedure . . . . .	04-160-288	000655.13 - Cylinder #5 Electronic Injector QR Code Invalid Diagnostic Procedure . . . . .	04-160-326
000653.13 — Cylinder #3 Electronic Injector QR Code Invalid . . . . .	04-160-292	000656.02 — Cylinder #6 Electronic Injector Part Number Invalid . . . . .	04-160-329
000653.13 - Cylinder #3 Electronic Injector QR Code Invalid Diagnostic Procedure . . . . .	04-160-292	000656.02 - Cylinder #6 Electronic Injector Part Number Invalid Diagnostic Procedure . . . . .	04-160-329
000654.02 — Cylinder #4 Electronic Injector Part Number Invalid . . . . .	04-160-295	000656.05 — Cylinder #6 Electronic Injector Circuit Open . . . . .	04-160-332
000654.02 - Cylinder #4 Electronic Injector Part Number Invalid Diagnostic Procedure . . . . .	04-160-295	000656.05 - Cylinder #6 Electronic Injector Circuit Open Diagnostic Procedure . . . . .	04-160-332
000654.05 — Cylinder #4 Electronic Injector Circuit Open . . . . .	04-160-298		

Continued on next page

Page

Page

000656.06 — Cylinder #6 Electronic Injector Circuit Shorted . . . . .	04-160-336
000656.06 - Cylinder #6 Electronic Injector Circuit Shorted Diagnostic Procedure . . .	04-160-336
000656.07 — Cylinder #6 Electronic Injector Mechanical Failure. . . . .	04-160-339
000656.07 - Cylinder #6 Electronic Injector Mechanical Failure Diagnostic Procedure . . . . .	04-160-339
000656.13 — Cylinder #6 Electronic Injector QR Code Invalid . . . . .	04-160-343
000656.13 - Cylinder #6 Electronic Injector QR Code Invalid Diagnostic Procedure . . . . .	04-160-343
000676.03 — Glow Plug Relay Voltage High. . . . .	04-160-346
000676.03 Glow Plug Relay Voltage High Diagnostic Procedure. . . . .	04-160-346
000676.04 — Glow Plug Relay Voltage Low . . . . .	04-160-348
000676.04 Glow Plug Relay Voltage Low Diagnostic Procedure. . . . .	04-160-348
000898.09 — Vehicle Speed or Torque Message Invalid. . . . .	04-160-351
000898.09 - Vehicle Speed or Torque Message Invalid Diagnostic Procedure . .	04-160-351
000970.31 — Engine Shutdown - Auxiliary Request. . . . .	04-160-353
000970.31 — Engine Shutdown - Auxiliary Request Diagnostic Procedure. . . . .	04-160-353
000971.31 — Engine Derate - Auxiliary Request. . . . .	04-160-354
000971.31 — Engine Derate - Auxiliary Request Diagnostic Procedure. . . . .	04-160-354
001109.31 — Engine Protection Shutdown Warning. . . . .	04-160-356
001110.31 — Engine Protection Shutdown . . . . .	04-160-357
001136.00 — ECU Temperature Extremely High . . . . .	04-160-358
001136.00 — ECU Temperature Extremely High Diagnostic Procedure . .	04-160-358
001136.16 — ECU Temperature Moderately High. . . . .	04-160-360
001136.16 — ECU Temperature Moderately High Diagnostic Procedure . . . . .	04-160-360
001172.03 — Turbo Compressor Inlet Temperature Input Voltage High . . . . .	04-160-363
001172.03 — Turbo Compressor Inlet Temperature Input Voltage High Diagnostic Procedure . . . . .	04-160-363

001172.04 — Turbo Compressor Inlet Temperature Input Voltage Low. . . . .	04-160-366
001172.04 — Turbo Compressor Inlet Temperature Input Voltage Low Diagnostic Procedure . . . . .	04-160-366
001172.16 — Turbo Compressor Inlet Temperature Moderately High . . . . .	04-160-368
001172.16 — Turbo Compressor Inlet Temperature Moderately High Diagnostic Procedure . . . . .	04-160-368
001180.00 — Turbo Turbine Inlet Temperature Extremely High . . . . .	04-160-371
001180.00 — Turbo Turbine Inlet Temperature Extremely High Diagnostic Procedure . . . . .	04-160-371
001180.16 — Turbo Turbine Inlet Temperature Moderately High . . . . .	04-160-374
001180.16 - Turbo Turbine Inlet Temperature Moderately High Diagnostic Procedure . . . . .	04-160-374
001347.03 — Pump Control Valve Current High. . . . .	04-160-377
001347.03 — Pump Control Valve Current High Diagnostic Procedure . . . . .	04-160-377
001347.05 — Pump Control Valve Current Mismatch. . . . .	04-160-379
001347.05 — Pump Control Valve Current Mismatch Diagnostic Procedure. . . . .	04-160-379
001347.07 — Fuel Rail Pressure Control Error . . . . .	04-160-382
001347.07 — Fuel Rail Pressure Control Error Diagnostic Procedure . . . . .	04-160-382
001568.02 — Torque Curve Selection Invalid . . . . .	04-160-384
001568.02—Torque Curve Selection Invalid Diagnostic Procedure. . . . .	04-160-384
001569.31 — Fuel Derate. . . . .	04-160-386
001639.01 — Fan Speed Signal Missing. .	04-160-388
001639.01 — Fan Speed Signal Missing Diagnostic Procedure. . . . .	04-160-388
001639.16 — Fan Speed Higher Than Expected . . . . .	04-160-389
001639.16 — Fan Speed Higher Than Expected Diagnostic Procedure. . . . .	04-160-389
001639.18 — Fan Speed Lower Than Expected . . . . .	04-160-390
001639.61 — Fan Speed Lower Than Expected Diagnostic Procedure. . . . .	04-160-391
002000.13 — Security Violation . . . . .	04-160-393
002005.09 — ACU Message Missing . . . .	04-160-393

Continued on next page

	Page	Page
002005.09 — ACU Message Missing		
Diagnostic Procedure. . . . .	04-160-394	
002030.09 — CAB Message Missing . . . . .	04-160-395	
002030.09 — CAB Message Missing		
Diagnostic Procedure. . . . .	04-160-395	
002071.09 — CCU Message Missing . . . . .	04-160-397	
002071.09 — CCU Message Missing		
Diagnostic Procedure. . . . .	04-160-397	
002790.16 — Turbo Compressor Outlet		
Temperature Moderately High . . . . .	04-160-399	
002790.16 — Turbo Compressor Outlet		
Temperature Moderately High Diagnostic		
Procedure . . . . .	04-160-399	
003509.03 — Sensor Supply #1 Voltage		
High. . . . .	04-160-402	
003509.03 — Sensor Supply #1 Voltage High		
Diagnostic Procedure. . . . .	04-160-402	
003509.04 — Sensor Supply #1 Voltage		
Low . . . . .	04-160-404	
003509.04 — Sensor Supply #1 Voltage Low		
Diagnostic Procedure. . . . .	04-160-404	
003510.03 — Sensor Supply 2 Voltage		
High. . . . .	04-160-407	
003510.03 — Sensor Supply 2 Voltage High		
Diagnostic Procedure. . . . .	04-160-407	
003510.04 — Sensor Supply 2 Voltage		
Low . . . . .	04-160-409	
003510.04 — Sensor Supply 2 Voltage Low		
Diagnostic Procedure. . . . .	04-160-409	
003511.03 — Sensor Supply 3 Voltage		
High. . . . .	04-160-412	
003511.03 — Sensor Supply 3 Voltage High		
Diagnostic Procedure. . . . .	04-160-412	
003511.04 — Sensor Supply 3 Voltage		
Low . . . . .	04-160-414	
003511.04 — Sensor Supply 3 Voltage Low		
Diagnostic Procedure. . . . .	04-160-414	
003512.03 — Sensor Supply 4 Voltage		
High. . . . .	04-160-417	
003512.03 — Sensor Supply 4 Voltage High		
Diagnostic Procedure. . . . .	04-160-417	
003512.04 — Sensor Supply 4 Voltage		
Low . . . . .	04-160-419	
003512.04 — Sensor Supply 4 Voltage Low		
Diagnostic Procedure. . . . .	04-160-419	
003513.03 — Sensor Supply 5 Voltage		
High. . . . .	04-160-422	
003513.03 — Sensor Supply 5 Voltage High		
Diagnostic Procedure. . . . .	04-160-422	
003513.04 — Sensor Supply 5 Voltage		
Low . . . . .	04-160-424	
003513.04 — Sensor Supply 5 Voltage Low		
Diagnostic Procedure. . . . .	04-160-424	



### About This Group

This section of the manual contains necessary information for observable diagnostics and fuel-related test procedures. Use this information in conjunction with the 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104). Group 150 is divided into two areas: diagnosing malfunctions and test procedures. The diagnosing malfunctions area is further divided into the following headings, containing the following observable symptoms:

*NOTE: Follow the diagnostic procedure of an active or stored DTC before pursuing any observable diagnostic procedure.*

- E1 - Engine Cranks/Won't Start
- E2 - Engine Misfires/Runs Irregularly
- E3 - Engine Does Not Develop Full Power
- E4 - Engine Emits Excessive White Exhaust Smoke
- E5 - Engine Emits Excessive Black Or Gray Exhaust Smoke
- E6 - Engine Will Not Crank
- E7 - Engine Idles Poorly
- E8 - Abnormal Engine Noise
- E9 - Analog Throttle (A) Will Not Respond
- E10 - Analog Throttle (B) Will Not Respond
  
- F1 - Fuel supply system check
- F2 - Excessive fuel consumption
- F3 - Fuel in oil

- D1 - ECU Does Not Communicate With SERVICE ADVISOR™
- D2 - Diagnostic Gauge Does Not Communicate With ECU

- A2 - Glow Plug Check

Procedures for diagnosing some of the above symptoms are formatted such that a test or repair is recommended, then based on the results another test or repair is recommended. Other symptoms are formatted in a symptom - problem - solution format. In these symptoms, the problems are arranged in the most likely or easiest to check first. Symptoms arranged in both formats refer to testing procedures in the second part of this section. The second part of this section manual contains the following testing procedures:

- Fuel System Testing Procedures:
  - Check Fuel Supply Quality
  - Test for Air in Fuel
  - Check Fuel Supply Pressure
  - Check for Restricted Fuel Leak-off Line
  - Bleed the Fuel System
  - Check and Adjust High Pressure Fuel Pump Static Timing

**E1 - Engine Cranks/Won't Start**

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**E1 - Engine Cranks/Won't Start Diagnostic Procedure**

*NOTE: This procedure applies to engines with John Deere Engine Control Units (ECUs). This procedure should be used if engine cranking speed is OK, but engine will not start, or only starts after prolonged cranking. If engine will not crank, determine problem in the starting/charging system, see E6 — ENGINE WILL NOT CRANK later in this Group.*

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**① E1 - Preliminary Check**

Before using this diagnostic chart:

1. Ensure that fuel quality and quantity are OK. See CHECK FUEL SUPPLY QUALITY later in this Group.
2. Ensure that engine cranking speed is OK. See TEST ENGINE CRANKING SPEED in Section 04, Group 150 of 4.5L & 6.8L Diesel Engine Base Engine Manual (CTM 104).
3. Ensure that oil viscosity is correct. See DIESEL ENGINE OIL—TIER III ENGINES in Section 01, Group 02 of 4.5L & 6.8L Diesel Engine Base Engine Manual (CTM 104).

Was the problem found?

**YES:** Repair and retest.

**NO:** GO TO ②

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**② Active DTC Test**

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING TO SERVICE ADVISOR in Group 160 later in this manual.
2. Ignition ON, engine OFF
3. Start the ECU communication software
4. Make note of any DTCs, then clear all DTCs.
5. Crank engine for 15 seconds.
6. Read DTCs using SERVICE ADVISOR™.

Does diagnostic software connect and display any active DTCs?

**YES:** Diagnose active DTCs first.  
If any of the DTCs have a SPN of 636 or 637, go to those first.

**NO:** No active DTCs present.  
GO TO ③

**NO:** Diagnostic software does NOT communicate with ECU.  
See D1 - ECU DOES NOT COMMUNICATE WITH SERVICE ADVISOR DIAGNOSTIC PROCEDURE later in this Group.

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<b>③ Pump Position and Crank Indicator Test</b>	<ol style="list-style-type: none"> <li>1. Start cranking engine.</li> <li>2. While cranking, use SERVICE ADVISOR™ to observe pump position status, pump position sensor input noise indicator, crank position input noise indicator, and crank position status. See DATA PARAMETER DESCRIPTION in Section 04, Group 160 of this manual for an explanation of the Pump Position/Crank Position parameters.</li> </ol> <p>Do any of the following parameters display these values?</p> <p><b>Pump Position Status</b> = Less than 15</p> <p><b>Pump Position Sensor Input Noise Indicator</b> = Above 0%</p> <p><b>Crank Position Status</b> = Less than 15</p> <p><b>Pump Position Sensor Input Noise Indicator</b> = Above 0%</p>	<p><b>YES:</b> Inspect vehicle for possible failures that can cause any of these conditions: Bad electrical connections, damaged sensor, damaged high pressure fuel pump camshaft or crankshaft timing ring, EMI from improperly installed radio equipment, or other electronic devices. Repair and retest.</p> <p><b>NO:</b> GO TO <b>④</b></p>
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<b>④ Pilot Injection Test</b>	<ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Read engine coolant temperature.</li> <li>3. Ignition ON, engine cranking</li> <li>4. Read pilot injection</li> </ol> <p>If the engine coolant temperature is below 10°C (50°F), is pilot injection ON?</p>	<p><b>YES:</b> Engine coolant temperature is below 10°C (50°F) and pilot injection is ON. GO TO <b>⑤</b></p> <p><b>YES:</b> Engine coolant temperature is above 10°C (50°F). GO TO <b>⑤</b></p> <p><b>NO:</b> Pilot Injection should be ON if the ECT is below 10°C (50°F). If Pilot Injection is OFF under this condition, determine problem in the ECT sensor circuit.</p>
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<b>⑤ Glow Plug Check</b>	<ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF.</li> <li>2. Read fuel temperature</li> </ol> <p>Is fuel temperature above 0°C (32°F)?</p>	<p><b>YES:</b> GO TO <b>⑥</b></p> <p><b>NO:</b> See A2 - GLOW PLUG CHECK DIAGNOSTIC PROCEDURE later in this Group.</p>
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## Observable Diagnostics and Tests

<b>6 Fuel Supply System Test</b>	<p>Check fuel supply system. See F1 - FUEL SUPPLY SYSTEM CHECK DIAGNOSTIC PROCEDURE later in this Group.</p> <p>Are any fuel supply system problems present?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> GO TO <b>7</b></p> <p style="text-align: right;">-- -1/1</p>
<b>7 EI Cap Screw and EI Harness and Connector Test</b>	<ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover. <p><i>NOTE: Rocker arm cover gasket is reusable if no visible damages is detected. Do NOT store cover on gasket surface.</i></p> </li> <li>3. Check EI rocker arms and valve rocker arm operation. <p><i>NOTE: Verify that hold down clamps are positioned correctly.</i></p> </li> <li>4. Check that the hold down clamp cap screws on all EIs are tightened and torque turned to specification. See INSTALL ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.</li> <li>5. Inspect EI harness and EI harness connector for damage.</li> <li>6. When diagnostics are completed, reassemble the rocker arm cover and tighten to specifications.</li> </ol> <p>Are all components in proper working order?</p>	<p><b>YES:</b> GO TO <b>8</b></p> <p><b>NO:</b> Repair faulty component and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>8 Pump Position Timing Check</b>	<p>Verify pump position timing is correct. See CHECK AND ADJUST HIGH PRESSURE FUEL PUMP STATIC TIMING later in this Group.</p> <p>Is the pump position timing correct?</p>	<p><b>YES:</b> GO TO <b>9</b></p> <p><b>NO:</b> Adjust timing and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>9 ECU Programming Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Download software payload file for engine serial number of engine that will not start. For instructions on downloading a payload file, see DOWNLOADING PAYLOAD FILE FOR SERVICE ADVISOR™ later in this Group of the manual.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Program the ECU using the payload file downloaded for this engine. For instructions on programming the ECU, see REPROGRAMMING ENGINE CONTROL UNIT (ECU) WITH SERVICE ADVISOR™ later in this Group of the manual.</li> <li>5. Ignition OFF for 2 minutes.</li> <li>6. Ignition ON, engine cranking</li> </ol> <p>Does the engine start?</p>	<p><b>YES:</b> New software repaired ECU.</p> <p><b>NO:</b> Faulty ECU.</p>

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**E2 - Engine Misfires/Runs Irregularly**

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**E2 - Engine Misfires/Runs Irregularly Diagnostic Procedure**

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<b>❶ E2 - Preliminary Check</b>	<p>Before using this diagnostic procedure, check the following that could cause or be mistaken as miss/rough running:</p> <ol style="list-style-type: none"> <li>1. Intake manifold air leaks.</li> <li>2. Engine mechanical problems.</li> <li>3. Transmission problems.</li> <li>4. Engine Accessories such as A/C cycling on and off.</li> <li>5. Electromagnetic interference (EMI) from improperly installed radios, etc.</li> </ol> <p>Was the problem found?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> GO TO <b>❷</b></p>
<b>❷ Active DTC Test</b>	<ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING TO SERVICE ADVISOR in Group 160 later in this manual.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU communication software</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine idling</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does the diagnostic software display and active DTCs?</p>	<p><b>YES:</b> Diagnose active DTCs first. If any of the DTCs have an SPN of 636 or 637, diagnose those first.</p> <p><b>NO:</b> GO TO <b>❸</b></p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p>		
<b>❸ Engine Performance Check</b>	<ol style="list-style-type: none"> <li>1. Ignition ON, engine idling</li> <li>2. Observe engine performance</li> </ol> <p>Is the engine running rough?</p>	<p><b>YES:</b> GO TO <b>❹</b></p> <p><b>NO:</b> GO TO <b>❹</b></p>

04  
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## Observable Diagnostics and Tests

<b>④ Recreate Conditions</b>	Operate engine under conditions where the miss/rough running complaint occurs.  Is the engine running rough?	<b>YES:</b> GO TO ⑤  <b>NO:</b> No problem found. Verify complaint and try to reproduce conditions of miss/rough running complaint.  -- -1/1
<b>⑤ Active DTC Test With Engine Running Rough</b>	Read DTCs using the diagnostic software while engine is operating under conditions where the miss/rough running complaint occurs.  Does the diagnostic software display and active DTCs?	<b>YES:</b> Diagnose active DTCs first. If any of the DTCs have an SPN 636 or 637, diagnose those first.  <b>NO:</b> GO TO ⑥  -- -1/1
<b>⑥ Compression Test</b>	1. Using the Service ADVISOR, perform the Compression Test. For instructions, see ENGINE TEST INSTRUCTIONS - COMPRESSION TEST in Section 04, Group 160 of this manual.  2. Make note of the results.  Do all cylinder score within 10% of each other?	<b>YES:</b> GO TO ⑦  <b>NO:</b> GO TO ⑦  -- -1/1

## Observable Diagnostics and Tests

<b>7 Misfire Test</b>	<p>1. Using the Service ADVISOR, perform the Misfire Test. For instructions, see ENGINE TEST INSTRUCTIONS - MISFIRE TEST in Section 04, Group 160 of this manual.</p> <p>2. Make note of the results.</p> <p>Do all cylinder score within 10% of each other?</p>	<p><b>YES:</b> GO TO <b>8</b></p> <p><b>NO:</b> Each test had different cylinder(s) score 10% or more lower than the rest. GO TO <b>9</b></p> <p><b>NO:</b> The same cylinder(s) score 10% or more lower than the rest on both the Compression Test and the Misfire Test. GO TO <b>10</b></p> <p><b>NO:</b> All cylinders scored within 10% of the rest on the Compression Test and 10% or more lower than the rest on the Misfire Test. Replace the EI(s) of the cylinder(s) that tested low on the Misfire Test.</p> <p style="text-align: right;">-- -1/1</p>
<b>8 Fuel Supply System Test</b>	<p>Check fuel supply system. See F1 - FUEL SUPPLY SYSTEM CHECK DIAGNOSTIC PROCEDURE later in this Group.</p> <p>Are any fuel supply system problems present?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> GO TO <b>11</b></p> <p style="text-align: right;">-- -1/1</p>
<b>9 Inconclusive Test Results</b>	<p>These types of results indicate either the Misfire Test or Compression Test could not operate correctly. Further engine diagnostics should be performed to determine if the engine misfire is caused by a faulty EI or by a compression problem.</p> <p>Do you have inconclusive test results?</p>	<p><b>YES:</b> Rerun tests and verify results.</p> <p><b>NO:</b> GO TO <b>7</b></p> <p style="text-align: right;">-- -1/1</p>
<b>10 Low Compression Pressure Check</b>	<p>Determine the cause of low compression pressure on the low scoring cylinders.</p> <p>Was cause of low compression found?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> GO TO <b>7</b></p> <p style="text-align: right;">-- -1/1</p>
<b>11 Valve Clearance Test</b>	<p>Check valve lash. See CHECK AND ADJUST VALVE CLEARANCE in Section 02, Group 021 of the 4.5L &amp; 6.8L Diesel Engine Base Engine Manual (CTM 104).</p> <p>Valve clearance on all valves within specification?</p>	<p><b>YES:</b> GO TO <b>12</b></p> <p><b>NO:</b> Adjust valve clearance.</p> <p style="text-align: right;">-- -1/1</p>

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7

## Observable Diagnostics and Tests

<b>12 EI Cap Screw and EI Harness and Connector Test</b>	<ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Remove rocker arm cover.  <i>NOTE: Rocker arm cover gasket is reusable if no visible damages is detected. Do NOT store cover on gasket surface.</i></li><li>3. Check EI rocker arms and valve rocker arm operation.  <i>NOTE: Verify that hold down clamps are positioned correctly.</i></li><li>4. Check that the hold down clamp cap screws on all EIs are tightened and torque turned to specification. See INSTALL ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.</li><li>5. Inspect EI harness and EI harness connector for damage.</li><li>6. When diagnostics are completed, reassemble the rocker arm cover and tighten to specifications.</li></ol> <p>Are all components in proper working order?</p>	<p><b>YES:</b> GO TO <b>13</b></p> <p><b>NO:</b> Repair faulty component and retest.</p> <p>---1/1</p>
<b>13 Verification Check</b>	<ol style="list-style-type: none"><li>1. Ensure there are no engine mechanical problems.</li><li>2. Ensure there is not something drawing excessive engine power.</li></ol> <p>Was the problem found?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> See E3 - ENGINE DOES NOT DEVELOP FULL POWER DIAGNOSTIC PROCEDURE in this Group.</p> <p>---1/1</p>

**E3 - Engine Does Not Develop Full Power**

DN22556,0000287 -19-28JUL06-1/1

**E3 - Engine Does Not Develop Full Power Diagnostic Procedure**

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**❶ E3 - Preliminary Check**

Before using this diagnostic procedure, check the following that could cause or be mistaken as low power:

1. Ensure fuel quantity and quality are OK. See CHECK FUEL SUPPLY QUALITY later in this Group.
2. Check for plugged air and fuel filters.
3. Check for transmission problems.
4. Check for engine mechanical problems.
5. Check for excessive load on the engine.
6. Check for unbalanced ballast.

Was the problem found?

**YES:** Repair and retest.

**NO:** GO TO ❷

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9

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**❷ Active DTC Test**

*NOTE: Some DTCs may cause the ECU to derate the engine, which would cause low power.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR in Group 160 later in this manual.
2. Ignition ON, engine OFF
3. Start the ECU communication software
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine idling
6. Read DTCs using SERVICE ADVISOR™.

Does the diagnostic software display any active DTCs?

**YES:** Diagnose active DTCs first.

**NO:** GO TO ❸

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-- -1/1

## Observable Diagnostics and Tests

<p><b>③ Exhaust Emission Check</b></p>	<p>Operate engine at full load rated speed.</p> <p>Does the engine emit excessive smoke?</p>	<p><b>YES: Heavy white exhaust smoke:</b> See E4 - ENGINE EMITS EXCESSIVE WHITE EXHAUST SMOKE DIAGNOSTIC PROCEDURE later in this Group.</p> <p><b>YES: Heavy black or gray exhaust smoke:</b> See E5 - ENGINE EMITS EXCESSIVE BLACK OR GRAY EXHAUST SMOKE DIAGNOSTIC PROCEDURE later in this Group.</p> <p><b>NO: GO TO ④</b></p> <p style="text-align: right;">-- -1/1</p>
<p><b>④ Torque Curve Selection Check</b></p>	<p><i>NOTE: This check is not required for applications that either do not select multiple torque curves or use torque curve selection over the Controller Area Network (CAN). For specific application torque curve information, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual. For applications that do not require this check, GO TO ⑤</i></p> <ol style="list-style-type: none"> <li>1. Recreate the conditions of the low power complaint.</li> <li>2. Read the torque curve number.</li> <li>3. Compare the torque curve parameter to the appropriate torque curve chart. The ECU has the ability to operate on multiple torque curves selected by certain operating conditions. See APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual and refer to the corresponding torque curve for your application.</li> </ol> <p>Is the torque curve correct?</p>	<p><b>YES: GO TO ⑤</b></p> <p><b>NO:</b> Refer to machine manual to determine components that could prevent the correct torque curve from being selected.</p> <p style="text-align: right;">-- -1/1</p>

<b>5 Governor Droop Selection Mode Check</b>	<p><i>NOTE: This check is not required for applications that either do not select different droop modes or use droop mode selection over the Controller Area Network (CAN). For specific application governor droop mode information, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual. For applications that do not require this check, GO TO 6</i></p> <ol style="list-style-type: none"> <li>1. Operate engine and attempt to recreate the low power condition.</li> <li>2. Read the desired speed governor curve and the maximum speed governor curve .</li> <li>3. Compare governor selection to the appropriate governor mode chart. See APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual and refer to the corresponding maximum speed and desired speed governor curves for your application.</li> </ol> <p>Is the governor droop mode correct?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Refer to machine manual to determine components that could prevent the correct governor droop from being selected.</p> <p>OR</p> <p>Investigate droop mode selection problems including checking for open, short, and grounded circuits in the droop mode selection wiring.</p>
<b>6 Compression Test</b>	<ol style="list-style-type: none"> <li>1. Using Service ADVISOR, perform the Compression Test. For instructions, see ENGINE TEST INSTRUCTIONS - COMPRESSION TEST in Section 04, Group 160 of this manual.</li> <li>2. Make note of the results.</li> </ol> <p>Do all of the cylinders score within 10% of each other?</p>	<p><b>YES:</b> GO TO <b>7</b></p> <p><b>NO:</b> See E2 - ENGINE MISFIRE/RUNS IRREGULARLY DIAGNOSTIC PROCEDURE earlier in this Group.</p>
<b>7 Misfire Test</b>	<ol style="list-style-type: none"> <li>1. Using Service ADVISOR, perform the Misfire Test. For instructions, see ENGINE TEST INSTRUCTIONS - MISFIRE TEST in Section 04, Group 160 of this manual.</li> <li>2. Make note of the results.</li> </ol> <p>Do all of the cylinders score within 10% of each other?</p>	<p><b>YES:</b> GO TO <b>8</b></p> <p><b>NO:</b> See E2 - ENGINE MISFIRE/RUNS IRREGULARLY DIAGNOSTIC PROCEDURE earlier in this Group.</p>

## Observable Diagnostics and Tests

<b>8 Throttle Test</b>	<p>1. Operate engine at full load rated speed.</p> <p>2. At these operating conditions, using the diagnostic software read throttle position data parameter.</p> <p>Is throttle position 97% or above?</p>	<p><b>YES:</b> GO TO <b>9</b></p> <p><b>NO:</b> Refer to your machine manual and perform the throttle calibration procedure; then retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>9 Turbocharger Boost Pressure Check</b>	<p>Check Turbo Boost pressure. See MEASURE INTAKE MANIFOLD PRESSURE (TURBOCHARGER BOOST/POWER CHECK) in Section 04, Group 150 of 4.5L &amp; 6.8L Diesel Engine Base Engine Manual (CTM104).</p> <p>Is the intake manifold air pressure in range or above boost specification?</p>	<p><b>YES:</b> See F1 - FUEL SUPPLY SYSTEM CHECK DIAGNOSTIC PROCEDURE later in this Group.</p> <p><b>NO:</b> GO TO <b>10</b></p> <p style="text-align: right;">-- -1/1</p>
<b>10 Turbocharger Failure Check</b>	<p>Check the following that could cause reduced boost pressure:</p> <ul style="list-style-type: none"> <li>• Restricted air cleaner</li> <li>• Intake air leak</li> <li>• Exhaust air leak</li> <li>• Restriction in exhaust</li> <li>• Faulty turbocharger. See TURBOCHARGER INSPECTION in Section 02, Group 080 in 4.5L &amp; 6.8L Diesel Engine Base Engine Manual (CTM 104).</li> </ul> <p>Was the problem found?</p>	<p><b>YES:</b> Repair problem and retest.</p> <p><b>NO:</b> GO TO <b>11</b></p> <p style="text-align: right;">-- -1/1</p>
<b>11 Fuel Supply System Test</b>	<p>Check fuel supply system. See F1 - FUEL SUPPLY SYSTEM CHECK DIAGNOSTIC PROCEDURE later in this Group.</p> <p>Are any fuel supply system problems found?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> GO TO <b>12</b></p> <p style="text-align: right;">-- -1/1</p>



## Observable Diagnostics and Tests

<b>12 EI Cap Screw and EI Harness and Connector Test</b>	<ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.  <i>NOTE: Rocker arm cover gasket is reusable if no visible damages is detected. Do NOT store cover on gasket surface.</i></li> <li>3. Check EI rocker arms and valve rocker arm operation.  <i>NOTE: Verify that hold down clamps are positioned correctly.</i></li> <li>4. Check that the hold down clamp cap screws on all EIs are tightened and torque turned to specification. See INSTALL ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.</li> <li>5. Inspect EI harness and EI harness connector for damage.</li> </ol> <p>Are all components in proper working conditions?</p>	<p><b>YES:</b> GO TO <b>13</b></p> <p><b>NO:</b> Repair faulty component and retest.</p>
<b>13 EGR Valve Check</b>	<ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the EGR valve. See REMOVE AND INSTALL EXHAUST GAS RECIRCULATION (EGR) VALVE in Section 02, Group 100 earlier in this manual.</li> <li>3. Check the valve to make there are no restrictions causing the valve to stick open.</li> </ol> <p>Is the EGR valve free to open and close properly?</p>	<p><b>YES:</b> GO TO <b>14</b></p> <p><b>NO:</b> Replace ERG valve and retest.</p>
<b>14 Turbo Vane Check</b>	<ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the turbo actuator.</li> <li>3. Inspect the turbo vanes to ensure that they are not stuck closed.</li> </ol> <p>Are turbo vanes stuck closed?</p>	<p><b>YES:</b> Replace all require turbo components and retest.</p> <p><b>NO:</b> GO TO <b>15</b></p>

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*Observable Diagnostics and Tests*

**15 Valve Clearance  
Check**

Check valve lash. See CHECK AND ADJUST VALVE CLEARANCE in Section 02, Group 021 of the 4.5L & 6.8L Diesel Engine Base Engine Manual (CTM 104).

Valve clearance on all valve within specification?

**YES:** Faulty high pressure fuel pump  
OR  
Faulty ECU.

**NO:** Adjust valve clearance and retest.

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14

## E4 - Engine Emits Excessive White Exhaust Smoke

### E4 - Engine Emits Excessive White Exhaust Smoke Diagnostic Procedure

**NOTE:** This procedure should be used if the engine emits excessive white exhaust smoke. This type of smoke causes a burning sensation to the eyes. If engine emits a less heavy, bluish exhaust smoke, see 4.5L/6.8L - L1 - EXCESSIVE OIL CONSUMPTION in Section 04, Group 150 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104)

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<b>❶ E4 - Preliminary Procedure</b>	<ol style="list-style-type: none"> <li>1. Ensure fuel quantity and quality are OK. See CHECK FUEL SUPPLY QUALITY later in this Group.</li> <li>2. Ensure engine coolant level is not extremely low.</li> </ol> <p>Was the problem found?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> GO TO ❷</p> <p>--1/1</p>
<b>❷ Head Gasket Test</b>	<p>Check for failed head gasket. See CHECK FOR HEAD GASKET FAILURES in Section 04, Group 150 of 4.5L and 6.8L Diesel Engines Base Engine Manual (CTM 104).</p> <p>Is the head gasket in good working condition?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> See HEAD GASKET INSPECTION AND REPAIR SEQUENCE in Group 021 of 4.5 L &amp; 6.8 L Diesel Engines Base Engine Manual (CTM 104).</p> <p>--1/1</p>
<b>❸ Compression Test</b>	<ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR in Group 160 later in this manual.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Perform the Compression Test. For instructions, see ENGINE TEST INSTRUCTIONS - COMPRESSION TEST in Section 04, Group 160 of this manual.</li> </ol> <p>Do all cylinders score within 10% of each other?</p>	<p><b>YES:</b> GO TO ❹</p> <p><b>NO:</b> See E2 - ENGINE MISFIRE/RUNS IRREGULARLY DIAGNOSTIC PROCEDURE earlier in this Group.</p>

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## Observable Diagnostics and Tests

<b>4 Fuel Pressure Check</b>	<p>Check fuel supply pressure. See CHECK FUEL SUPPLY PRESSURE later in this Group.</p> <p>Is the fuel pressure within specification?</p>	<p><b>YES:</b> GO TO <b>5</b></p> <p><b>NO:</b> See F1 - FUEL SUPPLY SYSTEM CHECK DIAGNOSTIC PROCEDURE later in this Group.</p> <p style="text-align: right;">-- -1/1</p>
<b>5 Fuel Rail Pressure Check</b>	<ol style="list-style-type: none"> <li>1. Ignition On, engine running at low idle.</li> <li>2. Using the ECU diagnostic software, read fuel rail pressure - actual.</li> </ol> <p>Is the fuel rail pressure - actual 35 MPa (350 bar) (5076 psi)?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> See F1 - FUEL SUPPLY SYSTEM CHECK DIAGNOSTIC PROCEDURE later in this Group.</p> <p style="text-align: right;">-- -1/1</p>
<b>6 Valve Clearance Check</b>	<p>Check valve lash. See CHECK AND ADJUST VALVE CLEARANCE in Section 02, Group 021 of the 4.5L &amp; 6.8L Diesel Engine Base Engine Manual (CTM 104).</p>	<p><b>YES:</b> Ensure there are no engine mechanical problems. If no other problems are found, see E3 - ENGINE DOES NOT DEVELOP FULL POWER DIAGNOSTIC PROCEDURE earlier in this Group.</p> <p><b>NO:</b> Faulty high pressure fuel pump OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>

**E5 - Engine Emits Excessive Black Or Gray Exhaust Smoke****E5 - Engine Emits Excessive Black Or Gray Exhaust Smoke Diagnostic Procedure**

*NOTE: This procedure should be used if the engine emits excessive black or gray smoke. If engine emits a less heavy, bluish exhaust smoke, see 4.5L/6.8L - L1 - EXCESSIVE OIL CONSUMPTION in Section 04, Group 150 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104).*

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<b>❶ E5 - Preliminary Check</b>	<ol style="list-style-type: none"> <li>1. Ensure fuel quantity and quality are OK. See CHECK FUEL SUPPLY QUALITY later in this Group.</li> <li>2. Ensure engine is not excessively loaded.</li> <li>3. Ensure air filter is not restricted or plugged.</li> </ol> <p>Was the problem found?</p>	<p><b>YES:</b> Repair and retest</p> <p><b>NO:</b> GO TO <b>❷</b></p>
<b>❷ Intake and Exhaust Restriction and Air Leak Test</b>	<p>Check for intake and exhaust restrictions and air leaks. See CHECK FOR INTAKE AND EXHAUST RESTRICTIONS and CHECK FOR EXHAUST AIR LEAKS (TURBOCHARGED ENGINES) in Section 04, Group 150 of 4.5L &amp; 6.8L Diesel Engines Base Engine Manual (CTM 104)</p> <p>Intake and/or exhaust restriction found?</p>	<p><b>YES:</b> Repair or replace components as necessary.</p> <p><b>NO:</b> GO TO <b>❸</b></p>
<b>❸ Turbocharger Failure Test</b>	<p>Check the following that could cause reduces boost pressure:</p> <ul style="list-style-type: none"> <li>• Restricted air cleaner</li> <li>• Intake air leak</li> <li>• Exhaust air leak</li> <li>• Restriction in exhaust</li> <li>• Faulty turbocharger. See TURBOCHARGER INSPECTION in Section 02, Group 080 in 4.5L &amp; 6.8L Diesel Engine Base Engine Manual (CTM 104).</li> </ul> <p>Was the problem found?</p>	<p><b>YES:</b> Repair problem and retest.</p> <p><b>NO:</b> GO TO <b>❶</b></p>

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## Observable Diagnostics and Tests

<b>④ Valve Clearance Check</b>	<p>Check valve lash. See CHECK AND ADJUST VALVE CLEARANCE in Section 02, Group 021 of the 4.5L &amp; 6.8L Diesel Engine Base Engine Manual (CTM 104).</p> <p>Valve clearance on all valves within specification?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Adjust valve clearance and retest. If dark smoke is still present, GO TO ⑤</p> <p>-- -1/1</p>
<b>⑤ Pump Position Timing Check</b>	<p>Verify pump position timing is correct. See CHECK AND ADJUST HIGH PRESSURE FUEL PUMP STATIC TIMING later in this Group.</p> <p>Is pump position timing correct?</p>	<p><b>YES:</b> Ensure there are no engine mechanical problems. If no other problems are found, continue diagnosing by going to diagnostic chart E3 - ENGINE DOES NOT DEVELOP FULL POWER DIAGNOSTIC PROCEDURE earlier in this Group.</p> <p><b>NO:</b> Adjust timing and retest.</p> <p>-- -1/1</p>

**E6 - Engine Will Not Crank**

Symptom	Problem	Solution
<b>E6 - Engine Will Not Crank</b>	Weak battery	Replace battery.
	Corroded or loose battery connections	Clean battery terminals and connections.
	Defective main switch or start safety switch	Repair switch as required.
	Starter solenoid defective	Replace solenoid.
	Starter defective	Replace starter.
	Start circuit defective	Check wiring, fuses, and relays.
	Engine is seized up	Check by rotating engine by hand.

DN22556,000028A -19-28JUL06-1/1

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19**E7 - Engine Idles Poorly**

Symptom	Problem	Solution
<b>E7 - Engine Idles Poorly</b>	Poor fuel quality	Drain fuel and replace with quality fuel of the proper grade.
	Air leak on suction side of air intake system	Check hose and pipe connections for tightness; repair as required. See AIR INTAKE AND EXHAUST SYSTEM SPECIFICATIONS in Section 06, Group 200 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104).
	Electronic control system problem or basic engine problem	See E2 - ENGINE MISFIRE/RUNS IRREGULARLY DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,000028B -19-28JUL06-1/1

**E8 - Abnormal Engine Noise**

Symptom	Problem	Solution
<b>E8 - Abnormal Engine Noise</b>	Worn main or connecting rod bearings	Determine bearing clearance. See CYLINDER BLOCK, LINERS, PISTONS, AND RODS SPECIFICATIONS in Group 200 or CRANKSHAFT, MAIN BEARINGS, AND FLYWHEEL SPECIFICATIONS in Section 06, Group 200 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104).
	Excessive crankshaft end play	Check crankshaft end play. See CHECK CRANKSHAFT END PLAY in Section 06, Group 040 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104).
	Loose main bearing caps	Check bearing clearance; replace bearings and bearing cap screws as required. See CRANKSHAFT, MAIN BEARINGS, AND FLYWHEEL SPECIFICATIONS in Group 200 of 4.5 L & 6.8 L Diesel Engines Base Engine Manual (CTM 104).
	Worn connecting rod bushings and piston pins	Inspect piston pins and bushings. See INSPECT PISTON PINS AND BUSHINGS in Section 02, Group 030 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104).
	Scored pistons	Inspect pistons. See INSPECT PISTON PINS AND BUSHINGS in Section 02, Group 030 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104).

Continued on next page

DN22556,000028C -19-28JUL06-1/2



Symptom	Problem	Solution
	Worn timing gears or excess back lash	Check timing gear back lash. See and MEASURE CAMSHAFT END PLAY and MEASURE TIMING GEAR BACKLASH in Section 02, Group 050 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104).
	Excessive valve clearance	Check and adjust valve clearance. See CHECK AND ADJUST VALVE CLEARANCE in Section 02, Group 021 of the 4.5L & 6.8L Diesel Engine Base Engine Manual (CTM 104).
	Worn camshaft	Inspect camshaft. See VISUALLY INSPECT CAMSHAFT in Section 02, Group 050 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104).
	Worn rocker arm shaft(s)	Inspect rocker arm shafts. See DISASSEMBLE AND INSPECT ROCKER ARM SHAFT ASSEMBLY in Section 02, Group 021 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104).
	Insufficient engine lubrication	See L2 - ENGINE OIL PRESSURE LOW in Section 04, Group 150 of 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104).
	Turbocharger noise	See TURBOCHARGER INSPECTION in Section 02, Group 080 in 4.5L & 6.8L Diesel Engine Base Engine Manual (CTM 104).

DN22556,000028C -19-28JUL06-2/2

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21

**E9 - Analog Throttle (A) Does Not Respond**

*NOTE: This procedure is necessary for OEM applications only. For other applications, check for Diagnostic Trouble Codes (DTCs) and follow the corresponding procedure.*

Symptom	Problem	Solution
<b>E9 - Analog Throttle (A) Does Not Respond</b>	Active DTC Check	Read DTCs on SERVICE ADVISOR™. Go to the diagnostic procedure for the corresponding DTC.
	Analog Throttle (A) Check	See T4 - ANALOG THROTTLE (A) INPUT LOW DIAGNOSTIC PROCEDURE in Group 160 of this manual.

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DN22556,000028D -19-28JUL06-1/1

**E10 - Analog Throttle (B) Does Not Respond**

*NOTE: This procedure is necessary for OEM applications only. For other applications, check for Diagnostic Trouble Codes (DTCs) and follow the corresponding procedure.*

Symptom	Problem	Solution
<b>E10 - Analog Throttle (B) Does Not Respond</b>	Active DTC Check	Read DTCs on SERVICE ADVISOR™. Go to the diagnostic procedure for the corresponding DTC.
	Analog Throttle (B) Check	See T6 - ANALOG THROTTLE (B) INPUT LOW DIAGNOSTIC PROCEDURE in Group 160 of this manual.

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DN22556,000028E -19-28JUL06-1/1



## F1 - Fuel Supply System Check

DN22556,000028F -19-28JUL06-1/1

### F1 - Fuel Supply System Check Diagnostic Procedure

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#### ① F1 - Preliminary Check

*NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.*

1. If fuel system has been recently opened (filter changed, line removed etc.) perform fuel system bleed procedure. See BLEED THE FUEL SYSTEM later in this Group and retest.
2. Check for ruptured fuel lines.
3. Check for restricted vent in fuel tank.
4. Ensure fuel quantity and quality are OK. See CHECK FUEL SUPPLY QUALITY later in this Group.

Was the problem found?

**YES:** Repair and retest

**NO:** GO TO ②

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#### ② Active DTC Test

*NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR in Section 04, Group 160 earlier in this manual.
2. Ignition ON, engine OFF
3. Start the ECU diagnostic software
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine OFF or running
6. Read DTCs using SERVICE ADVISOR™.

Does the diagnostic software connect and display any active DTCs?

**YES:** Diagnose active DTCs first.  
If any of the DTCs have a SPN 636 or 637, go to those first.

**NO:** No active DTCs present.  
GO TO ③

**NO:** Diagnostic software does not communicate with ECU.  
See D1 - ECU DOES NOT COMMUNICATE WITH SERVICE ADVISOR DIAGNOSTIC PROCEDURE later in this Group.

## Observable Diagnostics and Tests

<b>③ Engine Start Test</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Ignition ON, engine cranking</p> <p>Does the engine start?</p>	<p><b>YES:</b> GO TO <b>13</b></p> <p><b>NO:</b> GO TO <b>4</b></p> <p style="text-align: right;">-- -1/1</p>
<b>④ Air in Fuel Check</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Check for air in the fuel. See TEST FOR AIR IN FUEL later in this Group.</p> <p>Was air present in the fuel?</p>	<p><b>YES:</b> Bleed the fuel system. See BLEED THE FUEL SYSTEM later in this Group.</p> <p><b>NO:</b> GO TO <b>5</b></p> <p style="text-align: right;">-- -1/1</p>
<b>⑤ Cranking Fuel Rail Pressure Test</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>Ignition ON, engine cranking</li> <li>Using the ECU diagnostic software, read fuel rail pressure - actual.</li> </ol> <p>Is the fuel rail pressure - actual 20 MPa (200 bar) (2900 psi) or above?</p>	<p><b>YES:</b> No fuel system problem is apparent. See E1- ENGINE CRANKS/WON'T START DIAGNOSTIC PROCEDURE earlier in this Group.</p> <p><b>NO:</b> GO TO <b>6</b></p> <p style="text-align: right;">-- -1/1</p>
<b>⑥ Fuel Pressure at Final Fuel Filter Check</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>Ignition OFF</li> <li>Connect proper pressure gauge from Universal Pressure Kit JT05412 to diagnostic port on final fuel filter base.</li> <li>Ignition ON, engine cranking</li> <li>Using gauge, read pressure</li> </ol> <p>Is the fuel pressure 30 kPa (0.3 bar) (4.4 psi) or above?</p>	<p><b>YES:</b> GO TO <b>10</b></p> <p><b>NO:</b> GO TO <b>7</b></p> <p style="text-align: right;">-- -1/1</p>
<b>⑦ Final Fuel Filter Check</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>Ignition OFF</li> <li>Replace the final fuel filter element. See REPLACE FINAL FUEL FILTER ELEMENT in Section 02, Group 090 earlier in this manual.</li> <li>Ignition ON, engine cranking or running at low idle.</li> <li>Using the ECU diagnostic software, read fuel rail pressure - actual.</li> </ol> <p>Is the fuel rail pressure - actual 20 MPa (200 bar) (2900 psi) or above?</p>	<p><b>YES:</b> Problem fixed.</p> <p><b>NO:</b> GO TO <b>8</b></p> <p style="text-align: right;">-- -1/1</p>

04  
150  
25

## Observable Diagnostics and Tests


<b>8 Pre-filter Check</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Replace the pre-filter element. See REPLACE PRE-FILTER ELEMENT in Section 02, Group 090 earlier in this manual.</li> <li>3. Connect proper pressure gauge from Universal Pressure Kit JT05412 to diagnostic port on final fuel filter base.</li> <li>4. Ignition ON, engine cranking or running at low idle.</li> <li>5. Using gauge, read pressure</li> </ol> <p>Is the fuel pressure 30 kPa (0.3 bar) (4.4 psi) or above?</p>	<p><b>YES:</b> Problem fixed.</p> <p><b>NO:</b> GO TO <b>9</b></p> <p style="text-align: right;">-- -1/1</p>
<b>9 Fuel Line Check</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Check for a partially restricted fuel line between the following:</p> <ul style="list-style-type: none"> <li>• Fuel tank and pre-filter</li> <li>• Pre-filter and transfer pump inlet</li> <li>• Transfer pump outlet and final fuel filter inlet</li> </ul> <p>Are there any fuel restrictions?</p>	<p><b>YES:</b> Repair fuel line and retest.</p> <p><b>NO:</b> GO TO <b>10</b></p> <p style="text-align: right;">-- -1/1</p>
<b>10 Fuel Line Check</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Check for a partially restricted fuel line between the final fuel filter outlet and the high pressure fuel pump inlet</p> <p>Are there any fuel restrictions?</p>	<p><b>YES:</b> Repair fuel line and retest.</p> <p><b>NO:</b> GO TO <b>11</b></p> <p style="text-align: right;">-- -1/1</p>

## Observable Diagnostics and Tests

<b>11 High Pressure Fuel Pump Inlet Filter Check</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove high pressure fuel pump from engine. See REMOVE AND INSTALL HIGH PRESSURE FUEL PUMP in Section 02, Group 090 of this manual.</li> <li>3. Remove high pressure fuel pump inlet filter and replace. See REMOVE AND INSTALL HIGH PRESSURE FUEL PUMP INLET FILTER in Section 02, Group 090 of this manual.</li> <li>4. Install high pressure fuel pump. See REMOVE AND INSTALL HIGH PRESSURE FUEL PUMP in Section 02, Group 090 of this manual.</li> <li>5. Bleed the fuel system. See BLEED THE FUEL SYSTEM later in this Group.</li> <li>6. Try to start engine</li> </ol> <p>Does the engine start?</p>	<p><b>YES:</b> Problem fixed.</p> <p><b>NO:</b> GO TO <b>12</b></p> <p style="text-align: right;">-- -1/1</p>
<b>12 High Pressure Fuel Pump Overflow Valve Check</b>	<ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the fuel return line from the high pressure fuel pump overflow valve.</li> <li>3. Connect a clear hose to the overflow valve routing the other end into a suitable container for diesel fuel.</li> <li>4. Ignition ON, engine cranking.</li> </ol> <p>Is fuel flow present through overflow valve?</p>	<p><b>YES:</b> Faulty high pressure fuel pump. Replace and retest</p> <p><b>NO:</b> Faulty check valve. Replace check valve and bleed the fuel system. See BLEED THE FUEL SYSTEM later in this Group. Retest</p> <p style="text-align: right;">-- -1/1</p>
<b>13 Fuel Rail Pressure Test</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running at low idle</li> <li>2. Using the ECU diagnostic software, read fuel rail pressure - actual with engine at low idle</li> </ol> <p>Is the fuel rail pressure - actual 35 MPa (350 bar) (5076 psi) or above?</p>	<p><b>YES:</b> No fuel system problem found.</p> <p><b>NO:</b> GO TO <b>14</b></p> <p style="text-align: right;">-- -1/1</p>

04  
150  
27

<b>14 Fuel Pressure at Final Fuel Filter Check</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Connect proper pressure gauge from Universal Pressure Kit JT05412 to diagnostic port on final fuel filter base.</li> <li>3. Ignition ON, engine running at low idle</li> <li>4. Using gauge, read pressure</li> </ol> <p>Is the fuel pressure 40 kPa (0.4 bar) (5.8 psi) or above?</p>	<p><b>YES:</b> GO TO <b>15</b></p> <p><b>NO:</b> GO TO <b>16</b></p> <p>— --1/1</p>
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<b>15 Pressure Limiter Test</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p> <b>CAUTION:</b> Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.</p> <p>If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, U.S.A.</p> <ol style="list-style-type: none"> <li>1. Before removing fuel line from pressure limiter, turn engine OFF and let sit for at least 5 minutes. This will relieve fuel pressure from the High Pressure Common Rail.</li> <li>2. Thoroughly clean all fuel lines, fittings, components, and chamfered area around the pressure limiter.</li> <li>3. Disconnect fuel return line fitting at the fuel leak-off line from the pressure limiter valve. Do NOT remove the pressure limiter valve.</li> <li>4. Run a clear line from a suitable container for diesel fuel to the pressure limiter valve</li> <li>5. Ignition ON, engine running.</li> <li>6. Check fuel flow at pressure limiter valve.</li> </ol> <p>Is there more than minimal fuel flow present?</p>	<p><b>YES:</b> GO TO <b>16</b></p> <p><b>NO:</b> Faulty pressure limiter valve. Replace pressure limiter and retest. See REMOVE AND INSTALL PRESSURE LIMITER in Section 02, Group 090 earlier in this manual.</p> <p>— --1/1</p>
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Observable Diagnostics and Tests

<b>16 Final Fuel Filter Check</b>	<p><i>NOTE: For fuel system operation information, see FUEL SYSTEM OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Replace the final fuel filter element and read fuel rail pressure - actual on the ECU diagnostic software. See REPLACE FINAL FUEL FILTER ELEMENT in Section 02, Group 090 earlier in this manual.</p> <p>Is the fuel rail pressure - actual 35 MPa (350 bar) (5076 psi) or above?</p>	<p><b>YES:</b> Problem fixed.</p> <p><b>NO:</b> Faulty high pressure fuel pump OR Faulty ECU</p> <p>--1/1</p>
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04  
150  
29

**F2 - Excessive Fuel Consumption**

Symptom	Problem	Solution
<b>F2 - Excessive Fuel Consumption</b>	Poor fuel quality	Drain fuel and replace with quality fuel of the proper grade.
	Engine overloaded	Reduce engine load
	Air cleaner restricted or dirty	Replace air cleaner element as required.
	Compression too low	Determine cause of low compression and repair as required.
	Leaks in fuel supply system	Locate source of leak and repair as required.

DN22556,0000290 -19-28JUL06-1/1

**F3 - Fuel in Oil**

Symptom	Problem	Solution
<b>F3 - Fuel in Oil</b>	Faulty high pressure fuel pump front seal	Replace front seal.

DN22556,0000291 -19-28JUL06-1/1

D1 - ECU Does Not Communicate with Service ADVISOR

DN22556,0000292 -19-28JUL06-1/1

D1 - ECU Does Not Communicate with Service ADVISOR Diagnostic Procedure

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❶ PDM or EDL Power  
Light Test

*NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.*

1. Connect Service ADVISOR. For instructions on connecting Service ADVISOR, see CONNECTING TO SERVICE ADVISOR in Group 160 later in this manual.
2. Make sure all connections between the diagnostic connector and the service tool are properly connected. Make sure that ECU connectors are properly connected.
3. Ignition ON.
4. Note power light on the Parallel Data Module (PDM) or Electronic Data Link (EDL).

Does the light illuminate?

**YES:** GO TO ❷

**NO:** If using PDM, GO TO ❸  
If using EDL:  
Faulty USB cable or connector  
OR  
Faulty connection in PC or EDL.

--1/1

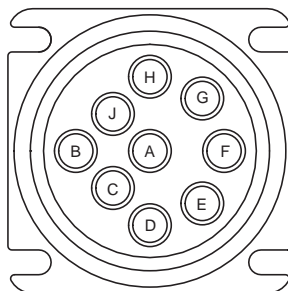
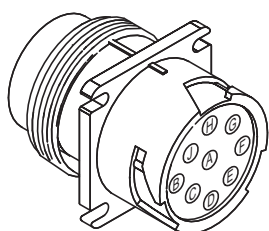
04  
150  
31

**2 CAN Circuit Voltage Test**

*NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.*

1. Ignition ON, engine OFF.
2. Disconnect the diagnostic connector from the PDM or EDL cable.
3. Using a multimeter, measure voltage between diagnostic connector terminal A and:
  - Terminal C (CAN high) in the diagnostic connector.
  - Terminal D (CAN low) in the diagnostic connector.

Is the voltage 2.1-2.9V on both circuits?



RXA0067609 -UN-05JUN03

*Diagnostic Connector (J1939 Interface)*

**A—Ground**  
**B—Battery**  
**C—CAN Hi**  
**D—CAN Lo**  
**E—Shield**

**YES:** GO TO **3**

**NO:** Open in CAN circuit.  
GO TO **4**

-- -1/1

**3 Open CAN Circuit Test (covered by #5?)**

*NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.*

1. Ignition ON, engine OFF.
2. Disconnect the diagnostic connector from the PDM or EDL cable.
3. Using a multimeter, measure voltage between a good chassis ground and:
  - Terminal C (CAN high) in the diagnostic connector.
  - Terminal D (CAN low) in the diagnostic connector.

Is the voltage good on both circuits?

**YES:** CAN circuit from ECU to diagnostic connector OK. Faulty PDM or EDL cable or connection  
 OR  
 Faulty PDM or EDL  
 OR  
 Faulty diagnostic software/computer configuration

**NO:** CAN wiring between ECU and diagnostic connector is open or shorted. GO TO **5**  
*NOTE:* If voltages are the same, CAN Hi and CAN Low are shorted together.

-- -1/1

## Observable Diagnostics and Tests

<b>4 CAN Terminator Resistance Check</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF.</li> <li>2. Remove CAN terminator from the terminator connector.</li> <li>3. Using a multimeter, measure resistance between terminals A and B in the terminator.</li> </ol> <p>Does the resistance measure between approximately 125 ohms?</p>	<p><b>YES:</b> CAN terminator resistor OK. GO TO <b>6</b></p> <p><b>NO:</b> Faulty CAN terminator resistor.</p> <p style="text-align: right;">-- -1/1</p>
<b>5 Harness CAN Wiring Open Test</b>	<ol style="list-style-type: none"> <li>1. Ignition OFF.</li> <li>2. Disconnect ECU connector J2.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Terminal A in the CAN terminator and terminal A1 in the ECU connector J2.</li> <li>• Terminal B in the CAN terminator and terminal B1 in the ECU connector J2.</li> <li>• Terminal A in the CAN terminator and terminal C in the diagnostic connector.</li> <li>• Terminal B in the CAN terminator and terminal D in the diagnostic connector.</li> <li>• Terminal A in the diagnostic connector and a good chassis ground.</li> </ul> </li> </ol> <p>Does each resistance measure 5 ohms or less?</p>	<p><b>YES:</b> Engine harness CAN wiring not open. GO TO <b>7</b></p> <p><b>NO:</b> Open in wiring that measured high resistance. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>6 Harness CAN Wiring Ground Test</b>	<ol style="list-style-type: none"> <li>1. Ignition OFF.</li> <li>2. ECU connector J2 still disconnected.</li> <li>3. Disconnect the 21- or 23- pin control panel connector.</li> <li>4. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Terminal C (CAN high) and terminal A (ground) in the diagnostic connector.</li> <li>• Terminal D (CAN low) and terminal A (ground) in the diagnostic connector.</li> </ul> </li> </ol> <p>Does the resistance measure at least 20K ohms?</p>	<p><b>YES:</b> Engine harness CAN wiring OK. Problem may be intermittent.</p> <p><b>NO:</b> Grounded wiring that measured low resistance. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>7 Ground Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF.</li> <li>2. Using a multimeter, check resistance between terminal A in the diagnostic connector and a good chassis ground.</li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> Ground circuit OK. GO TO <b>9</b></p> <p><b>NO:</b> Open in ground circuit. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>

04  
150  
33

## Observable Diagnostics and Tests

<b>8 Power Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON.</li> <li>2. Disconnect the diagnostic cable from the diagnostic connector.</li> <li>3. Using a multimeter, measure the voltage between the ground terminal and the power terminal (terminals A and B) in the diagnostic connector.</li> </ol> <p>Is the voltage approximately battery voltage?</p>	<p><b>YES:</b> Faulty wiring or connection between diagnostic connector and PDM OR Faulty PDM</p> <p><b>NO:</b> GO TO <b>10</b></p> <p style="text-align: right;">-- -1/1</p>
<b>9 Check Fuses</b>	<ol style="list-style-type: none"> <li>1. Ignition OFF.</li> <li>2. Check system fuses.</li> </ol> <p>Are any fuses blown?</p>	<p><b>YES:</b> Replace fuse and retest.</p> <p><b>NO:</b> GO TO <b>11</b></p> <p style="text-align: right;">-- -1/1</p>
<b>10 ECU Power Test</b>	<ol style="list-style-type: none"> <li>1. Ignition OFF.</li> <li>2. Disconnect ECU connector J2.</li> <li>3. Using a multimeter, check resistance between terminal B in the diagnostic connector and terminal B2 in connector J2.</li> </ol> <p>Is resistance 5K ohms or less?</p>	<p><b>YES:</b> Faulty ECU.</p> <p><b>NO:</b> Repair open circuit in harness.</p> <p style="text-align: right;">-- -1/1</p>

**D2 - Diagnostic Gauge Does Not Communicate With ECU**

DN22556,0000293 -19-28JUL06-1/1

**D2 - Diagnostic Gauge Does Not Communicate With ECU Diagnostic Procedure**

*NOTE: The D2 - Diagnostic Gauge Does Not Communicate With ECU diagnostic procedure should be followed if the diagnostic gauge shows the following error codes or it can not communicate with the ECU:*

- EE-error
- ACP-Err/No Addr
- ACP-Err/Bus EP
- ACP-Err/Bus Error

04  
150  
35

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<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors, CAN terminator connector, the instrument panel connector, diagnostic gage connector and any connectors between them looking for dirty, damaged, or poorly positioned terminals.</p> <p>Was the problem found?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Ignition ON</li> </ol> <p>Does the diagnostic gage display an error code?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> No power to the gage. GO TO ❸</p> <p><b>NO:</b> No error but has power. Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>

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## Observable Diagnostics and Tests

<p><b>③ Sensor Voltage Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect any <b>ONE</b> of the following:                     <p><i>NOTE: When sensor is disconnected DTC will set. This DTC will clear once the sensor is reconnected.</i></p> <ul style="list-style-type: none"> <li>• Fuel temperature sensor</li> <li>• Engine coolant temperature sensor</li> </ul> <p>For sensor location, see ELECTRONIC CONTROL SYSTEM OVERVIEW in Section 03, Group 140 of this manual.</p> </li> <li>3. Ignition ON</li> <li>4. Using a multimeter, measure the voltage between both terminals of the selected sensor harness connector.</li> </ol> <p>Is the voltage 4.5 volts or above?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> GO TO <b>④</b></p> <p style="text-align: right;">-- -1/1</p>
<p><b>④ Power Supply Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect ECU connector #J2.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using a multimeter, measure the voltage between a good chassis ground and terminal B2 in ECU connector #J2 on the harness end of the ECU connector.</li> </ol> <p>Is the voltage 10 volts or above?</p>	<p><b>YES:</b> Faulty ECU power wiring OR Faulty ECU.</p> <p><b>NO:</b> Faulty ECU power fuse OR Key-on signal wire shorted to ground OR Faulty ignition switch OR Faulty key-on power fuse.</p> <p style="text-align: right;">-- -1/1</p>
<p><b>⑤ Diagnostic Gauge Power Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON</li> <li>2. View diagnostic gauge</li> </ol> <p>Does the gage have power.</p>	<p><b>YES:</b> GO TO <b>⑧</b></p> <p><b>NO:</b> GO TO <b>⑥</b></p> <p style="text-align: right;">-- -1/1</p>



## Observable Diagnostics and Tests

<b>6 Open in Diagnostic Gauge Connector Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the diagnostic gauge from the diagnostic connector.</li> <li>3. Using a multimeter, measure voltage between the switched voltage terminal and the ground terminal (terminals D and E) of the harness end of the diagnostic gauge connector.</li> </ol> <p>Is voltage substantially less than battery voltage?</p>	<p><b>YES:</b> GO TO <b>7</b></p> <p><b>NO:</b> Faulty diagnostic connector OR Faulty diagnostic cable OR Faulty Parallel Port Data Module (PDM)</p> <p style="text-align: right;">-- -1/1</p>
<b>7 Open in Diagnostic Gauge Connector Power Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the diagnostic gauge connector.</li> <li>3. Probe terminal D in the diagnostic gauge connector with a test light connected to battery voltage.</li> </ol> <p>Does the light illuminate?</p>	<p><b>YES:</b> Open or short to ground in diagnostic gauge power wire.</p> <p><b>NO:</b> Open in diagnostic gauge connector ground wire.</p> <p style="text-align: right;">-- -1/1</p>
<b>8 Open in Harness Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect ECU connector #J2 and the diagnostic cable from the diagnostic connector.</li> <li>3. Using a multimeter, measure resistance on the harness end of both connectors between: <ul style="list-style-type: none"> <li>• Terminal B in the diagnostic gauge connector and terminal B1 in the ECU connector #J2.</li> <li>• Terminal G in the diagnostic gauge connector and terminal A1 in the ECU connector #J2.</li> </ul> </li> </ol> <p>Does the resistance measure 5 ohms or less?</p>	<p><b>YES:</b> GO TO <b>9</b></p> <p><b>NO:</b> Open in harness wire(s) that measured greater than 5 ohms. OR Connector terminals in wrong position</p> <p style="text-align: right;">-- -1/1</p>

04  
150  
37

## Observable Diagnostics and Tests

<b>9 CAN Resistance Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. ECU connector #J2 and diagnostic connectors still disconnected.</li><li>3. Using a multimeter, measure resistance between terminals B and G in the harness end of the diagnostic connector.</li></ol> <p>Does the resistance measure between 45 and 75 ohms?</p>	<p><b>YES:</b> GO TO <b>10</b></p> <p><b>NO:</b> Faulty or missing CAN terminator connector(s) OR Open or short in CAN wiring harness</p> <p>---1/1</p>
<b>10 CAN High and Low Voltage Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Reconnect ECU connector #J2.</li><li>3. Ignition ON</li><li>4. Using a multimeter, measure voltage between a good chassis ground and:<ul style="list-style-type: none"><li>• Terminal B in the diagnostic gauge connector</li><li>• Terminal G in the diagnostic gauge connector</li></ul></li></ol> <p>Is the voltage between 1.5 and 3.5 volts?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty diagnostic gauge connection OR Faulty diagnostic software/computer configuration OR Faulty ECU</p> <p><b>NO:</b> CAN wiring shorted to ground or power OR Faulty ECU</p> <p>---1/1</p>

## A2 - Glow Plug Check

DN22556,0000294 -19-28JUL06-1/1

### A2 - Glow Plug Check Diagnostic Procedure

#### Related Information

Glow plugs are located above each cylinder's combustion chamber. Its function is to heat the intake air during cold starting conditions. Its operation time is dependent on the fuel temperature that the ECU detects at key-on.

#### Alarm Level:

N/A

#### Control Unit Response:

Engine will start hard or will not start at all.

#### Additional References:

For further glow plug information, see GLOW PLUG OPERATION earlier in this Group.

For application specific information on glow plug times vs. temperatures, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors, glow plug relay connector(s), glow plug connectors , and any connectors between them looking for dirty, damaged, or poorly positioned terminals.</p> <p>Was the problem found?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
<b>❷ Glow Plug Indicator Light Check</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Verify that the glow plug indicator light or monitor message is working</li> </ol> <p>Does the light illuminate or the monitor work?</p>	<p><b>YES:</b> GO TO <b>❸</b></p> <p><b>NO:</b> Faulty glow plug indicator light wiring OR Faulty glow plug indicator light</p>

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## Observable Diagnostics and Tests

<b>③ Active DTC Test</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR in Group 160 later in this manual.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does the diagnostic software display any DTCs?</p>	<p><b>YES:</b> Go to appropriate diagnostic procedure</p> <p><b>NO:</b> GO TO <b>④</b></p>
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SERVICE ADVISOR is a trademark of Deere & Company

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<b>④ Fuel Temperature Check</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Using the ECU diagnostic software, read fuel temperature.</li> </ol> <p>Is the fuel temperature below 0°C (32°F)?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> No glow plug-related problem found</p>
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<b>⑤ Voltage at Air Heater Check</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all glow plug connectors</li> <li>3. Using a multimeter, measure the voltage between each glow plug connector and a good chassis ground while turning ignition ON (engine OFF).</li> </ol> <p><i>NOTE: Voltage must be read as ignition is turned ON. Between measurements the ignition switch must be cycled OFF and back ON.</i></p> <p>Is the voltage at or near battery voltage?</p>	<p><b>YES:</b> GO TO <b>⑥</b></p> <p><b>NO:</b> GO TO <b>⑦</b></p>
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Observable Diagnostics and Tests

<b>6 Glow Plugs Check</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Remove glow plugs from engine.</li><li>3. Using a multimeter, check the continuity of the glow plug(s)</li></ol> <p>Is there good continuity through the glow plug?</p>	<p><b>YES:</b> No glow plug related problem found</p> <p><b>NO:</b> Faulty glow plug(s)</p> <p>-- -1/1</p>
<b>7 Glow Plug Control Relay Enable Wire Check</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Disconnect glow plug control relay enable wire at terminal 86 of the glow plug control relay.</li></ol> <p><i>NOTE: Check will not work if fuel temperature is above 0°C (32°F).</i></p> <ol style="list-style-type: none"><li>3. Using a multimeter, measure the voltage between the glow plug control relay enable wire at terminal 86 of the glow plug control relay and a good chassis ground while turning ignition ON (engine OFF).</li></ol> <p><i>NOTE: Voltage must be read as ignition is turned ON. Between measurements the ignition switch must be cycled OFF and back ON.</i></p> <p>Is the voltage at or near battery voltage?</p>	<p><b>YES:</b> GO TO 8</p> <p><b>NO:</b> Faulty glow plug control relay enable wire OR Faulty ECU</p> <p>-- -1/1</p>

04  
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41

**8 Glow Plug Relay Enable Wire Check**

*NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.*

1. Ignition OFF
2. Disconnect glow plug relay enable wire at glow plug relay

*NOTE: Check will not work if fuel temperature is above 0°C (32°F).*

3. Using a multimeter, measure the voltage between glow plug relay enable wire at glow plug relay and a good chassis ground while turning ignition ON (engine OFF).

*NOTE: Voltage must be read as ignition is turned ON. Between measurements the ignition switch must be cycled OFF and back ON.*

Is the voltage at or near battery voltage?

**YES:** Faulty battery voltage wire to glow plug relay  
OR  
Faulty glow plug relay ground  
OR  
Faulty glow plug harness wiring (between glow plug relay and glow plugs)  
OR  
Faulty glow plug relay

**NO:** Faulty glow plug relay enable wire  
OR  
Faulty glow plug control relay ground  
OR  
Faulty battery voltage wire to glow plug control relay  
OR  
Faulty glow plug control relay

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**Check Fuel Supply Quality**

The quality of diesel fuel affects engine performance. Check your operators manual for correct fuel specifications.

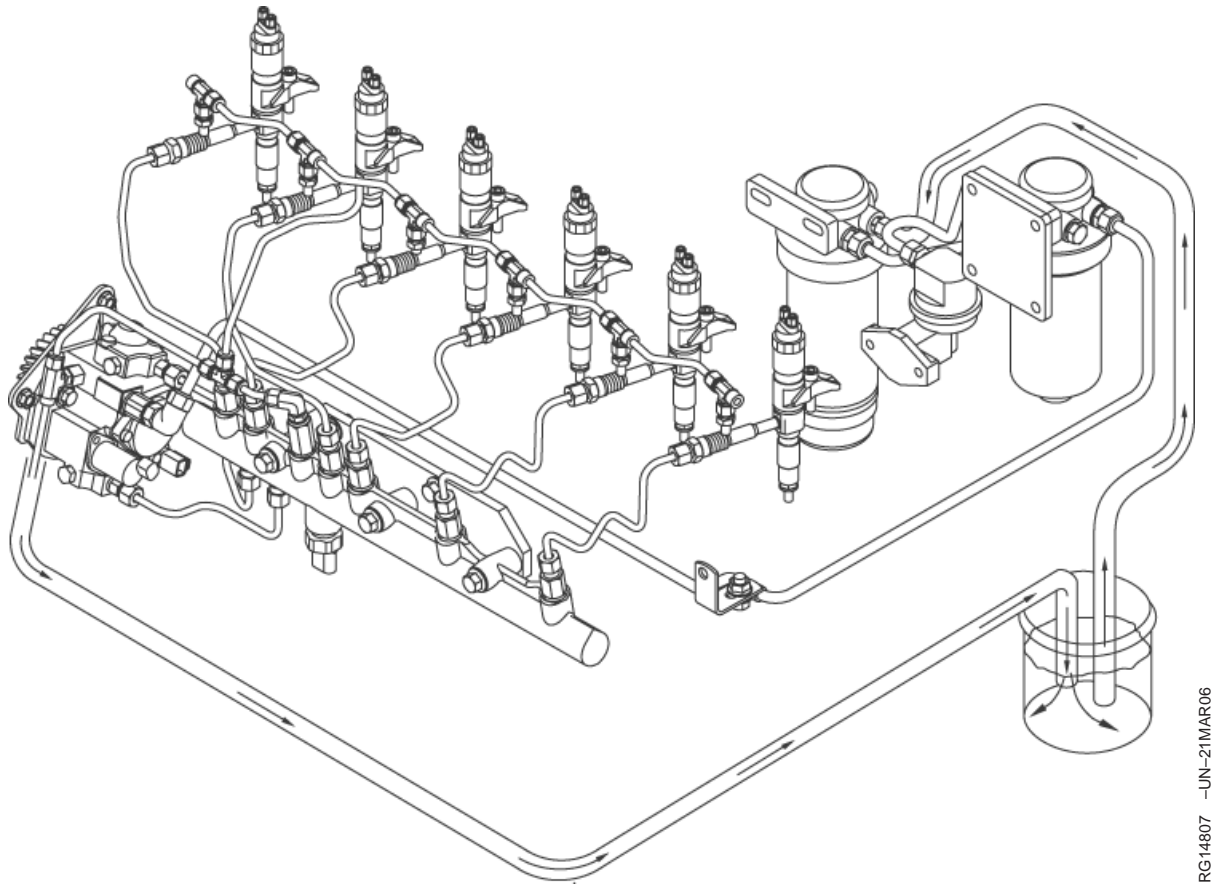
Poor quality or contaminated fuel will make the engine hard to start, misfire, run rough or produce low power.

If poor quality or contaminated fuel is suspected, perform the following:

1. Drain primary filter into a clean container, see operators manual.
2. Check for water or debris in the drained fuel.
3. Drain secondary filter into a clean container, see operators manual.
4. Check for water or debris in the drained fuel.
5. Key ON for 1 minute to prime fuel system.
6. Repeat steps 1-5 above.
7. If water or debris is still found replace filters as per operators manual and repeat steps 1-5. If water and or debris is still found drain and clean fuel tank as per vehicle maintenance manual, else go to step 8.
8. Run engine for 1 minute at 1500 rpm.
9. Operate under load for 1 minute, observing engine performance. If problems still occur go step 10.
10. Reduce engine speed to idle and shutdown engine.
11. Disconnect fuel line from inlet side of primary fuel filter, and fuel return line from fuel pump return, as per operator's manual.

Continued on next page

DN22556,0000295 -19-09MAY06-1/2



*Test Quality of Fuel*

RG14807 -UN-21MAR06

12. Connect one hose to inlet port of primary fuel filter, and connect another hose to fuel pump return, as shown.
13. Submerge hose in a container of good quality, clean fuel meeting engine specifications.
14. Operate engine under load and observe performance. If performance improves, fuel is contaminated or not of the proper grade. Check fuel source.

DN22556,0000295 -19-09MAY06-2/2

## Test for Air in Fuel

The fuel system will self-purge of air, but a large amount of air entering the fuel system can cause the engine to be hard to start, run rough, misfire, knock, smoke, or produce low power.

To check for air in the system, follow the procedure below.

### 1. Preliminary checks:

- Check for loose fittings between fuel tank and fuel supply pump.
- Check for loose fittings on the fuel cooler, if applicable.
- Make sure primary filter element is on tight and gasket is intact.
- Check for damaged fuel pick-up tube in tank.
- Check for low fuel level in tank.
- Check for foaming in tank. Foaming strongly suggests air leaking past injectors. If there is

foaming, inspect the injector hold down clamp torque, o-rings and seals. See REMOVE AND INSTALL ELECTRONIC INJECTORS in Section 2 of this manual.

- Air may enter system when engine is turned off: Make sure lines are properly tightened between the secondary filter and the high pressure fuel pump and between high pressure fuel pump leak-off port and cylinder head.

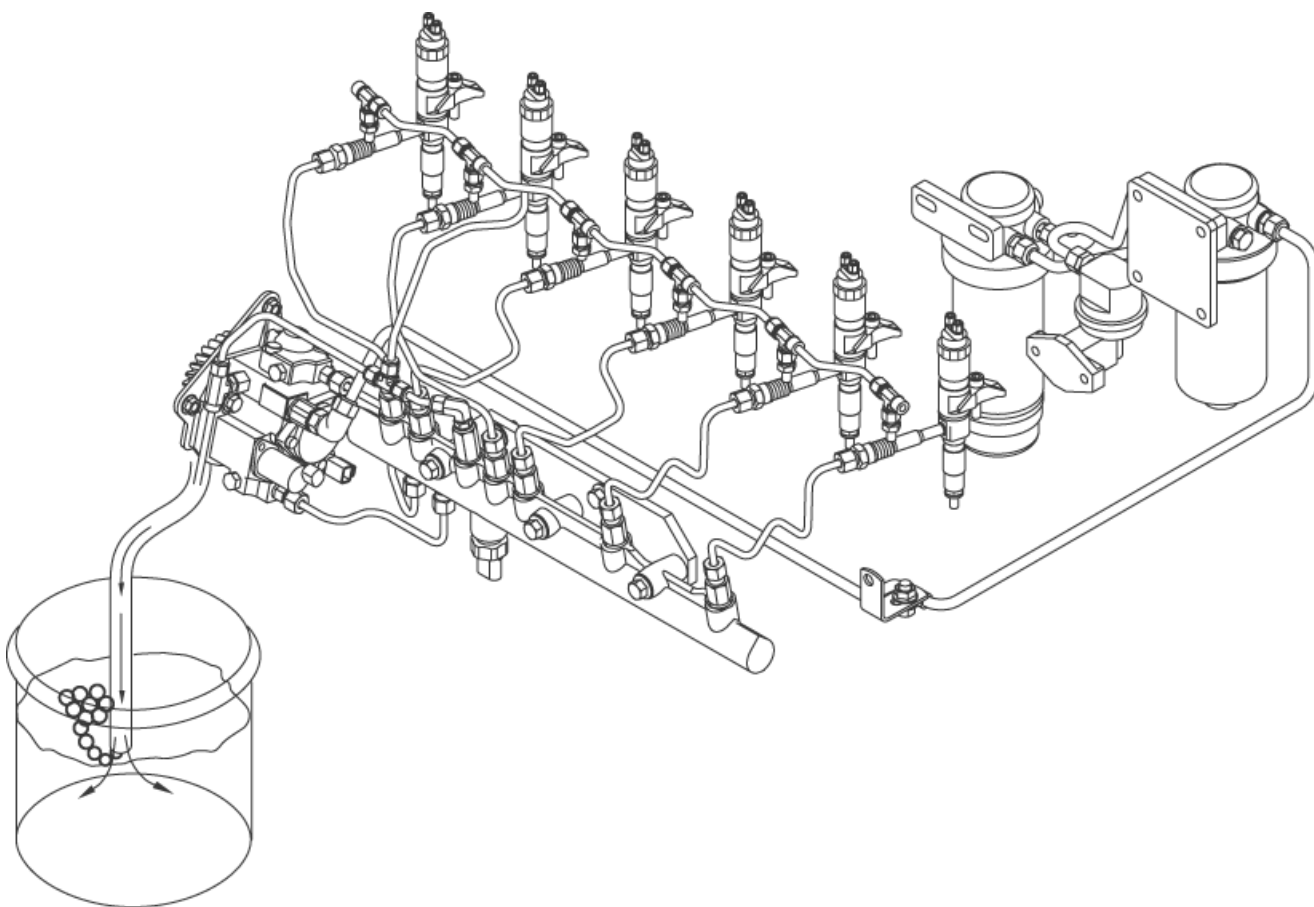
### 2. Check for air in fuel system:

- a. Disconnect the return-to-tank line from the T-connector located next to the #6 injector fuel line (on some applications the T-connector will be located between injector fuel lines #1 and #2).

Continued on next page

DN22556,0000296 -19-09MAY06-1/3





Check For Air in Fuel System

- b. Install a clear plastic hose with proper fittings between the T-connector and the return-to-tank line, OR submerge hose in a container of clean fuel, as shown.
  - c. Start engine. Run engine for 1 minute at 1500 rpm. Observe hose and container (if used) for bubbles. Stop engine.
  - d. If there are bubbles, go to the next step to determine source of the air. Reconnect fuel lines.
3. Check for air in fuel tank supply line:
  - a. Disconnect the fuel tank supply line from the fuel supply pump.
  - b. Install a clear plastic hose with proper fittings between the fuel tank supply line and the fuel supply pump. Tool JT03513C Fuel Supply System Test Kit is designed for this task.
  - c. Operate engine and check for air bubbles in hose. If there are bubbles, check for damaged tank, damaged tank components, and for loose or damaged fuel supply lines and hoses.
  - d. If no problem was found, go to the next step. Reconnect fuel lines.
4. Check for air in the high pressure pump fuel supply line:
  - a. Disconnect the line between the secondary filter and the high pressure fuel pump.
  - b. Install a clear plastic hose with proper fittings between the filter and the pump.
  - c. Operate engine and allow hose to fill with fuel, then check for air bubbles in hose. If there are bubbles, check for damaged primary filter head or gasket, and for loose or damaged primary filter.

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- d. If source of air was not found, a likely cause is air leaking past one or more injectors. Inspect the injector hold down clamp torque, o-rings and seals. See REMOVE AND INSTALL ELECTRONIC INJECTORS in Section 2 of this manual. Reconnect fuel lines.

*NOTE: If the engine has a fuel cooler, rule out air entering from the fuel cooler before removing injectors.*

DN22556,0000296 -19-09MAY06-3/3

### Check Fuel Supply Pressure

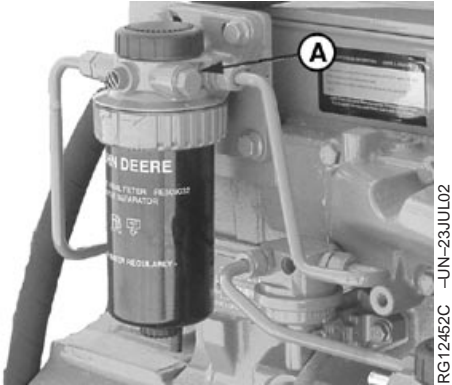
**IMPORTANT:** Before disconnecting and fuel lines, completely clean any debris from around the fitting. DO NOT allow debris to enter fuel line.

1. Connect proper pressure gauge from Universal Pressure Kit JT05412 to the final fuel filter outlet plug (A).
2. Start engine and run at low idle. Fuel transfer pump should maintain minimum output pressure shown in specification.

**Specification**

Fuel Transfer Pump Pressure—	
Pressure - Cranking .....	30 kPa (0.3 bar) (4.4 psi)
Pressure - Low Idle .....	40 kPa (0.4 bar) (5.8 psi)

A—Final Fuel Filter Outlet



Final Fuel Filter (OEM engines)



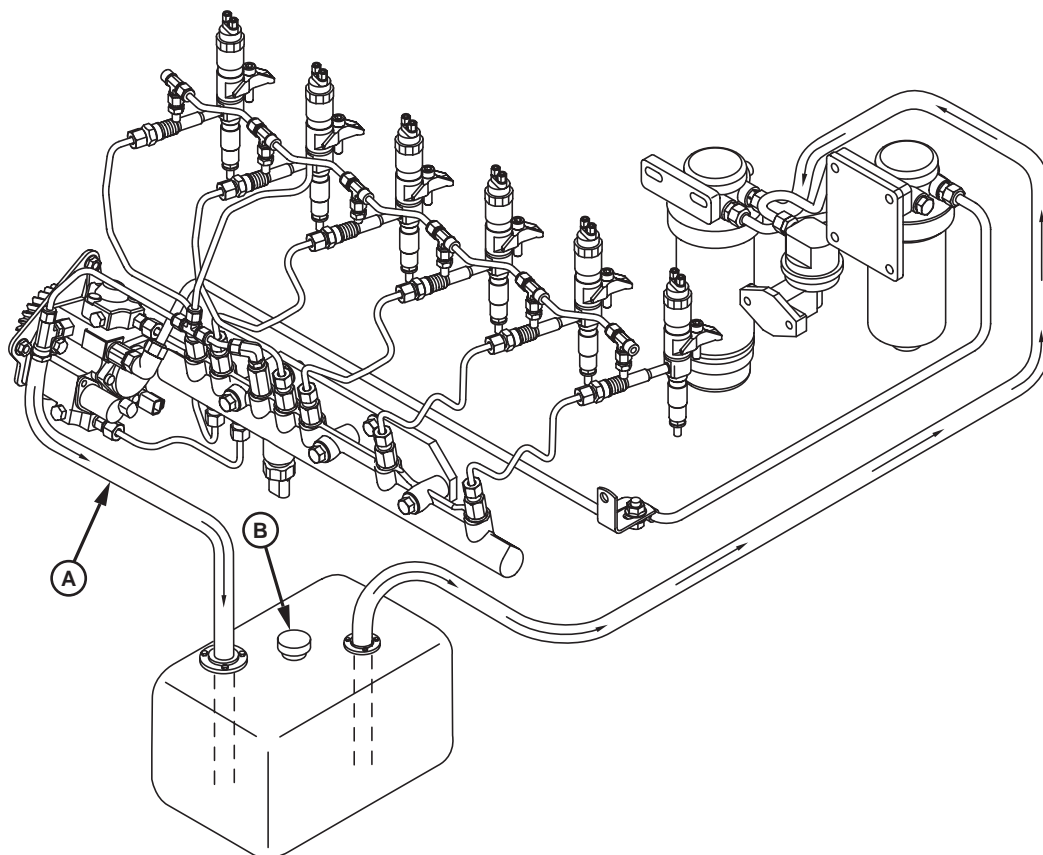
Final Fuel Filter (Combine engines)



Final Fuel Filter (6020 Tractors)

DN22556,0000297 -19-09MAY06-1/1

## Check for Restricted Fuel Leak-off Line



A—Fuel Leak-off Line

B—Fuel Tank Cap

This check will help determine if the fuel leak-off line is restricted.

1. Disconnect fuel leak-off line (A) from the fuel leak-off line at the engine.

RG12311 —UN-24JUN02

Continued on next page

DN22556,0000298 —19-09MAY06-1/2

2. Remove fuel tank cap (B).
3. Force compressed air through the fuel leak-off line while listening at the fuel tank filler neck.



**CAUTION: Maximum air pressure should be 100 kPa (1 bar) (14.5 psi) when performing this test.**

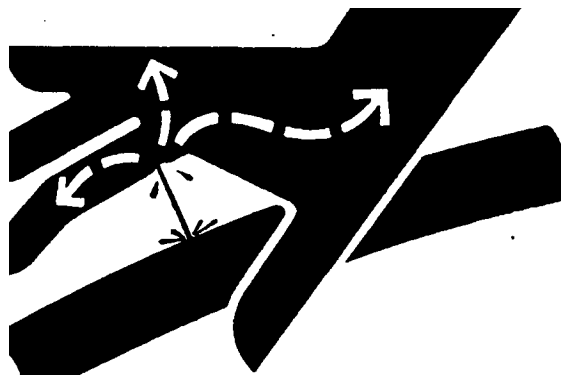
4. If the leak-off line is not restricted, the compressed air bubbling into the fuel tank should be audible through the tank filler neck.
5. If no air bubbling through the tank is audible, completely check fuel leak-off line for any possible restrictions.

DN22556,0000298 -19-09MAY06-2/2

04  
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49

## Bleed the Fuel System

**CAUTION:** Escaping fluid under pressure can penetrate the skin causing serious injury. Relieve pressure before disconnecting fuel or other lines. Tighten all connections before applying pressure. Keep hands and body away from pinholes and nozzles that eject fluids under high pressure. Use a piece of cardboard or paper to search for leaks. Do not use your hand.



High Pressure Fluids

X9811 -UN-23AUG88

If ANY fluid is injected into the skin, a doctor familiar with this type of injury must surgically remove it within a few hours or gangrene may result. Doctors unfamiliar with this type of injury may call the Deere & Company Medical Department in Moline, Illinois, or other knowledgeable medical source.

Any time the fuel system has been opened for service (lines disconnected or filters removed), it will be necessary to bleed air from the system.

DN22556,0000299 -19-09MAY06-1/2

**IMPORTANT:** Do not crack any fuel lines to bleed the fuel system. This fuel system is sensitive to fuel contamination.

1. Loosen the air bleed vent screw (A) two full turns by hand on the final fuel filter base.
2. Operate fuel transfer pump primer lever, or primer button on fuel filter base (if equipped), until fuel flows out of bleed vent screw.
3. Tighten bleed vent screw securely. Continue operating primer until pumping action is not felt.
4. Start engine and check for leaks. If engine will not start, repeat, step 1-4.



A—Bleed Vent Screw

RG12220 -UN-24MAY02

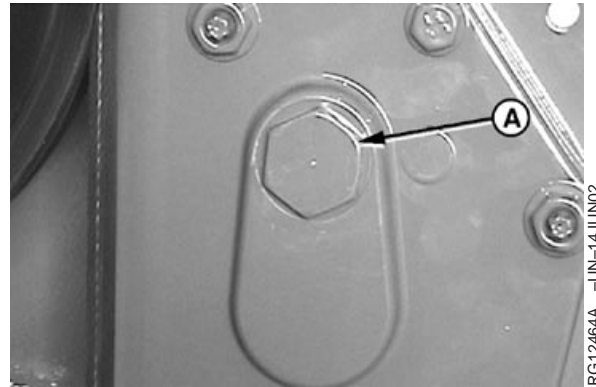
DN22556,0000299 -19-09MAY06-2/2

## Check and Adjust High Pressure Fuel Pump Static Timing

1. Rotate engine with JDG820 Flywheel Turning Tool until JDE81-4 Timing Pin engages timing hole in flywheel. Engine should be at No.1 "TDC-Compression".
2. Verify engine is at No.1 "TDC-Compression". Remove screw (A) for window on injection pump gear. A marked line on the gear (B) should be visible through the window.

**NOTE:** If line is not visible, engine may be at No. 6 "TDC-Compression". Rotate engine one full revolution in running direction until JDE81-4 Timing Pin engages in flywheel again.

**A**—High Pressure Pump Gear Window Screw  
**B**—High Pressure Pump Gear Timing Mark



High pressure pump window screw



High pressure pump gear timing mark

DN22556,000029A -19-09MAY06-1/1

04  
150  
52



### About This Group

This group of the manual contains necessary information to diagnose the electronic control system. Use this information in conjunction with 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104)

See the 4.5L & 6.8L Diesel Engines Base Engine Manual (CTM 104) for:

- Removal of base engine components
- Base engine repair procedures
- Base engine disassembly
- Base engine inspection
- Base engine assembly

Parts such as sensors, actuators, connectors, and wiring harnesses are serviceable and available.

To help diagnose electronic control system problems, see APPLICATION SPECIFICATIONS in Section 06,

Group 210 of this manual. It contains useful information, such as system wiring schematic and ECU terminal identification.

**IMPORTANT:** Not under any circumstances, should the Engine Control Unit (ECU) be opened.

*NOTE: Instruction is given throughout the diagnostic charts to make resistance and voltage measurements in the ECU/Cab connector and the ECU/Engine connector. Note that these measurements are always made in the harness end of the connector. Measurements should never be made in the ECU end of the connection.*

04  
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DN22556,00001D4 -19-09MAY06-1/1

## Electrical Concepts

Tests will include making measurements of voltage and resistance and making checks for open circuits and short circuits. An understanding of the following concepts is required to use the diagnostic procedures:

- Voltage (volts)
- Current (amps)
- Resistance (ohms)
- Open Circuit
- Short Circuit

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## Using a Digital Multimeter

It is recommended that a digital multimeter (JT07306 or equivalent with an analog display) be used to make the required measurements in the diagnostic procedures. A knowledge of the operation of the particular meter used is assumed.

Instructions for measuring voltages take the following form:

- Measure voltage from Point A (+) to Point (B) (-)

In this example, the positive test lead from the volt-ohm input of the meter should be connected to Point A and the negative test lead from the common input of the meter should be connected to Point B.

Unless otherwise stated, all voltage measurements are direct current (D.C.).

In making a resistance measurement, be careful to use the correct resistance range on the meter. Disconnect appropriate connectors or turn off key switch, as directed by diagnostic procedures later in this group.



Digital Multimeter

RG11126 -UN-19JUN00

RG41221,00001DE -19-03APR05-1/1

## Electrical Circuit Malfunctions

### Circuit Malfunctions

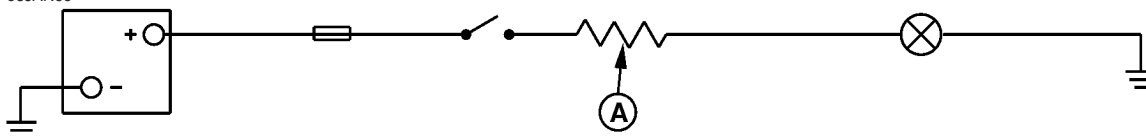
There are four major circuit malfunctions. They are:

1. High-resistance circuit
2. Open circuit
3. Grounded circuit
4. Shorted circuit

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RG41221,00001DF -19-03APR05-1/6

RG9891 -UN-06JAN99



High Resistance Circuit

A—Unwanted Resistance

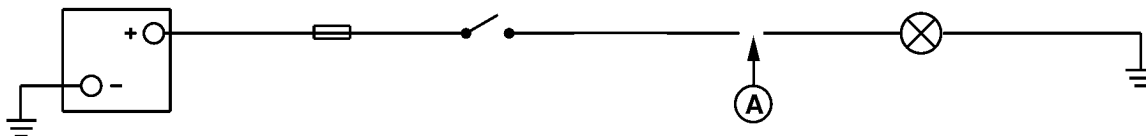
### Definition of Circuit Malfunctions

A circuit having unwanted resistance (A) that causes a voltage drop and reduces current flow.

#### 1. High Resistance Circuit:

RG41221,00001DF -19-03APR05-2/6

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Open Circuit

A—Break or Separation in Circuit

#### 2. Open Circuit:

A circuit having a break or a separation (A) that prevent current from flowing in the circuit.

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RG41221,00001DF -19-03APR05-3/6

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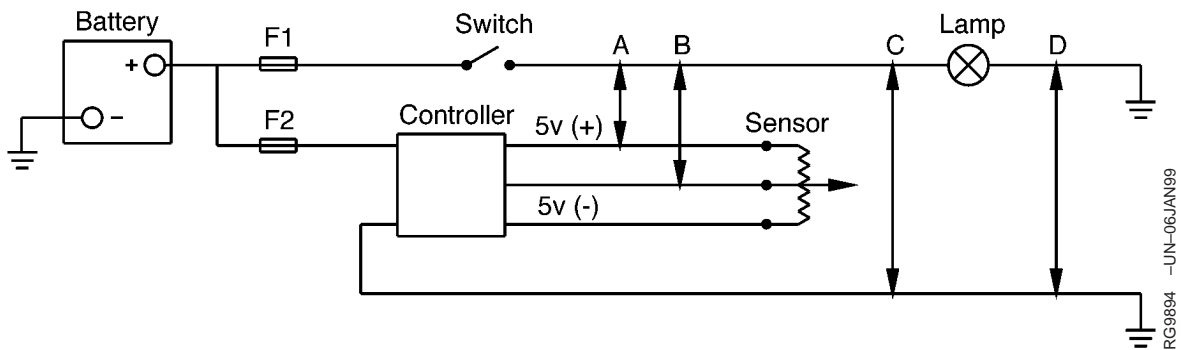
Grounded Circuit

A—Voltage Wire in Contact with Machine Frame

### 3. Grounded Circuit:

A voltage wire in contact with the machine frame (A), providing continuity with the battery ground terminal.

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Shorted Circuit

### 4. Shorted Circuit:

A wire-to-wire contact of two adjacent wires that provides unwanted continuity between the two wires. The following are types of short circuits:

- Voltage wire shorted to another voltage wire (wires of equal or unequal voltage).
- Voltage wire shorted to a sensor signal wire (wires of unequal voltage).
- Voltage wire shorted to a ground wire (wires of battery voltage or regulated voltage, shorted to a

ground wire connecting a component to the battery negative terminal).

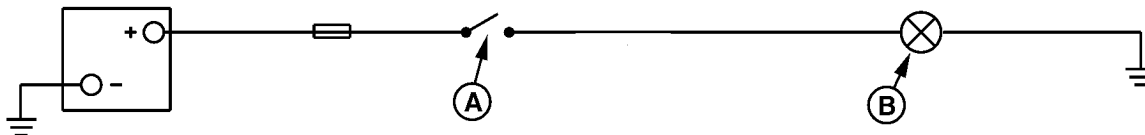
- Ground wire shorted to another ground wire (wires of zero voltage).

*NOTE: This type of short does not create an observable malfunction. Therefore, no further explanation for trouble shooting is necessary.*

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RG9895 -UN-06JAN99



Locations of Circuit Malfunctions

A—Controlling Switch

B—Load

### Locations of Circuit Malfunctions:

In a “Simple Electrical Circuit” the circuit malfunctions occur at only three locations. They are:

1. Before the controlling switch (A).
2. Between the controlling switch (A) and the load (B).
3. After the load (B).

Electrical components can become faulty with the same four circuit malfunctions. Sometimes component malfunctions can easily be confused with circuit

malfunctions. Therefore, care must be exercised when isolating the cause of the problem.

**Example:** A component may not operate before disconnecting an electrical connection, but it operates after reconnecting the connector.

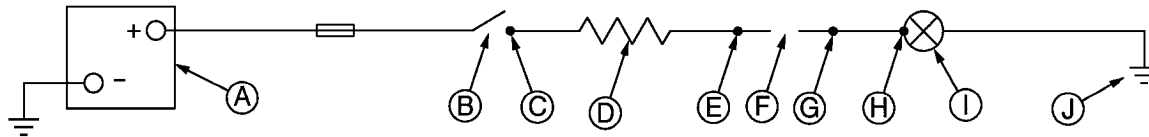
**Reason:** Oxidation of the terminals created “High Resistance” and a voltage drop that prevents the proper amount of current flow to the component. Disconnecting and reconnecting the connector, removed some oxidation and reestablished good continuity through the connector.

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RG41221,00001DF -19-03APR05-6/6

## Troubleshooting Circuit Malfunctions

RG9896 -UN-06JAN99



Troubleshooting Circuit Malfunctions

A—Battery	D—Unwanted Resistance	G—Circuit Connector	I—Load (Lamp)
B—Switch	E—Circuit Connector	H—Component Terminal	J—Ground
C—Component Terminal	F—Open Circuit		

### 1. High Resistance Circuit:

A "High Resistance" circuit can result in slow, dim or no component operation (for example: loose, corroded, dirty or oily terminals, gauge of wire too small or broken strands of wire).

proper voltage at a location easily accessible between (C) and (H).

- If voltage is low, move toward the voltage source (A) to locate the point of voltage drop.
- If voltage is correct, move toward the load (I) and ground terminal (J) to locate the voltage drop.

### 2. Open Circuit:

An "Open" circuit results in no component operation because the circuit is incomplete (for example: broken wire, terminals disconnected, open protective device or open switch).

**NOTE:** The example shows high resistance (D) between (C) and (E) and the open circuit (F) between (E) and (G).

Do the following to isolate the location of a "High Resistance" or "Open" circuit:

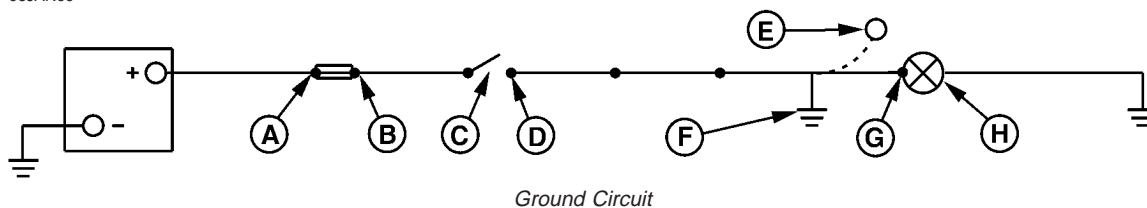
- With the controlling switch (B) closed (on) and the load (I) connected into the circuit, check for

- Repair the circuit as required.
- Perform an operational check-out on the component after completing the repair.

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RG41221,00001E0 -19-03APR05-1/4

RG9897 -UN-06JAN99



A—Fuse “A” Terminal  
B—Fuse “B” Terminal

C—Switch  
D—Component Terminal

E—Wire Terminal  
F—Grounded Circuit

G—Component Terminal  
H—Load (Lamp)

### 3. Ground Circuit:

A “Grounded” circuit (F) results in no component operation and the fuse or circuit breaker opens (for example: a power wire contacting the machine frame, chassis or component housing).

Do the following to isolate the location of a “Grounded” circuit:

- a. Switch (C) must be open (off). Check for continuity to ground between (B) and (C).
  - If there is continuity, there is a grounded circuit between (B) and (C). Repair the circuit.
  - No continuity, go to step b .

- b. Disconnect the load (H) at component terminal (G).
- c. With the controlling switch (C) open (off), check for continuity to ground between (D) and (E).
  - If there is continuity, there is a grounded circuit between (D) and (E). Repair the circuit.

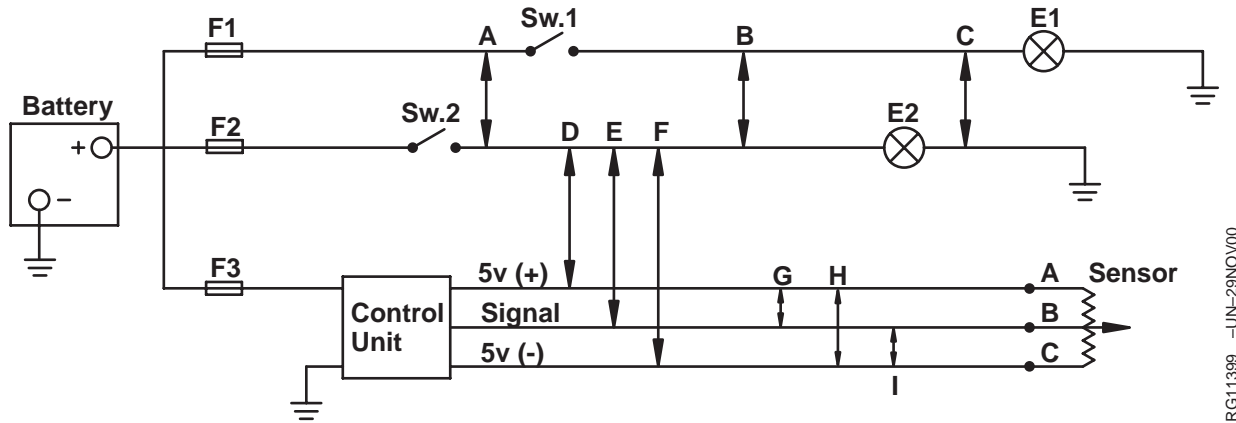
*NOTE: The example is grounded between (D) and (E) at (F).*

- Perform an operational check-out on the component after completing the repair.

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RG41221,00001E0 -19-03APR05-2/4



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#### 4. Shorted Circuit:

Machines equipped with several electronic control devices contain wiring harnesses that can become shorted by one of the following ways shown above.

1. Battery wire from fuse (F1) is shorted at (A) to another battery wire after switch (Sw.2).
  - Result: Lamp (E2) is on all of the time.
2. Battery wire from fuse (F1) is shorted at (B) to another battery wire after switches (Sw.1 & 2).
  - Result: Both lamps (E1 & E2) operate on either switch (Sw. 1 or 2).
3. Battery wire from fuse (F1) is shorted at (C) to a ground wire.
  - Result: Fuse (F1) opens after closing switch (Sw. 1)
4. Battery wire from switch (Sw. 2) is shorted at (D) to a regulated voltage wire.
  - Result: The sensor signal voltage is distorted.<sup>1</sup>
5. Battery wire from switch (Sw. 2) is shorted at (E) to the sensor signal voltage wire.
  - Result: The sensor signal is distorted.<sup>1</sup>
6. Battery wire from switch (Sw. 2) is shorted at (F) to the sensor ground wire.

- Result: Fuse (F2) opens after closing switch (Sw. 2) and the sensor signal is distorted.<sup>1</sup>

7. Controller regulated voltage wire is shorted at (G) to the sensor signal voltage wire.
  - Result: The sensor signal is distorted.
8. Controller regulated voltage wire is shorted at (H) to the sensor ground wire.
  - Result: The sensor signal is distorted.<sup>1</sup>
9. Sensor voltage wire is shorted at (I) to the sensor ground wire.
  - Result: The sensor signal is distorted.<sup>1</sup>

#### Do the following to isolate a "Shorted Circuit:"

- a. Review the machine electrical schematic to identify the circuits for the component that does not operate.
- b. Disconnect the components at each end of the circuits, to single out the affected wires.
- c. To prevent damage to connector terminals, obtain mating connector terminals from repair parts. DO NOT force meter probes into connector terminals.

<sup>1</sup>The sensor signal voltage goes out of range and a fault code may be restored. The controller may shut down or provide limited operation for its function.



d. Connect the meter leads across two of the affected circuits. The meter should show no continuity between the two circuits. Repeat the check across another combination of two circuits until all affected circuits have been checked.

e. Then, connect a meter lead to each affected circuit one at a time and touch the other meter leads to all terminals in the connector. The meter should show no continuity between any two circuits.

Example: A 37 pin connector contains three wires to a sensor. With one meter probe attached to each of the three wires, one at a time, touch the other meter probe to the remaining 36 wires. If there is continuity between any two wires, the circuit is shorted. Repair the circuit.

f. Alternate Method to Check for Shorted Circuit.

With the components disconnected at each end of the suspected circuits, turn the key switch on.

Connect one meter lead to a good frame ground. With the other meter probe, touch each of the suspected circuits one at a time. If there is a voltage reading, the circuit is shorted to another voltage wire. Repair the circuit.

g. Repair the "Shorted Circuit" as follows:

- Wires not in a loom: Wrap individual wires with electrical tape or replace the damaged wire and band as required.
- Wires in a loom: If hot spots exist in shorted area of the harness, replace the harness. If hot spots are not noticeable, install a new wire of proper gauge between the last two connections. Use tie bands to secure the wire to outside of the harness.

h. Perform an operational check-out on the component after completing the repair.

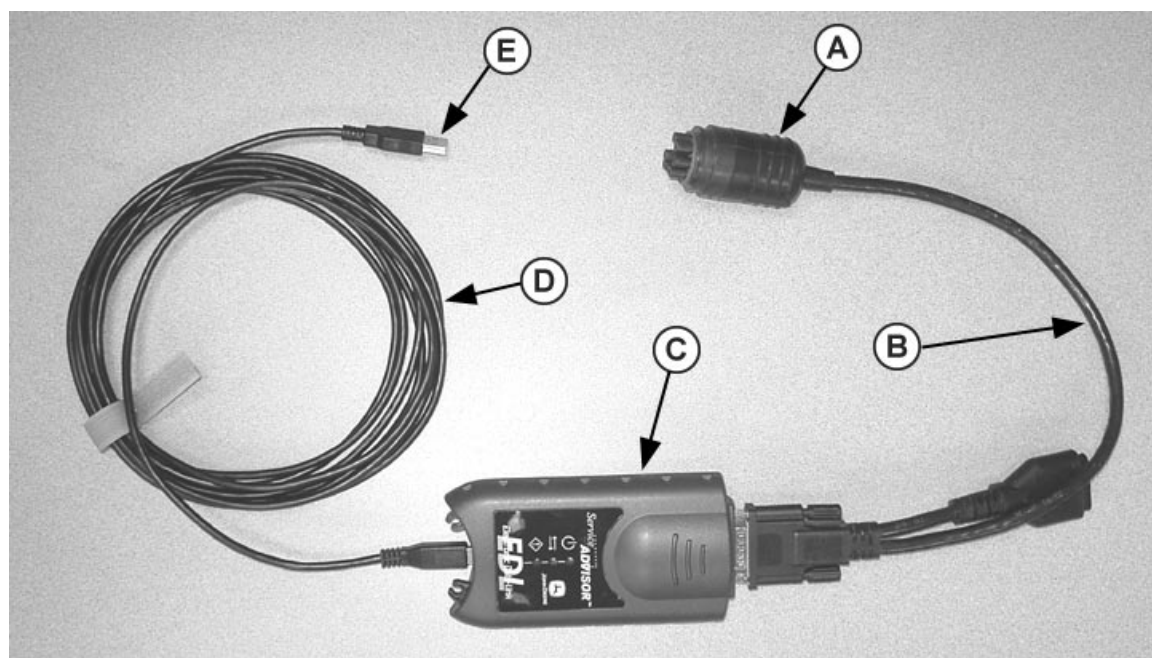
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160  
9

RG41221,00001E0 -19-03APR05-4/4

## Connecting to Service ADVISOR

The current Service ADVISOR connecting hardware includes the Electronic Data Link, or EDL. The EDL supersedes the PDM.

RG41221,00001E1 -19-02MAY06-1/5



RG14546 -UN-27OCT05

Connecting to Service ADVISOR

A—to 9-Pin Diagnostic Connector on Engine

B—John Deere Controller Cable

C—EDL (Electronic Data Link)

E—to PC with Service ADVISOR

### Connecting to Service ADVISOR Using EDL

DS10117 ECU Communication Hardware Kit is required to connect Service ADVISOR to the ECU. For obtaining the latest version of software, please refer to your John Deere Dealer web site.

The engine harness diagnostic connector is a black, circular connector with a square mounting flange and a dust cap. There are nine available pins. Depending on application, the location of the diagnostic connector may vary. On OEM, the connector is located near the ECU on the engine wiring harness.

1. Locate diagnostic connector on engine and remove dust cap.
2. Connect John Deere Controller Cable (B) to the diagnostic connector on the engine harness.
3. Connect the other end of the John Deere Controller Cable to the EDL (C).
4. Connect the USB cable (D) to the EDL.
5. Connect the other end of the USB cable to the computer that has Service ADVISOR installed.
6. Key ON, engine off or running, verify that power light on EDL is illuminated green.

Continued on next page

RG41221,00001E1 -19-02MAY06-2/5

7. Start the diagnostic software and select the appropriate application.
8. Connect to the application. The CAN light on the EDL should illuminate red when the connection to the ECU is made.
9. If Service ADVISOR does not connect, see D1 - ECU DOES NOT COMMUNICATE WITH SERVICE ADVISOR diagnostic procedure in Group 150 of this manual.
10. If power to the EDL is lost while cranking the engine for the Compression Test, use the Power Adapter. The Power Adapter connects between the EDL and the John Deere Controller Cable.
11. When finished, replace the dust cap on the diagnostic connector.



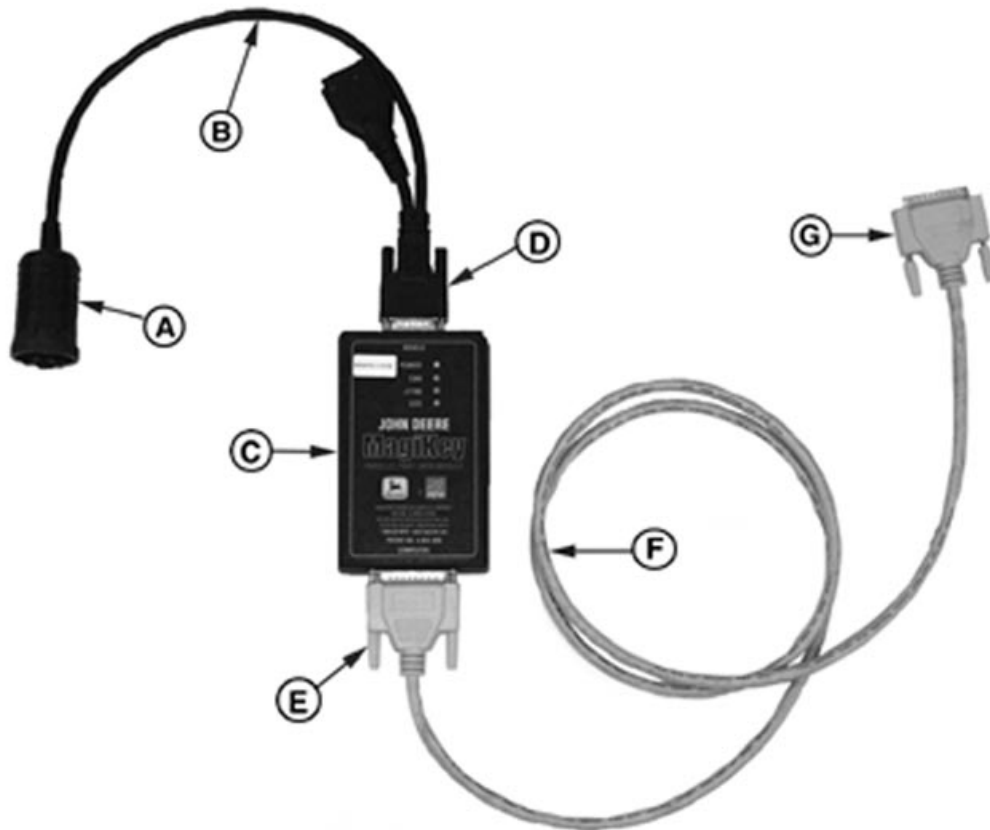
Power Adapter

RG12277 -JUN-22APR02

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RG41221,00001E1 -19-02MAY06-3/5

04  
160  
11



Connecting to Service ADVISOR

A—Diagnostic Connector Mate    C—PDM (Parallel Data Module)    E—25 Pin PDM Connector    G—PC Connector  
 B—John Deere Controller Cable    D—26 Pin PDM Connector    F—PC Cable

### Connecting to Service ADVISOR Using PDM

DS10023 ECU Communication Hardware Kit or JDIS121 ECU Communication Hardware Kit is required to connect Service ADVISOR to the ECU. Please refer to your John Deere Dealer web site for obtaining the latest version of software.

The diagnostic connector is a black, circular connector with a square mounting flange and a dust cap. There are nine available pins. Depending on application, the location of the diagnostic connector may vary. On OEM, the connector is located near the ECU on the engine wiring harness.

1. Locate diagnostic connector on engine and remove dust cap.
2. Connect John Deere Controller Cable (B) to the diagnostic connector on the engine harness using the diagnostic connector mate (A).
3. Connect the other end of the John Deere Controller Cable to the PDM (C) module at the 26 pin PDM connector (D).
4. Connect the PC cable (F) to the PDM module at the 25 pin PDM connector (E).
5. Connect the other end of the PC cable to the computer that has Service ADVISOR installed.
6. Key ON, engine off or running, verify that power light on PDM is illuminated green.

RG11737A -UN-18MAY01

Continued on next page

RG41221,00001E1 -19-02MAY06-4/5

7. Start the diagnostic software and select the appropriate application.
8. Connect to the application. The CAN light on the PDM should illuminate red when the connection to the ECU is made.
9. If Service ADVISOR does not connect, see D1 - ECU DOES NOT COMMUNICATE WITH SERVICE ADVISOR diagnostic procedure in Group 150 of this manual.
10. If power to the PDM is lost while cranking the engine for the Compression Test, use the Power Adapter. The Power Adapter connects between the PDM and the 26 pin PDM connector.
11. When finished, replace the dust cap on the diagnostic connector.



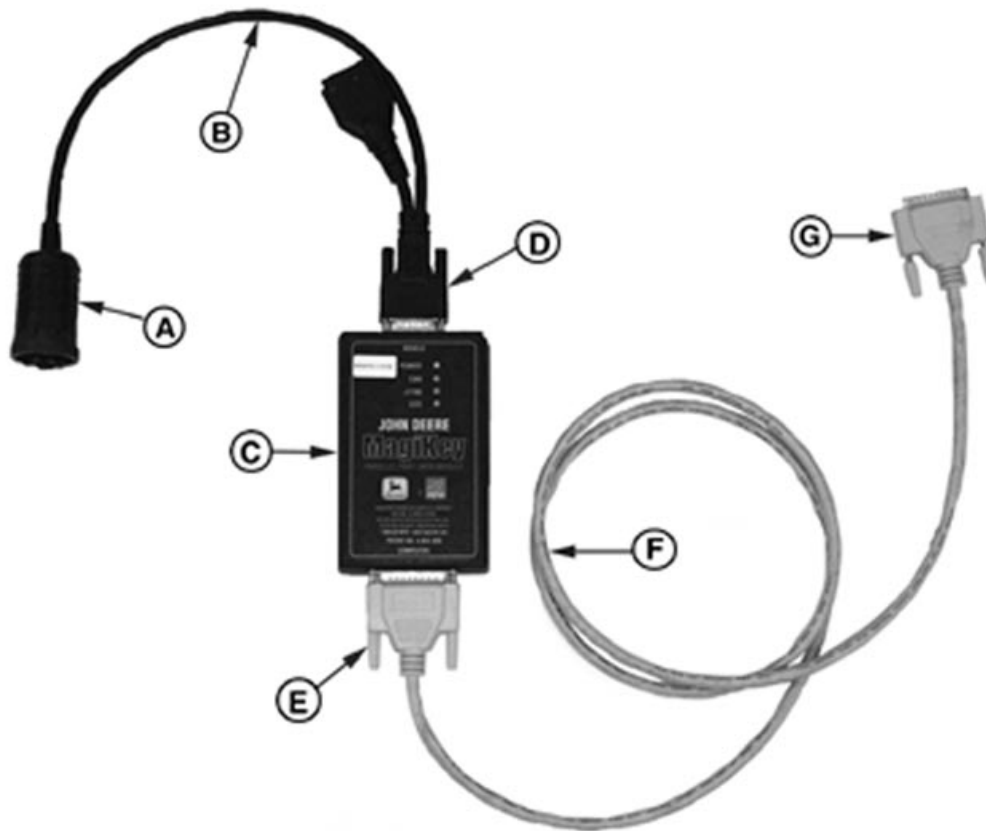
Power Adapter

RG12277 -JUN-22APR02

RG41221,00001E1 -19-02MAY06-5/5

04  
160  
13

## Connecting PC to the ECU



Connecting a Computer to the ECU

A—Diagnostic Connector Mate  
B—John Deere Controller Cable

C—MagiKey  
D—26 Pin MagiKey Connector

E—25 Pin MagiKey Connector  
F—PC Cable

G—PC Connector

The diagnostic connector is a black, circular connector with a square mounting flange and a dust cap. There are nine available pins. Depending on application, the location of the diagnostic connector may vary. On OEM the connector is located near the ECU on the engine wiring harness.

1. Locate diagnostic connector on engine and remove dust cap.
2. Connect John Deere Controller Cable (B) to the diagnostic connector on the engine harness using the diagnostic connector mate (A).

3. Connect the other end of the John Deere Controller Cable (B) to the MagiKey (C) module at the 26 pin MagiKey connector (D).
4. Connect the PC cable (F) to the MagiKey (C) module at the 25 pin MagiKey connector (E).
5. Connect the PC cable (F) to the computer through the PC connector (G).

RG11737A -UN-18MAY01

Continued on next page

RG41183,00000FC -19-02MAY06-1/2

6. Key ON, engine off or running, verify that power light on MagiKey is illuminated green.
7. Connect to the application. The CAN light on the MagiKey should illuminate red when the connection to the ECU is made.
8. If power to the PDM is lost during cranking the engine for the Compression Test, use the Power Adapter. The Power Adapter connects between the PDM and the 26 pin MagiKey connector.
9. When finished, replace the dust cap on the diagnostic connector.



RG12277 -JUN-22APR02

Power Adapter

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15

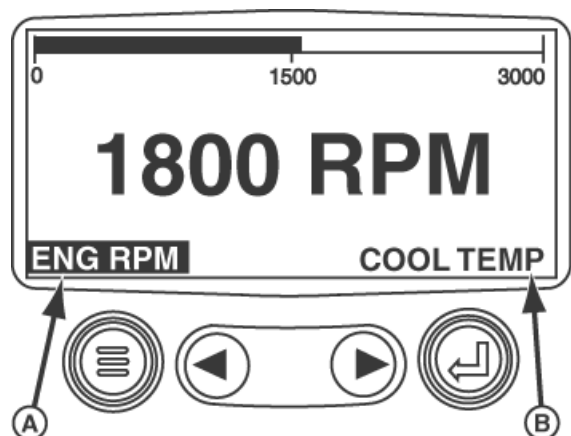
RG41183,00000FC -19-02MAY06-2/2

## Viewing Active DTCs on Diagnostic Gauge

**NOTE:** For complete Powerview operating instructions, refer to the Operator's Manual, associated with this CTM and subject engine.

**NOTE:** The engine does not need to be running to navigate the diagnostic gauge screens.

1.



RG14784 -JUN-21MAR06

Figure 1. Normal Operation, Single-Parameter Display

Continued on next page

DB92450,000005F -19-25APR06-1/8

During normal operation, either the single, or four,-parameter screen is displayed. Examples are shown in figures 1 and 2.

When the ignition switch is turned on, Powerview defaults to the single-parameter display (fig. 1). To change to the four-parameter display:

- a. Press the menu key (E). Main Menu (fig. 3) is displayed.
- b. If "GO TO 4-UP DISPLAY" item is not highlighted, press scroll-up arrow key (F), until it is highlighted (J), as shown in figure 3.

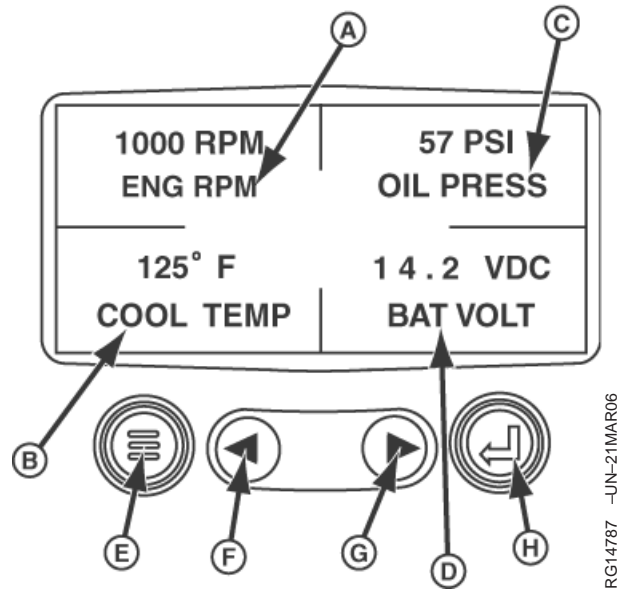


Figure 2. Normal Operation, Four-Parameter Display

RG14787 -JUN-21MAR06

- A—Eng (Engine)RPM
- B—Cool Temp (Coolant Temperature)
- C—Oil Press (Pressure)
- D—Bat Volt (Battery Voltage)
- E—Menu (Select) Key
- F—Arrow Key, Scroll Up
- G—Arrow Key, Scroll Down
- H—Enter Key

DB92450,000005F -19-25APR06-2/8

- c. Once this item is highlighted, press the enter key (H). The four-parameter display (fig. 2) appears.

**NOTE:** whichever is selected, the one, or the four, - parameter display, Powerview always defaults to the last one selected. Also, when the one-parameter display is selected, main menu shows "GO TO 4-UP DISPLAY" item and, when the four-parameter display is selected, main menu shows "GO TO 1-UP DISPLAY" item.

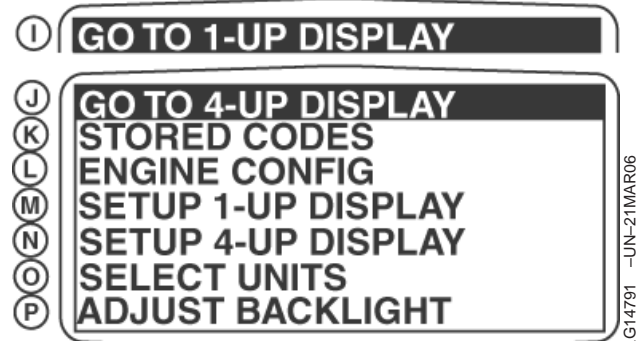


Figure 3. Main Menu, Select Go To 1 or 4-Up Display

RG14791 -JUN-21MAR06

- I—Go To 1-Up Display
- J—Go To 4-Up Display
- K—Stored Codes
- L—Engine Config (Configuration)
- M—Setup 1-Up Display
- N—Setup 4-Up Display
- O—Select Units
- P—Adjust Backlight

Continued on next page

DB92450,000005F -19-25APR06-3/8



2. When the diagnostic gauge receives a trouble code from an engine control unit, the single, or four, -parameter screen will be replaced with the "Warning" message. The SPN and FMI number will be displayed along with a description of the problem (C) and suggested, "Corrective Action" (D).

**IMPORTANT: Ignoring active trouble codes can result in severe engine damage.**

3. When the word "NEXT" (E) appears above the arrow keys (H) (I), there are more trouble codes that can be viewed by using the arrow keys. To view the next trouble code, press the right arrow key (I). To view the previous trouble code, press the left arrow key (H).

As the trouble code being viewed is changed, the "1 of x" (fig. 4 (B)) shows the number of the trouble code being displayed, out of a total number of active trouble codes. (For example, "3 of 5" means viewing the third trouble code of a total number of five, active trouble codes.) As the arrow keys are used to display next, or previous, trouble codes, the left-hand number changes to the number of the trouble code to which the scroll was advanced or returned.

4. To acknowledge and hide the code and return to the single or four -parameter display, press the "Enter" Key (fig. 4 (J)).

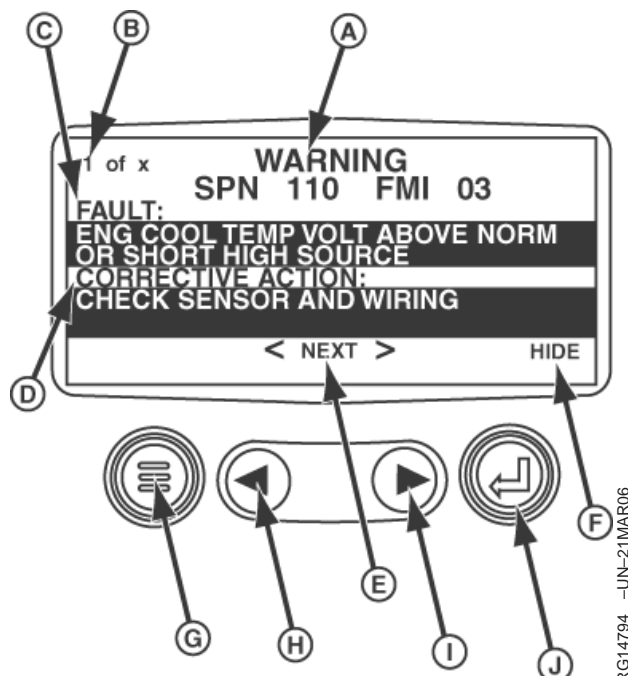


Figure 4. Active Trouble Codes Displayed

- A—Warning
- B—1 of x
- C—Fault: (example) Eng Cool Temp Volt Above Norm or Short High Source
- D—Corrective Action: (example) Check Sensor and Wiring
- E—Next
- F—Hide
- G—Menu Key
- H—Scroll Up or Back Arrow
- I—Scroll Down or Forward Arrow
- J—Enter Key

Continued on next page

DB92450,000005F -19-25APR06-4/8

5. Upon returning to the one or four – parameter display screen, while a DTC is still active, one of the following icons is shown. Also, refer to figure 5.

- A—Eng (Engine) RPM
- B—Cool Temp (Coolant Temperature)
- C—Oil Press (Pressure)
- D—Bat Volt (Battery Voltage)

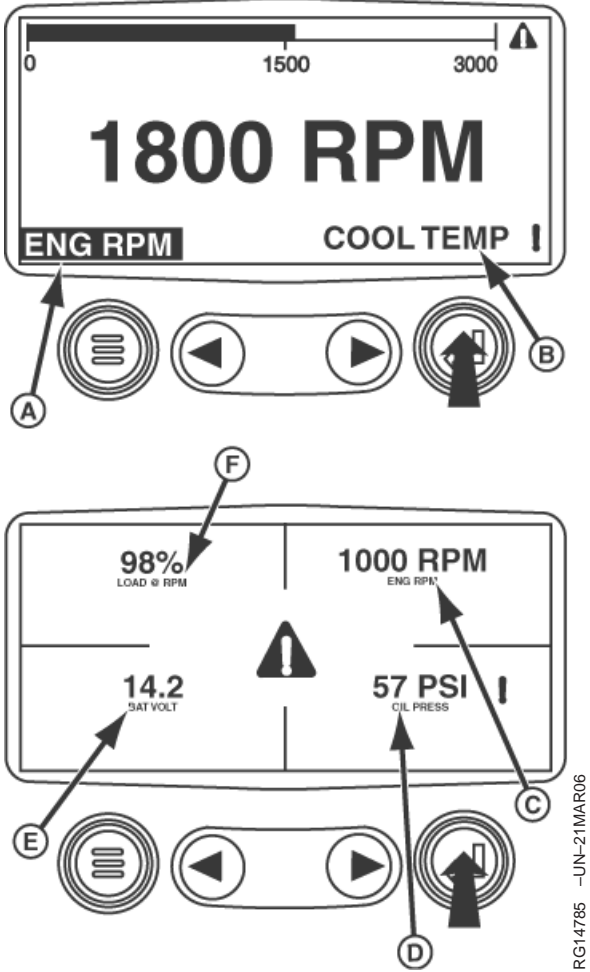


Figure 5. One and Four -Parameter Displays, With Icon Examples

DB92450,000005F -19-25APR06-5/8

RG14795 -UN-21MAR06



Warning

Figure 6. Indicates Fault

DB92450,000005F -19-25APR06-6/8

RG14796 -UN-21MAR06



Fault

Figure 7. Indicates Engine Derate or Shutdown Condition

DB92450,000005F -19-25APR06-7/8

RG14793 -UN-21MAR06



Fault

Figure 8. Indicates Auxiliary Gauge

DB92450,000005F -19-25APR06-8/8

## Viewing Stored DTCs on Diagnostic Gauge

**NOTE:** For complete Powerview operating instructions, refer to the Operator's Manual, associated with this CTM and subject engine.

**NOTE:** The engine does not need to be running to navigate the diagnostic gauge screens.

1. Turn the ignition switch on. Powerview defaults to the single-parameter display. For examples of single and four -parameter displays, see figure 1.
2. Press menu key (E). Main menu is displayed, with 'GO TO 4-UP DISPLAY' highlighted. (This can also be accomplished from the four-parameter display, except "GO TO 1-UP DISPLAY" is highlighted.)

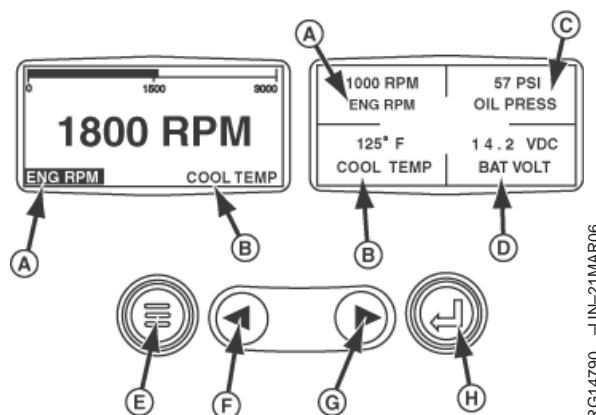


Figure 1. Normal Operation, Single and Four -Parameter Displays

- A—Eng (Engine) RPM
- B—Cool Temp (Coolant Temp)
- C—Oil Press (Pressure)
- D—Bat Volt (Battery Voltage)
- E—Menu (Select Key)
- F—Arrow Scroll (Back or Up) Key
- G—Arrow Scroll (Forward or Down) Key
- H—Enter Key

DB92450,0000060 -19-25APR06-1/3

3. Once the "Stored Codes" menu item has been highlighted press the "Enter" key (fig. 1 (H)) to view the stored codes.
4. Press Enter key. "Requesting Fault Codes" screen is momentarily displayed.
  - a. If there are no stored fault codes, "No Stored Fault Codes" screen is momentarily displayed. Powerview then returns to main menu display, with "Stored Codes" item still highlighted.

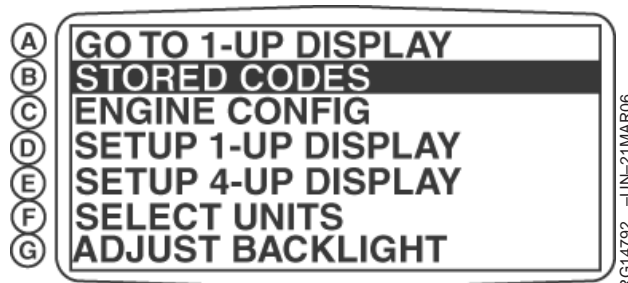


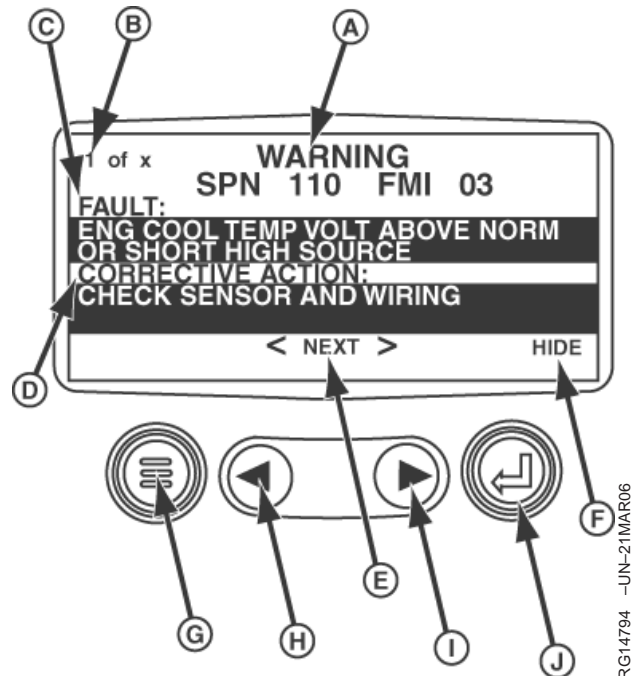
Figure 2. Main Menu, "Stored Codes" Item Highlighted

- A—Go to 1-Up Display
- B—Stored Codes
- C—Engine Config (Configuration)
- D—Setup 1-Up Display
- E—Setup 4-Up Display
- F—Select Units
- G—Adjust Backlight

Continued on next page

DB92450,0000060 -19-25APR06-2/3

- b. b. If there are stored fault codes, fault code screen is displayed. For an example, refer to figure 3.
5. When the word "NEXT" (E) appears above the arrow keys (H) and (I), there are more, stored trouble codes that can be viewed by using the arrow keys. To view the next trouble code, press the right arrow key (I). To view the previous trouble code, press the left arrow key (H). As the trouble code being viewed is changed, the "1 of x" (B) shows the number of the trouble code being displayed, out of a total number of active trouble codes. (For example, "3 of 5" means viewing the third trouble code of a total number of five, active trouble codes.) As the arrow keys are used to display next, or previous, trouble codes, the left-hand number changes to the number of the trouble code to which the scroll was advanced or returned.
6. Press the menu key (G) to return to the main menu.



- A—Warning
- B—1 of x
- C—Fault: (example) Eng Cool Temp Volt Above Norm or Short High Source
- D—Corrective Action: (example) Check Sensor and Wiring
- E—Next
- F—Hide
- G—Menu (Select) Button
- H—Arrow Scroll (Backward)
- I—Arrow Scroll (Forward)

## Clearing Stored DTCs on Diagnostic Gauge

**NOTE:** The engine does not need to be running to navigate the diagnostic gauge screens.

1. Turn power to diagnostic gauge off.

DB92450,0000061 -19-25APR06-1/3

2. Turn power on to diagnostic gauge. As soon as screen backlight comes on, simultaneously press and hold menu (C) and enter (F) keys. A menu appears (See figure 1.) on the screen with the following options: "Clear Fault Codes" (A); and, "Restore All Defaults" (B), with "Clear Fault Codes" item highlighted.

**NOTE:** Because there is only a split-second moment when this step can successfully be performed, it might have to be done more than once, before success is achieved.

3. With "Clear Fault Codes": item highlighted, press enter (F) key.

- A—Clear Fault Codes
- B—Restore All Defaults
- C—Menu (Select) Key
- D—Scroll Up Arrow Key
- E—Scroll Down Arrow Key
- F—Enter Key

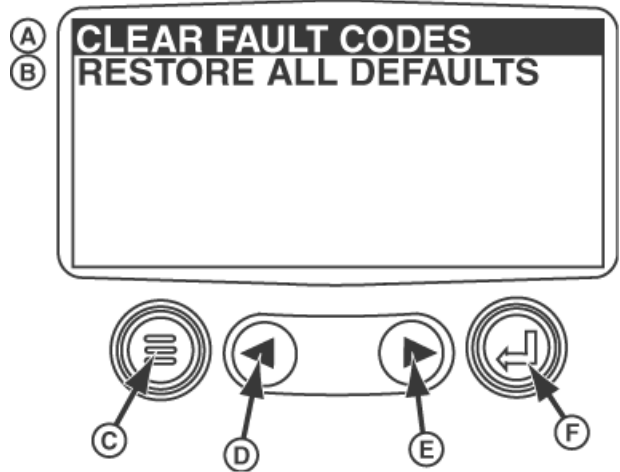


Figure 1. Clear Faults Restore Defaults

RG14802 -UN-21MAR06

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21

DB92450,0000061 -19-25APR06-2/3

4. Screen displays that stored fault codes have been cleared. (See figure 2.)
5. Prior to restarting the engine, or other such operation, turn power to the diagnostic gauge off, then turn it back on again.

- A—Cleared All Fault Codes

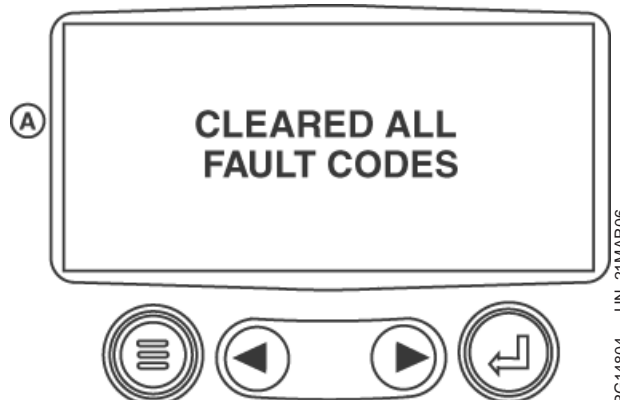


Figure 2. Cleared All Fault Codes Screen

RG14804 -UN-21MAR06

DB92450,0000061 -19-25APR06-3/3

Data Parameter Description

Following is a list of the data parameters that can be read on Service ADVISOR. JDIS121 - ECU Communication Hardware Kit available from John Deere. Included in the list below is a brief description of each parameter, the range of possible readings, and each parameter's unit of measurement.

Continued on next page RG41221,00001E6 -19-21JUN06-1/5

## Trouble Code Diagnostics and Tests

Parameter	Units	Description
Air Heater Status	N/A <sup>a</sup>	Determines if the air heater is ON or OFF.
Air Heater Time Remaining	N/A <sup>a</sup>	The amount time the air heater will be turned ON.
Air Heater Wait Lamp	N/A <sup>a</sup>	Determines if the air heater wait lamp should be turned ON or OFF.
Analog Throttle (A) Input Voltage	volts	Voltage from analog throttle (A) position sensor (potentiometer).
Analog Throttle (B) Input Voltage	volts	Voltage from analog throttle (B) position sensor (potentiometer).
Analog Throttle (C) Input Voltage	volts	Voltage from analog throttle (C) position sensor (potentiometer).
Barometric Air Pressure	kPa (psi)	Barometric Air Pressure (BAP) value. The BAP is the pressure of the outside air. This varies determined on the location of this application.
Battery Voltage	volts	Switched battery voltage may vary depending on application.
Timing Position Improper Pattern Indicator	%	A "0" reading means that there is NO improper pattern.
Timing Position Input Noise Indicator	%	A "0" reading means that there is NO noise.
Timing Position Sensor Speed	rpm	The speed of the crank timing wheel.
Timing Position Status	N/A <sup>a</sup>	Indicates the ECU is receiving proper signal information from the sensor.
Cruise Accelerate	N/A <sup>a</sup>	The cruise accelerate function has been activated. This should increase the speed at which cruise is set.
Cruise Brake Switch	N/A <sup>a</sup>	The cruise brake function has been activated. This will cancel the cruise when the brake is applied until operator resumes operation.
Cruise Clutch Switch	N/A <sup>a</sup>	The cruise clutch function has been activated. This will cancel the cruise when the clutch is applied until operator resumes operation.
Cruise Coast Switch	N/A <sup>a</sup>	The cruise coast function has been activated. This should decrease the speed at which cruise is set.
Cruise Resume Switch	N/A <sup>a</sup>	The cruise resume function has been activated. This will reset the cruise to the speed at which cruise was at prior to using the brake or clutch.
Cruise Set Switch	N/A <sup>a</sup>	The cruise set function has been activated. This should lock the current engine speed in when switch is activated.
Desired Speed Governor Curve	N/A <sup>a</sup>	The mode selected is dependent on the application. See APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual.
ECU Boot Block Part Number	N/A <sup>a</sup>	Part number for the Engine Control Unit (ECU) boot block.
ECU Configuration File Part Number	N/A <sup>a</sup>	Part number for the configuration file in the ECU.
ECU EOL Data Part Number	N/A <sup>a</sup>	Part number for the data programmed into the ECU at the end of the assembly line. EOL = End of Line
ECU Part Number	N/A <sup>a</sup>	Part number for the Engine Control Unit (ECU) hardware.
ECU Serial Number	N/A <sup>a</sup>	Serial number for the Engine Control Unit (ECU).
ECU Software Assembly Part Number	N/A <sup>a</sup>	Part number for the Engine Control Unit (ECU) software assembly.
ECU Software Part Number	N/A <sup>a</sup>	Part number for the Engine Control Unit (ECU) operating software.
ECU Temperature	°C (°F)	The internal temperature of the ECU.
Engine Coolant Temperature	°C (°F)	Engine Coolant Temperature value. <i>NOTE: If there is an active fault for the ECT circuit, the ECT value displayed will be the "limp-home" value.</i>
Engine Coolant Temperature Input Voltage	volts	Engine Coolant Temperature Sensor input voltage to the ECU
<sup>a</sup> N/A = Not Applicable		

04  
160  
23

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RG41221,00001E6 -19-21JUN06-2/5

## Trouble Code Diagnostics and Tests

Parameter	Units	Description
Engine Hourmeter	hr -min- sec	Total hours the ECU has run on an engine.
Engine Load at Current Speed	%	Percentage of load on the engine at a given speed.
Engine Model Number	N/A <sup>a</sup>	The model number for the engine.
Engine Oil Pressure	kPa (psi)	Engine Oil Pressure value
Engine Oil Pressure Input Voltage	volts	Engine Oil Pressure Sensor input voltage to the ECU.
Engine Oil Temperature	°C (°F)	Engine Oil Temperature value.
Engine Serial Number	N/A <sup>a</sup>	Serial number for the engine.
Engine Speed	rpm	The speed that the crank sensor detects the crank timing wheel to be moving at.
Exhaust Gas Recirculation Exhaust Temperature	°C (°F)	Exhaust Gas Recirculation Exhaust Temperature value.
Exhaust Gas Recirculation Exhaust Temperature Input Voltage	volts	The exhaust gas recirculation exhaust temperature sensor input voltage to the ECU.
Exhaust Gas Recirculation Fresh Air Temperature	°C (°F)	Exhaust Gas Recirculation Fresh Air Temperature value.
Exhaust Gas Recirculation Fresh Air Temperature Input Voltage	volts	The exhaust gas recirculation fresh air temperature sensor input voltage to the ECU.
Exhaust Gas Recirculation Mixed Air Temperature	°C (°F)	Exhaust Gas Recirculation Mixed Air Temperature value.
Exhaust Gas Recirculation Mixed Air Temperature Input Voltage	volts	The exhaust gas recirculation mixed air temperature sensor input voltage to the ECU.
Exhaust Gas Recirculation Valve Position - Actual	%	The actual measured position of the exhaust gas recirculation valve.
Exhaust Gas Recirculation Valve Position - Desired	%	The ECU desired or requested position of the exhaust gas recirculation valve.
Exhaust Gas Recirculation Valve Position Input Voltage	volts	The exhaust gas recirculation valve position sensor input voltage to the ECU.
Fan Speed - Actual	rpm	The actual measured speed of the fan.
Fan Speed - Desired	rpm	The ECU desired or requested speed of the fan.
Fan State	N/A <sup>a</sup>	What is controlling the fan?
Fuel Mode	N/A <sup>a</sup>	This code explains the operation mode of the engine.
Fuel Rail Pressure - Actual	MPa (psi)	The actual measured fuel rail pressure displayed in absolute pressure.
Fuel Rail Pressure - Desired	MPa (psi)	The ECU desired or request fuel rail pressure displayed in absolute pressure.
Fuel Rail Pressure Sensor Supply Voltage	volts	Voltage that the ECU supplies the Fuel Rail Pressure Sensor.
Fuel System Part Number	N/A <sup>a</sup>	The part number for the fuel system used on the engine.
Fuel System Serial Number	N/A <sup>a</sup>	The serial number for the fuel system used on the engine.
<sup>a</sup> N/A = Not Applicable		

Continued on next page

RG41221,00001E6 -19-21JUN06-3/5



## Trouble Code Diagnostics and Tests

Parameter	Units	Description
Fuel Temperature	°C (°F)	Fuel temperature value. <i>NOTE: If there is an active fault for the fuel temperature circuit, the fuel temperature value displayed will be the "limp-home" value.</i>
Fuel Temperature Input Voltage	volts	Fuel Temperature Sensor input voltage to the ECU.
Fuel Transfer Pump Pressure - Actual	kPa (psi)	The actual measured fuel transfer pump pressure displayed in absolute pressure.
Fuel Transfer Pump Pressure - Desired	kPa (psi)	The ECU desired or request fuel transfer pump pressure displayed in absolute pressure.
Fuel Transfer Pump Pressure Input Voltage	volts	Fuel Transfer Pump Pressure sensor input voltage to the ECU.
Fuel Usage Rate	L/hr (gal/hr)	Total amount of fuel the ECU has commanded the EIs to deliver during the total hours shown by the Engine Hour Meter parameter.
Glow Plug Status	On/Off	The glow plugs have power to run for a specified amount of time dependent on fuel temperature. For more information, see GLOW PLUG OPERATION in Section 03, Group 140 of this manual.
Glow Plug Time Remaining	sec	The glow plugs have power to run for a specified amount of time dependent on fuel temperature. For more information, see GLOW PLUG OPERATION in Section 03, Group 140 of this manual.
Inject Start Time	microsec	If value of zero appears, one or more of the injectors are not firing.
Inject Pulse Time	count	The time the ECU is pulsing the injector in counts.
Manifold Absolute Pressure	kPa (psi)	Manifold Air Pressure value (boost pressure). <i>NOTE: If there is an active fault for the MAP circuit, the MAP value displayed will be the "limp-home" value.</i>
Manifold Absolute Pressure Input Voltage	volts	The Manifold Absolute Pressure sensor input voltage to the ECU.
Maximum Speed Governor Curve	N/A <sup>a</sup>	The mode selected is dependent on the application. See APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual.
Option Assembly Part Number	N/A <sup>a</sup>	Part number that describes all of the options on the entire vehicle. This includes the Performance Option Part Number and the Vehicle Option Part Number.
Performance Option Part Number	N/A <sup>a</sup>	These are the engine performance specific options relate to power and torque.
Pilot Injection	N/A <sup>a</sup>	On some applications, a pilot injection feature aids engine starting. On applications with the pilot injection feature, this parameter displays ON when pilot injection is on; OFF when pilot injection is off. On applications that don't have pilot injection, this parameter will read N/A.
Pump Position Sensor Improper Pattern Indicator	%	A "0" reading means that there is NO improper pattern.
Pump Position Sensor Input Noise Indicator	%	A "0" reading means that there is NO noise.
Pump Position Sensor Speed	rpm	The speed of the pump position timing wheel.
Position Sensor Status	N/A <sup>a</sup>	Indicates the ECU is receiving proper signal information from the sensor.
Sensor Supply 1 Voltage	volts	Voltage that the ECU supplies sensors.
Sensor Supply 2 Voltage	volts	Voltage that the ECU supplies sensors.
Sensor Supply 3 Voltage	volts	Voltage that the ECU supplies sensors.
<sup>a</sup> N/A = Not Applicable		

04  
160  
25

Continued on next page

RG41221,00001E6 -19-21JUN06-4/5

## Trouble Code Diagnostics and Tests

Parameter	Units	Description
Sensor Supply 3 Voltage	volts	Voltage that the ECU supplies sensors.
Sensor Supply 3 Voltage	volts	Voltage that the ECU supplies sensors.
Start of Injection Position	degree	Position when ECU sends signal to injector to fire.
Throttle Position	%	Percent of the throttle being used.
Throttle Type	N/A <sup>a</sup>	Level 14 Electronic Fuel Systems operate with several different types of throttles. Throttle Type displays the type being used on this application.
Torque Curve Number	N/A <sup>a</sup>	On some applications, the ECU limits the max fuel on multiple torque curves. This displays the torque curve the ECU is currently using to limit maximum fuel. For definition of the possible torque curves, see APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual.
Total Fuel Consumption	L gal	The total amount of fuel the engine has consumed.
Transfer Pump Control Status	On/Off	The transfer pump is given its voltage from the ECU. The pump primes for 40 seconds at key ON. During operation, the status is always on.
Transfer Pump Current	%	Percent of current supplied to transfer pump to produced the correct pressure.
Transfer Pump Duty Cycle	sec	The transfer pump is given its voltage from the ECU. The pump primes for 40 seconds at key ON. During operation, the status is always on.
Transfer Pump Power Status	N/A <sup>a</sup>	Power ON or OFF to the transfer pump.
Transfer Pump Priming Time	seconds	Amount of time remaining to prime the fuel system.
Turbo Actuator Position - Actual	%	The actual measured turbo actuator position displayed.
Turbo Actuator Position - Desired	%	The ECU desired or requested turbo actuator position.
Turbo Actuator Position Input Voltage	volts	Turbo Actuator input voltage to the ECU.
Turbo Compressor Inlet Air Temperature	°C (°F)	Turbo Compressor Inlet Air Temperature value.
Turbo Compressor Inlet Air Temperature Input Voltage	volts	Turbo Compressor Inlet Air Temperature sensor input voltage to the ECU.
Turbo Speed	rpm	The speed at which the turbo blades are spinning.
Vehicle Driveshaft Speed	rpm	The speed of the vehicle driveshaft.
Vehicle Option Part Number	N/A <sup>a</sup>	These are the vehicle specific options for the engine like fuel derates, shutdowns, sensor thresholds, etc.
Vehicle Serial Number	N/A <sup>a</sup>	The serial number of the vehicle that this engine is located in.
Vehicle Speed - Calculated	km/h (mi/hr)	Vehicle speed calculated by ECU from wheel speed PWM signal.
Vehicle Speed - CAN	km/h (mi/hr)	Vehicle speed ECU detects over CAN.
<sup>a</sup> N/A = Not Applicable		

RG41221,00001E6 -19-21JUN06-5/5

## Snapshot Information

**NOTE:** To view Snapshot information Service ADVISOR is required.

Snapshot information is categorized in two types, Snapshot Capture, and Snapshot Recording. Snapshot information is generated when an engine DTC is set.

- **Snapshot Capture** - Is a snapshot of specific parameters at the exact instant in time that the DTC was set. All engine DTCs will have a Snapshot Capture associated with it. This information will also contain the engine hours for the first and latest occurrence of the DTC
- **Snapshot Recording** - Is a short recording of specific parameters when certain DTCs are set. The recording will include parameter readings for a short period before and after the DTC was set. These are normally two to five seconds long, depending on the DTC that was set. Only specific DTCs will have a Snapshot Recordings associated with it when the DTC is set. If the DTC Count is greater than one then the snapshot recording could contain playbacks the first and latest occurrences and can be played back by selecting the occurrence to be viewed.

**IMPORTANT:** It is important to save all Snapshot information before clearing DTCs. Once codes have been cleared then the Snapshot information is also cleared. For help in troubleshooting engine DTCs it is recommended not to clear codes until problem has been resolved.

### Viewing a Snapshot Capture

1. With a live connection already established with Service ADVISOR, click on the icon to get codes.
2. The window will display all active and stored codes. In this window there is a column for Snapshot Capture. If there is a "Yes" in the Snapshot Capture column then there is Snapshot Capture data available for that DTC.

3. Click once on the DTC to highlight that row and then click on the "Snapshot Capture" button below to view the information. At the same time the information is being displayed in the Service ADVISOR window it is downloading this information for viewing off-line.

#### Viewing a Snapshot Recordings

1. With a live connection already established with Service ADVISOR, click on the icon to get codes.
2. The window will display all active and stored codes. In this window there is a column for Snapshot Recordings. If there is a "Yes" in the Snapshot Recording column then there is Snapshot Recording available for that DTC.
3. Click once on the DTC to highlight that row and then click on the "Snapshot Recording" button below to view the information. At the same time the information is being displayed in the Service ADVISOR window it is downloading this information for viewing off-line.
4. Click on the play button to start the playback of the recording. Refer to the online help in Service ADVISOR for more information about playing a recording and other options available.

Importing a Snapshot Recording for playback when off-line can be found in "C: Program Files Service ADVISOR xvds TierIII recs".

DN22556,0000054 -19-27JAN06-2/2

## Terminal Test

The purpose of this test is to check for several conditions, at the connector, that could be the cause of error codes being generated.

**When performing a terminal test do the following.**

### Visual inspection for:

- Corrosion in the pins of the connector.
- Water in the connector.
- Dirt in the connector.
- Foreign material in the connector.
- Terminal mating surface wear.

*NOTE: If the surface of a terminal gets worn corrosion will build up causing problems. Replace all worn terminals.*

### Wiring problems:

- Pinched or melted wiring.
- Loose or broken wires at the back of the connector.

*NOTE: This can be done by lightly pulling on each wire to see if it pulls out of the connector. If the terminal comes out on the wire it is an indication the locking mechanism is broken and the connector needs replacing. If the wire comes out with out the terminal, extract the old terminal and replace it. Always use the proper terminal and tools to avoid problems in the future. The terminal must be replaced with one on the same plating to avoid dissimilar metal corrosion.*

### Contact pressure:

- There is a slight amount of pressure applied by the female terminal on the male terminal to keep a good connection during times of vibration.

*NOTE: Connector Adapter Tool Kit, JT07328, will be required for this.*

- Select the terminal adapter that matches the connector you are testing.
- Insert the male terminal all the way into the female terminal without twisting or bending.
- Slowly pull the male terminal out of the female noting that there is some pressure. If no pressure is felt or the male terminal is sloppy in the female terminal, replace the terminal.

*NOTE: Be sure to select the proper male terminal or the test is invalid.*

DN22556,0000056 -19-21JUN06-2/2



## Engine Test Instructions—Cylinder Misfire Test

For instructions on connecting to Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.

The Cylinder Misfire Test is used to compare the performance of each cylinder relative to each of the other cylinders. The test will help identify problems such as an engine misfire or irregularly running engine. During the test, the Engine Control Unit (ECU) will disable a cylinder, then accelerate the engine with a fixed amount of fuel and measure the time taken to accelerate the engine from one speed to the next with that cylinder disabled. The ECU will then repeat the procedure for the remaining cylinders.

The Cylinder Misfire Test cannot determine if an engine is delivering low power. The test results are only a guide to help determine if there is a problem in a cylinder. The results alone should not be used as a conclusive reason for replacing parts. Other information such as the results of a Compression Test, Cylinder Cutout Test, and other engine diagnostic procedures should be used along with this test information to accurately determine the source of an engine problem.

### Before executing the Cylinder Misfire Test

- Warm engine to normal operating temperature.
- Repair the cause of any Diagnostic Trouble Codes (DTCs) if possible.

**NOTE:** The ECU will not allow the test to run if there is an active engine timing error code (any 637 code), an active engine position error code (any 636 code), coolant temperature is below 40° C (104° F) or above 110° C (230° F). If the engine goes into an overspeed condition while running test, the test will stop.

- Remove any load to the engine that may change during the test. For example, turn the air conditioner off.

### Performing the Cylinder Misfire Test

1. Engine idling.
2. Select Cylinder Misfire Test in Service ADVISOR.
3. Follow instruction given by the diagnostic software. The software will instruct users that the throttle lever be moved from low idle position to wide open throttle position, then back to low idle position 6 times.

The diagnostic software will inform the test operator if the test was not successfully completed. If the test was successfully completed, the results will be displayed on the screen.

Results shown will represent each cylinders' performance as a percentage in relation to the average of all cylinders. If any cylinder is above or below the average by more than 10%, it indicates the cylinder is contributing either too much (above average) or not enough (below average) the average engine performance.

**NOTE:** Run this test at least 3 times to ensure repeatable, accurate results.

The Compression Test and Cylinder Cutout Test should also be performed to help determine that there is a problem in a specific cylinder.

RG41183,00000FE -19-20FEB06-1/1



## Engine Test Instructions—Compression Test

For instructions on connecting to Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.

The Compression Test is used to compare the compression of each cylinder to the average compression of all cylinders. The test will help determine if a cylinder has low compression compared to all other cylinders. During the test, the Engine Control Unit (ECU) will disable the engine from starting, then measure the time it takes the piston of each cylinder to accelerate through and past TDC. A piston that accelerated faster than the rest would indicate that cylinder has lower compression than the other cylinders.

The Compression Test cannot determine the true compression pressure of any cylinder, it can only compare each cylinder to the average. The test results are only a guide to help determine if a cylinder has low average compression. The results alone should not be used as a conclusive reason for performing any major engine work. Other information such as the results of the Cylinder Misfire Test, Cylinder Cutout Test, and other engine diagnostic procedures should be used to accurately determine the source of an engine problem.

### Before executing the Compression Test

- Warm engine to normal operating temperature.
- Repair the cause of any Diagnostic Trouble Codes (DTCs) if possible.

**NOTE:** The ECU will not allow the test to run if there is an active engine timing error code (any 637 code), the engine cranking speed is below 100 rpm, coolant temperature is below -30° C (-22° F) or above 200° C (392° F).

- Ensure that the battery and starter are in good working condition

### Performing the Compression Test

1. Engine OFF.
2. Select Compression Test in the Service ADVISOR.
3. Follow instruction given by the diagnostic software. The software will instruct that the engine be cranked for up to 15 seconds. Typically, it should take less than 5 seconds. Service ADVISOR should be observed carefully for instructions during the test.

Error messages and test results will be displayed on the Service ADVISOR screen.

Results shown will represent each cylinders' compression as a percentage in relation to the average of all cylinders.

Any cylinder reading that is more than 10% below the rest indicates the cylinder's compression is possibly low.

Any cylinder reading that is more than 10% greater than the rest indicates a possible injector leaking fuel into the cylinder.

**NOTE:** Run this test at least 3 times to ensure repeatable, accurate results.

Further engine diagnostics should be performed to determine the cause of low compression.

## Engine Test Instructions— Cylinder Cutout Test

For instructions on connecting to Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.

The Cylinder Cutout Test is used to aid in identifying a cylinder that is having a problem or to help in diagnosing mechanical or intermittent problems. During the test, the Engine Control Unit (ECU) will disable the cylinder that the technician selects. The test can be performed while operating the vehicle under the conditions that the problem occurs.

The Cylinder Cutout Test can not determine if an engine is developing low power. The test is only a guide to help determine if there is a problem in a cylinder. The results alone should not be used as a conclusive reason for replacing parts. Other information such as the results of a Compression Test, Cylinder Misfire Test and other engine diagnostic procedures should be used along with this test information to accurately determine the source of the engine problem.

### Before executing the Cylinder Cutout Test

- Warm engine to normal operating temperature.
- Repair the cause of any Diagnostic Trouble Codes (DTCs) if possible.

**NOTE:** *The ECU will not allow the test to run if there is an active engine timing error code (any 637 code), an active engine position error code (any 636 code), coolant temperature is below 40° C (104° F) or above 110° C (230° F). If the engine goes into an overspeed condition while running test, the test will stop.*

- Ensure that the battery and starter are in good working condition

### Performing the Cylinder Cutout Test

1. Engine idling or under the conditions that the problem occurred.

2. Select Cylinder Cutout Test in Service ADVISOR.
3. Follow instructions given by Service ADVISOR.
4. Observe engine operation and the parameters displayed on the Service ADVISOR screen. These parameters include: engine load at current speed, engine speed, and manifold air temperature.
5. Use this data and observations to help in the diagnosis of the problem.

**NOTE:** *Run this test at least 3 times to ensure repeatable, accurate results.*

### Analysis

A contribution below 70% means that the cylinder is probably not working at all. If a switched-off cylinder does not make any difference to the engine sound, this cylinder is probably not working at all.

A contribution between 70%-90% means that the cylinder does not give its full potential. If the sound slightly changes when the cylinder is cutout the cylinder is working but not to the full potential. To confirm this diagnostic, perform a Cylinder Misfire Test and Compression Test to help confirm the cylinder has a problem.

If the sound is better with a cylinder cutoff, this cylinder is probably firing at the wrong time. This may be due to a damaged injector or a bad electrical connection between ECU and injector. If the results of the Cylinder Cutout Test and Cylinder Misfire Test lead to the same cylinder and the Compression Test checks good for that cylinder then the injector wiring or injector is probably bad. First check the electrical connections, looking for shorts to the chassis especially, then if no problems are found, replace faulty injector.

## Harness Diagnostic Mode Test

**NOTE:** Before running this test ensure you have saved all Snapshot Captures and Recordings. For more information see **SNAPSHOT INFORMATION** earlier in this group.

### Purpose:

This procedure is designed to test the engine wiring harness and associated components for numerous types of errors. Including opens, shorts actuator communication and cycling.

### Test Conditions:

This test can only be run when the engine is not running. Cylinder fueling is disabled for all cylinders when the test is initiated. If the ECU senses an engine start request the Harness Diagnostic Mode Test will be aborted and the engine will start. Test Operation: The ECU continuously monitors all the sensors for normal operation while power is applied to the ECU. During the Harness Diagnostic Mode Test the ECU will set up and trigger some special tests also. These are tests that the ECU can not perform while the engine is running. When the test starts all codes and related Snapshot information is erased from the ECU memory. The test starts and check are made of various components. You may hear the EGR valve and turbo Actuator cycle. The actuators will do a learn cycle. The ECU compares these new learned values with the original values that were created when the part was new. If the ECU determines the values are good it will

store them as the last good values but not change the original values. The ECU gathers test information as it runs the various tests. If it finds any problems during the test it will store the code and display it at the end of the test.

### Test Procedures:

1. Select Harness Diagnostic Mode Test in Service ADVISOR. A screen appears with a list of all the ECU codes (active and stored).
2. Press "Next" to start the test, "Cancel" to exit the test or "Print" to print a list of the codes. After pressing "Next" follow the directions on the screen.
3. At the end of the test another list of codes will be presented. Compare this list with the initial list to see if there are any additional codes.
4. Go to those DTC(s) and troubleshoot them to fix the problem(s).

**NOTE:** If a stored code does not show back up after the test it may be a bad or intermittent connection. You may want to run the test again and manipulate the wiring harness to see if the code reappears. If it does check the harness and connector for problems.

04  
160  
35

DN22556,000005C -19-25APR06-1/1

## Exhaust Gas Recirculation Valve Reset

For instructions on connecting to Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.

The EXHAUST GAS RECIRCULATION VALVE RESET procedure resets all stored valve positions data. For more information see EGR Valve in Section 3 Group 135.

*NOTE: This procedure is only ran if you replace the EGR valve with a new valve.*

*NOTE: Replacing a valve to test for a bad valve (part swapping) is not recommended. It will cause several error codes to be generated because the stored values the ECU is using to compare to will be out of tolerance of the new valve.*

1. Ignition ON, engine OFF.
2. Select EXHAUST GAS RECIRCULATION VALVE RESET in Service ADVISOR.
3. Follow the instructions on the screens.
4. When successful, click "OK".
5. Turn ignition OFF for thirty seconds.
6. Ignition ON, engine OFF for thirty seconds minimum. The EGR valve performs a learn process for minimum and maximum travel.
7. Start and run engine to normal operating temperature to ensure engine is operating correctly.

RG41183,00000F2 -19-21JUN06-1/1

## Turbocharger Learn Value Reset

For instructions on connecting to Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.

The Turbo Learn Value Reset Test procedure resets all stored valve positions data. For more information see Turbo Actuator in Section 3 Group 135.

1. Ignition ON, engine OFF.
2. Select Turbo Learn Value Reset Test in Service ADVISOR.
3. Follow the instructions on the screens.
4. When successful, click "OK".

*NOTE: Some VGT Actuators will start the learn process immediately, be sure the process has not started before going to the next step. If the processes started immediately go to the last step to proceed.*

5. Turn ignition OFF for thirty seconds.
6. Ignition ON, engine OFF for thirty seconds. The VGT performs a learn process for minimum and maximum travel.
7. Start and run engine to normal operating temperature to ensure engine is operating correctly.

04  
160  
37

RG41183,00000F6 -19-18JAN06-1/1

## Downloading Electronic Injector Calibration Files

*NOTE: This procedure requires an internet connection.*

Electronic injectors in this engine have specific settings for optimum performance. To maintain this performance when any of the electronic injectors are replaced or swapped the ECU will need to be reprogrammed with the correct setting for each cylinder. This is done by using the Injector Calibration Tool in Service ADVISOR.

Connect to the John Deere Custom Performance web site. If you have questions about how to use the site check their HELP section.

RG41183,00000FB -19-21MAR06-1/1

## Electronic Injector Calibration

A connection with must be made with Service ADVISOR.  
Select Injector Calibration.

The screen will show a table of the existing injector information that is stored in the ECU.

Options to perform:

- Swap Injectors
- Change Injectors
- View Calibration History

### Swapping Injectors:

Swapping injectors is used for testing suspected injector problems only. This is used for moving injectors from one cylinder to another to see if the symptom moves cylinders with the injector. Information in the ECU is specific for each injector and the cylinder that it is installed in. When injectors are moved to different cylinders then the ECU needs to be updated with this information also. Since the information for the existing injectors is already in the ECU and just needs to be moved to a different cylinder number there are pull down menus that allow the injector information to be transferred from one cylinder to the other. Service ADVISOR will display the original injector information and the new injector information and ask for confirmation before actually moving the injector information.

### Changing Injectors

04  
160  
39

Continued on next page

RG41183,00000FD -19-31MAR06-1/2

If an injector is being replaced then the information for that injector must be loaded into the ECU. This is done by selecting the Change Injector button in Service ADVISOR. The screen will display a table showing the existing information that is stored in the ECU and will have pull down menus available in the serial number field if there are injector calibration files available on the computer. For downloading injector calibration files see Downloading Electronic Injector Calibration Files earlier in this group. If the injector calibration file is available, then selecting the file that corresponds with the injector installed in the cylinder will automatically populate all information fields for that cylinder. If the calibration file is not available then the information for each field can be entered manually. Once all the injector information has been updated then by clicking the Next button and verify that the data entered is correct and then click on the Submit button.

#### **View Calibration History**

Anytime an injector calibration is performed with Service ADVISOR a history is kept for reviewing any injector changes in the past. This information is only kept on the computer that performed the injector calibration procedure so if multiple computers are used not all information will be in one history report.

RG41183,00000FD -19-31MAR06-2/2



## Downloading Payload File For Service ADVISOR

*NOTE: An Internet connection will be needed.*

See E-LEARNING under the Service ADVISOR help section. Also, refer to the training material provided with your Service Advisor training course. All authorized Service Advisor users have received this training. On-line training is available at John Deere University, which is an internet-based distance-learning application.

04  
160  
41

RG41221,00001EE -19-02MAY06-1/1

## Reprogramming Engine Control Unit (ECU)

The ECU may be reprogrammed using Service Advisor. See E-LEARNING under the Service ADVISOR help section. Also, refer to the training material provided with your Service Advisor training course. All authorized Service Advisor users have received this training. On-line training is available at John Deere University, which is an internet-based distance-learning application.

RG41221,00001EA -19-02MAY06-1/1

## Diagnostic Trouble Codes (DTCs)

### SPN/FMI CODES

SPN/FMI codes are written from the SAE J1939 standard as a two-part code. The first part is called the Suspect Parameter Number (SPN). Typically, it contains between 2 and 4 digits. The SPN identifies the system or the component that has the failure; for example SPN 110 indicates a failure in the engine coolant temperature circuit. The second part of the code is called the Failure Mode Identifier (FMI) code. The FMI contains 2 digits and identifies the type of failure that has occurred. For example, FMI 03 indicates value Out of Range High (OORH). In order to determine the exact failure, both the SPN and FMI are

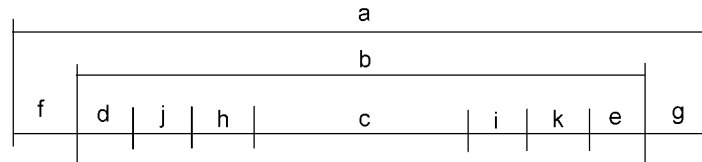
required. Combining SPN 110 with FMI 03 yields "engine coolant temperature input voltage out of range high."

On this applications the ECU transmits SPN/FMI codes over the Controller Area Network (CAN). This allows for service tools such as Service ADVISOR to display active and stored DTCs. When using Service ADVISOR, the codes will be displayed in a 000000.00 format. For example, code 110.03 will be displayed as 000110.03. For an explanation of FMI codes, see FAILURE MODE INDICATOR DESIGNATIONS later in this Group.

RG41221,00001F0 -19-11NOV05-1/1

## Failure Mode Indicator Designations

RG14537 -UN-31OCT05



*Relationship of FMI Designations and Range of Sensor Input*

Region a: Total signal input range possible that can be seen by an electronic module.

Region k: Range defined as Moderately above normal, of what is considered normal for a given real-world measurement. Associated with FMI 16.

Region b: Total signal range physically possible as defined by an application.

Region c: Range defined as normal for a given real world measurement.

Region d: Range defined as Extremely below normal, of what is considered normal for the given real world measurement. Associated with FMI 01.

Region e: Range defined as Extremely above normal, of what is considered normal for the given real world measurement. Associated with FMI 00.

Region f: Range which is low outside the range of what is considered physically possible for a given system. Associated with FMI 04 (Out Of Range Low, OORL).

Region g: Range which is high outside the range of what is considered physically possible for a given system. Associated with FMI 03 (Out Of Range High, OORH), 05, 06.

Region h: Range defined as Slightly below normal, of what is considered normal for a given real-world measurement. Associated with FMI 17.

Region i: Range defined as Slightly above normal, of what is considered normal for a given real-world measurement. Associated with FMI 15.

Region j: Range defined as Moderately below normal, of what is considered normal for a given real-world measurement. Associated with FMI 18.

04  
160  
43

Continued on next page

WL30140,0000041 -19-12MAY06-1/3

FMI

Description

- 00 Data Valid but Above Normal Operational Range—Extreme Level.** The signal communicating information is within a defined acceptable and valid range, but the real world condition is above what would be considered normal as determined by the predefined extreme level limits for that particular measure of the real world condition. Broadcast of data values is continued as normal.
- 01 Data Valid but Below Normal Operational Range—Extreme Level** The signal communicating information is within a defined acceptable and valid range, but the real world condition is below what would be considered normal as determined by the predefined extreme level limits for that particular measure of the real world condition. Broadcast of data values is continued as normal.
- 02 Data Erratic, Intermittent or Incorrect** Measurements that change at a rate that is not considered possible in the real world condition and caused by improper operation of the measuring device or its connection to the module. Broadcast of data value is substituted with the "error indicator" value. Incorrect data includes any data not received and any data that is exclusive of the situations covered by FMIs 3, 4, 5 and 6 below. Data may also be considered incorrect if it is inconsistent with other information collected or known about the system.
- 03 Value Out of Range High (OORH)** A voltage signal, data or otherwise, is above the predefined limits that bound the range. Broadcast of data value is substituted with the "error indicator" value. Any signal external to an electronic control module whose voltage remains at a high level when the ECM commands it to low. Broadcast of data value is substituted with the "error indicator" value.
- 04 Value Out of Range Low (OORL)** A voltage signal, data or otherwise, is below the predefined limits that bound the range. Broadcast of data value is substituted with the "error indicator" value. Any signal external to an electronic control module whose voltage remains at a low level when the ECM commands it to high. Broadcast of data value is substituted with the "error indicator" value.
- 05 Current Below Normal** A current signal, data or otherwise, is below the predefined limits that bound the range. Broadcast of data value is substituted with the "error indicator" value. Any signal external to an electronic control module whose current remains off when the ECM commands it on. Broadcast of data value is substituted with the "error indicator" value.
- 06 Current Above Normal** A current signal, data or otherwise, is above the predefined limits that bound the range. Broadcast of data value is substituted with the "error indicator" value. Any signal external to an electronic control module whose current remains on when the ECM commands it off. Broadcast of data value is substituted with the "error indicator" value.
- 07 Mechanical System not Responding or Out of Adjustment** Any fault that is detected as the result of an improper mechanical adjustment or an improper response or action of a mechanical system that, with a reasonable confidence level, is not caused by an electronic or electrical system failure. This type of fault may or may not be directly associated with the value of general broadcast information.
- 08 Abnormal Frequency or Pulse Width or Period** To be considered in cases of FMI 4 and 5. Any frequency or PWM signal that is outside the predefined limits which bound the signal range for frequency or duty cycle (outside region b of the signal range). Also if the signal is an ECM output, any signal whose frequency or duty cycle is not consistent with the signal which is emitted. Broadcast of data value is substituted with the "error indicator" value.
- 09 Abnormal Update Rate** Any failure that is detected when receipt of data via the data link or as input from a smart actuator or smart sensor is not at the update rate expected or required by the ECM (outside region c of the signal range). Also any error that causes the ECM not to send information at the rate required by the system. This type of fault may or may not be directly associated with the value of general broadcast information.
- 10 Abnormal Rate of Change** Any data, exclusive of the abnormalities covered by FMI 2, that is considered valid but whose data is changing at a rate that is outside the predefined limits that bound the rate of change for a properly functioning system (outside region c of the signal range). Broadcast of data values is continued as normal.
- 11 Root Cause Not Known** It has been detected that a failure has occurred in a particular subsystem but the exact nature of the fault is not known. Broadcast of data value is substituted with the "error indicator" value.
- 12 Bad Intelligent Device or Component** Inconsistency of data indicates that a device with some internal intelligence, such as a controller, module, smart sensor or smart actuator, is not properly functioning. This data may be internal to a module or external from a data link message or from various system responses. Broadcast of data value is substituted with the "error indicator" value. This error is to include all internal controller trouble codes that cannot be caused by connections or systems external to the controller.

Continued on next page

WL30140,0000041 -19-12MAY06-2/3

- 13 Out of Calibration**A failure that can be identified to be the result of not being properly calibrated. This may be the case for a subsystem which can identify that the calibration attempting to be used by the controller is out of date. Or it may be the case that the mechanical subsystem is determined to be out of calibration. This failure mode does not relate to a signal range.
- 14 Special Instructions**SPNs 611 through 615 are defined as "System Diagnostic Codes" and are used to identify failures that cannot be tied to a specific field-replaceable component. Specific subsystem fault isolation is the goal of any diagnostic system, but for various reasons this cannot always be accomplished. These SPNs allow the manufacturer some flexibility to communicate non-"specific component" diagnostic information. Because SPN 611-615 use the standard SPN/FMI format, it allows the use of standard diagnostic tools, electronic dashboards, satellite systems and other advanced devices that scan Parameter Groups containing the SPN/FMI formats. Because manufacturer-defined codes are not desirable in terms of standardization, the use of these codes should only occur when diagnostic information cannot be communicated as a specific component and failure mode. This failure mode does not relate to the signal range, and may or may not be directly associated with the value of general broadcast information.
- 15 Data Valid but Above Normal Operating Range—Slight Level**The signal communicating information is within a defined acceptable and valid range, but the real world condition is above what would be considered normal as determined by the predefined slight level limits for that particular message of the real world condition. Broadcast of data values is continued as normal.
- 16 Data Valid but Above Normal Operating Range—Moderate Level**The signal communicating information is within a defined acceptable and valid range, but the real world condition is above what would be considered normal as determined by the predefined moderate level limits for that particular message of the real world condition. Broadcast of data values is continued as normal.
- 17 Data Valid but Below Normal Operating Range—Slight Level**The signal communicating information is within a defined acceptable and valid range, but the real world condition is below what would be considered normal as determined by the predefined slight level limits for that particular message of the real world condition. Broadcast of data values is continued as normal.
- 18 Data Valid but Below Normal Operating Range—Moderate Level**The signal communicating information is within a defined acceptable and valid range, but the real world condition is below what would be considered normal as determined by the predefined moderate level limits for that particular message of the real world condition. Broadcast of data values is continued as normal.
- 19 Received Network Data In Error**Any failure that is detected when the data received via the network is found substituted with the "error indicator" value (i.e. FE (16), see J1939/71). This type of failure is associated with received network data. The component used to measure the real world signal is wired directly to the module sourcing the data to the network and not to the module receiving the data via the network. This type of fault may or may not be directly associated with the value of general broadcast information.
- 20-30 Reserved for SAE Assignment**
- 31 Not Available or Condition Exists**Used to indicate that the FMI is not available or that the condition that is identified by the SPN exists. When no applicable FMI exists for the reported SPN, FMI 31 can be used. Also in cases when the reported SPN name has the failure information in it, FMI 31 can be used to indicated that the condition reported by the SPN exists. This type of fault may or may not be directly associated with the value of general broadcast information.

04  
160  
45

WL30140,0000041 -19-12MAY06-3/3

## Intermittent Fault Diagnostics

Intermittent faults are problems that periodically “go away”. A problem such as a loose terminal that intermittently does not make contact is a likely cause of an intermittent fault. Other intermittent faults may be set only under certain operating conditions such as heavy load, extended idle, etc. When diagnosing intermittent faults, take special note of the condition of wiring and connectors since a high percentage of intermittent problems originate here. Check for loose, dirty, or disconnected connectors. Inspect the wiring routing looking for possible shorts caused by contact with external parts (for example, rubbing against sharp sheet metal edges). Inspect the connector vicinity looking for wires that have pulled out of connector terminals, damaged connectors, poorly positioned terminals, and corroded or damaged terminals. Look for broken wires, damaged splices, and wire-to-wire shorts. Use good judgement if component replacement is thought to be required.

*NOTE: The ECU is the component LEAST likely to fail.*

### Suggestions for diagnosing intermittent faults:

- If diagnostic chart indicates that the problem is intermittent, try to reproduce the operating conditions that were present when the DTC set. Service ADVISOR can be used to help locate intermittent

problems, as it includes a function called Recording. The Recording function permits the recording of data parameter values during a diagnostic session. If a DTC sets during a certain diagnostic session, the parameters can be played back and observed to see what each parameter's value was when the DTC occurred.

- If a faulty connection or wire is suspected to be the cause of the intermittent problem: clear DTCs, then check the connection or wire by wiggling it while watching Service ADVISOR to see if the fault resets.
- To check the connection between the harness and a sensor or the harness and the ECU, use JT07328 Connector Adapter Test Kit. Insert the male end of the appropriate test adapter into the female end of the ECU or sensor connector terminal. There should be moderate resistance when the test adapter is inserted into the terminal. If the connection is loose, replace the female terminal.

### Possible Causes of Intermittent Faults:

- Faulty connection between sensor or actuator and harness.
- Faulty contact between terminals in connector.
- Faulty terminal/wire connection.
- Electromagnetic interference (EMI) from an improperly installed 2-way radio, etc. can cause faulty signals to be sent to the ECU.

RG41221,00001F3 -19-19SEP05-1/1

## **John Deere Trimmable Options**

Trimmable options are features that can be turned ON or Off during an ECU programming cycle. These features will customize an engine for each individual customer. Not all engines have the trim feature.

To update trimmable features, download the software payload file and start the programming sequence through the service tool. The trim page automatically appears if the payload has trim incorporated.

For more information help select the correct option, use the help documentation available in each section of the trim page.

04  
160  
47

RG41221,00001EB -19-21MAR06-1/1

T1 — Multi-state Throttle Input High

The multi-state throttle input voltage exceeds the high voltage specification.

DN22556,00001ED -19-28JUL06-1/1

T1 — Multi-state Throttle Input High Diagnostic Procedure

Related Information:

The multi-state throttle input voltage exceeds the maximum threshold. The voltage is higher than what is physically possible for the throttle lever to achieve.

Alarm Level:

Warning

Control Unit Response:

If more than one throttle is available, the ECU will ignore the input from the multi-state throttle and will use the input values from the other throttle.

If the multi-state throttle is the only throttle, or all other throttles are faulted, the ECU will use a default “limp-home” throttle value of low idle engine speed.

Additional References:

For further multi-state throttle information, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the multi-state throttle connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Move the multi-state throttle through all positions.</li> <li>7. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does 000091.03 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
49

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<b>③ Throttle Position Input Shorted Test</b>	<p><i>NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect multi-state throttle switch at two wire connector behind the instrument panel.</li> <li>3. Install a jumper wire between both terminals of the switch connector on the instrument panel harness.</li> <li>4. Ignition ON, engine OFF</li> <li>5. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does 000091.03 reoccur?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Faulty multi-state throttle switch connector. OR Faulty multi-state throttle switch.</p>
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<b>④ Throttle Position Ground Circuit Open Test</b>	<p><i>NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the jumper wire.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using a multimeter, measure voltage between multi-state input terminal (terminal A) and a good chassis ground.</li> </ol> <p>Is the voltage above 4.0 volts?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ⑥</p>
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## Trouble Code Diagnostics and Tests

### 5 Throttle Position Ground Circuit Test

*NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.*

1. Ignition OFF
  2. Multi-state throttle connector still disconnected.
  3. Disconnect ECU connector #J2.
  4. Using a multimeter, measure resistance between terminal A in the multi-state throttle connector and terminal G3 in ECU connector #J2 on the engine harness.
- Is the resistance 5 ohms or less?

**YES:** Faulty ECU connection  
OR  
Faulty ECU

**NO:** Open in multi-state throttle ground circuit.

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### 6 Throttle Position Input Circuit Test

*NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.*

1. Ignition OFF
  2. Multi-state throttle connector and ECU connector #J2 still disconnected.
  3. Using a multimeter, measure resistance between terminal B in the multi-state throttle connector and terminal B4 in ECU connector #J2 on the engine harness.
- Is the resistance 5 ohms or less?

**YES:** Faulty ECU connection  
OR  
Faulty ECU

**NO:** Open in multi-state throttle input circuit.

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## T2 — Multi-state Throttle Input Low

*The multi-state throttle input voltage drops below the low voltage specification.*

DN22556,00001EE -19-28JUL06-1/1

### T2 — Multi-state Throttle Input Low Diagnostic Procedure

#### Related Information:

The multi-state throttle input voltage drops below the minimum threshold. The voltage is lower than what is physically possible for the throttle lever to achieve.

#### Alarm Level:

Warning

#### Control Unit Response:

If more than one throttle is available, the ECU will ignore the input from the multi-state throttle and will use the input values from the other throttle.

If the multi-state throttle is the only throttle, or all other throttles are faulted, the ECU will use a default "limp-home" throttle value of low idle engine speed.

#### Additional References:

For further multi-state throttle information, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
51

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the multi-state throttle connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

### ② Intermittent Fault Test

*NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.
2. Ignition ON, engine OFF
3. Start the ECU diagnostic software.
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine running
6. Move the multi-state throttle through all positions.
7. Read DTCs using SERVICE ADVISOR™.

Does 000091.04 reoccur?

**YES:** GO TO ③

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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### ③ Throttle Position Input Shorted Test

*NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.*

1. Ignition OFF
2. Disconnect multi-state throttle switch at two wire connector behind the instrument panel.
3. Make note of any DTCs, then clear all DTCs.
4. Ignition ON, engine OFF
5. Read DTCs using SERVICE ADVISOR™.

Does 000091.04 reoccur?

**YES:** GO TO ⑤

**NO:** GO TO ④

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### ④ Throttle Position Ground Circuit Test

*NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.*

1. Ignition OFF
2. Multi-state throttle connector still disconnected.
3. Disconnect ECU connector #J2.
4. Using a multimeter, measure resistance between terminal A in the multi-state throttle connector and terminal G3 in ECU connector #J2 on the engine harness.

Is the resistance 5 ohms or less?

**YES:** Open in the multi-state throttle ground circuit.

**NO:** Faulty multi-state throttle switch connector.  
OR  
Faulty multi-state throttle switch.

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<b>5 Throttle Position Input Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Multi-state throttle connector and ECU connector #J2 still disconnected.</li><li>3. Using a multimeter, measure resistance between terminal B in the multi-state throttle connector and terminal B4 in ECU connector #J2 on the engine harness.</li></ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Short to ground in multi-state input circuit. OR Open in multi-state input circuit.</p> <p>--1/1</p>
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T3 — Analog Throttle (A) Input High

The analog throttle (A) input voltage exceeds the high voltage specification.

DN22556,00001EF -19-28JUL06-1/1

T3 — Analog Throttle (A) Input High Diagnostic Procedure

Related Information:

The analog throttle (A) input voltage exceeds the maximum threshold. The voltage is higher than what is physically possible for the throttle lever to achieve.

Alarm Level:

Warning

Control Unit Response:

If more than one throttle is available, the ECU will ignore the input from the analog throttle (A) and will use the input values from the other throttle.

If the analog throttle (A) is the only throttle, or all other throttles are faulted, the ECU will use a default “limp-home” throttle value of low idle engine speed.

Additional References:

For further analog throttle information, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the analog throttle (A) connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Move the analog throttle (A) through full travel.</li> <li>7. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does the analog throttle (A) high voltage DTC reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Throttle Idle Position Voltage Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Analog Throttle (A) in the idle position.</li> <li>3. Using the ECU diagnostic software, read analog throttle (A) input voltage.</li> </ol> <p>Is the voltage 4.5 volts or above?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Throttle Travel Voltage Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine ON or OFF</li> <li>2. Slowly operate analog throttle (A) through full travel.</li> <li>3. Using the ECU diagnostic software, read analog throttle (A) input voltage.</li> </ol> <p>Does the voltage go above 4.5 volts anytime through the travel?</p>	<p><b>YES:</b> GO TO ⑥</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
55

*Trouble Code Diagnostics and Tests*

<b>5 Throttle Position Input Shorted Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Disconnect analog throttle (A) sensor connector behind the instrument panel.</li><li>3. Ignition ON, engine OFF</li><li>4. Using the ECU diagnostic software, read analog throttle (A) input voltage.</li></ol> <p>Is the voltage 0.5 volts or less?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Short to voltage in analog throttle (A) input circuit OR Faulty ECU connection OR Faulty ECU</p> <p>-- -1/1</p>
<b>6 Throttle Position Ground Circuit Open Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Analog throttle (A) connector disconnected.</li><li>3. Using a test light connected to battery voltage (+), probe the ground terminal (terminal A) in the analog throttle (A) sensor connector on the instrument panel harness.</li></ol> <p>Does the light illuminate?</p>	<p><b>YES:</b> Faulty analog throttle (A) sensor connector. OR Faulty analog throttle (A) sensor.</p> <p><b>NO:</b> Open in analog throttle (A) ground circuit. OR Faulty ECU connection OR Faulty ECU</p> <p>-- -1/1</p>



## T4 — Analog Throttle (A) Input Low

*The analog throttle (A) input voltage drops below the low voltage specification.*

DN22556,00001F0 -19-28JUL06-1/1

### T4 — Analog Throttle (A) Input Low Diagnostic Procedure

#### Related Information:

The analog throttle (A) input voltage drops below the minimum threshold. The voltage is lower than what is physically possible for the throttle lever to achieve.

#### Alarm Level:

Warning

#### Control Unit Response:

If more than one throttle is available, the ECU will ignore the input from the analog throttle (A) and will use the input values from the other throttle.

If the analog throttle (A) is the only throttle, or all other throttles are faulted, the ECU will use a default "limp-home" throttle value of low idle engine speed.

#### Additional References:

For further analog throttle information, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
57

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the analog throttle (A) connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<p><b>② Intermittent Fault Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Move the analog throttle (A) through full travel.</li> <li>7. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does the analog throttle (A) low voltage DTC reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<p><b>③ Throttle Idle Position Voltage Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Analog Throttle (A) in the idle position.</li> <li>3. Using the ECU diagnostic software, read analog throttle (A) input voltage.</li> </ol> <p>Is the voltage 0.5 volts or less?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> GO TO <b>④</b></p> <p style="text-align: right;">-- -1/1</p>
<p><b>④ Throttle Travel Voltage Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine ON or OFF</li> <li>2. Slowly operate analog throttle (A) through full travel.</li> <li>3. Using the ECU diagnostic software, read analog throttle (A) input voltage.</li> </ol> <p>Does the voltage go below 0.5 volts anytime through the travel?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>

## Trouble Code Diagnostics and Tests

<b>5 Throttle Position Wiring Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect analog throttle (A) sensor connector behind the instrument panel.</li> <li>3. Install a jumper wire between the 5V supply terminal and the input terminal (terminals B and C) in the analog throttle (A) sensor connector on the instrument panel harness.</li> <li>4. Ignition ON, engine OFF</li> <li>5. Using the ECU diagnostic software, read analog throttle (A) input voltage.</li> </ol> <p>Is the voltage 4.5 volts or less?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Faulty analog throttle (A) sensor connector OR Faulty analog throttle (A) sensor</p> <p style="text-align: right;">-- -1/1</p>
<b>6 Throttle Position 5V Supply Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove jumper wire.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using a multimeter, measure voltage between the analog throttle (A) ground terminal and the 5V supply terminal (terminals A and C) in the analog throttle (A) connector on the instrument panel harness.</li> </ol> <p>Is the voltage 4.0 volts or above?</p>	<p><b>YES:</b> GO TO <b>7</b></p> <p><b>NO:</b> GO TO <b>8</b></p> <p style="text-align: right;">-- -1/1</p>
<b>7 Throttle Position Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Analog throttle (A) sensor connector still disconnected.</li> <li>3. Disconnect ECU connector #J2.</li> <li>4. Using a multimeter, measure resistance between terminal B in the analog throttle (A) sensor connector and terminal A4 in ECU connector #J2 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or below?</p>	<p><b>YES:</b> Open in analog throttle (A) input circuit. OR Short to ground in analog throttle (A) input circuit</p> <p><b>NO:</b> Faulty ECU connection OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
59

Trouble Code Diagnostics and Tests

<b>8 Throttle Position 5V Supply Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Analog throttle (A) sensor connector and ECU connector #J2 still disconnected.</li><li>3. Using a multimeter, measure resistance between terminal C in the analog throttle (A) sensor connector and terminal A3 in ECU connector #J2 on the engine harness.</li></ol> <p>Is the resistance 5 ohms or below?</p>	<p><b>YES:</b> Open in analog throttle (A) 5V supply circuit. OR Short to ground in analog throttle (A) 5V supply circuit.</p> <p><b>NO:</b> Faulty ECU connection OR Faulty ECU</p>
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## T5 — Analog Throttle (B) Input High

*The analog throttle (B) input voltage exceeds the high voltage specification.*

DN22556,00001F1 -19-28JUL06-1/1

### T5 — Analog Throttle (B) Input High Diagnostic Procedure

#### Related Information:

The analog throttle (B) input voltage exceeds the maximum threshold. The voltage is higher than what is physically possible for the throttle lever to achieve.

#### Alarm Level:

Warning

#### Control Unit Response:

If more than one throttle is available, the ECU will ignore the input from the analog throttle (B) and will use the input values from the other throttle.

If the analog throttle (B) is the only throttle, or all other throttles are faulted, the ECU will use a default “limp-home” throttle value of low idle engine speed.

#### Additional References:

For further analog throttle information, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
61

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#### ❶ Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the analog throttle (B) connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ❷

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Move the analog throttle (B) through full travel.</li> <li>7. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does the analog throttle (B) high voltage DTC reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Throttle Idle Position Voltage Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Analog Throttle (B) in the idle position.</li> <li>3. Using the ECU diagnostic software, read analog throttle (B) input voltage.</li> </ol> <p>Is the voltage 4.5 volts or above?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p>
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<b>④ Throttle Travel Voltage Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine ON or OFF</li> <li>2. Slowly operate analog throttle (B) through full travel.</li> <li>3. Using the ECU diagnostic software, read analog throttle (B) input voltage.</li> </ol> <p>Does the voltage go above 4.5 volts anytime through the travel?</p>	<p><b>YES:</b> GO TO ⑥</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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## Trouble Code Diagnostics and Tests

<b>5 Throttle Position Input Shorted Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect analog throttle (B) sensor connector behind the instrument panel.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using the ECU diagnostic software, read analog throttle (B) input voltage.</li> </ol> <p>Is the voltage 0.5 volts or less?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Short to voltage in analog throttle (B) input circuit OR Faulty ECU connection OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>
<b>6 Throttle Position Ground Circuit Open Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Analog throttle (B) connector disconnected.</li> <li>3. Using a test light connected to battery voltage (+), probe the ground terminal (terminal A) in the analog throttle (B) sensor connector on the instrument panel harness.</li> </ol> <p>Does the light illuminate?</p>	<p><b>YES:</b> Faulty analog throttle (B) sensor connector. OR Faulty analog throttle (B) sensor.</p> <p><b>NO:</b> Open in analog throttle (B) ground circuit. OR Faulty ECU connection OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
63

T6 — Analog Throttle (B) Input Low

The analog throttle (B) input voltage drops below the low voltage specification.

DN22556,00001F2 -19-28JUL06-1/1

T6 — Analog Throttle (B) Input Low Diagnostic Procedure

Related Information:

The analog throttle (B) input voltage drops below the minimum threshold. The voltage is lower than what is physically possible for the throttle lever to achieve.

Alarm Level:

Warning

Control Unit Response:

If more than one throttle is available, the ECU will ignore the input from the analog throttle (B) and will use the input values from the other throttle.

If the analog throttle (B) is the only throttle, or all other throttles are faulted, the ECU will use a default “limp-home” throttle value of low idle engine speed.

Additional References:

For further analog throttle information, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the analog throttle (B) connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Move the analog throttle (B) through full travel.</li> <li>7. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does the analog throttle (B) low voltage DTC reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Throttle Idle Position Voltage Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Analog Throttle (B) in the idle position.</li> <li>3. Using the ECU diagnostic software, read analog throttle (B) input voltage.</li> </ol> <p>Is the voltage 0.5 volts or less?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Throttle Travel Voltage Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine ON or OFF</li> <li>2. Slowly operate analog throttle (B) through full travel.</li> <li>3. Using the ECU diagnostic software, read analog throttle (B) input voltage.</li> </ol> <p>Does the voltage go below 0.5 volts anytime through the travel?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
65

## Trouble Code Diagnostics and Tests

<p><b>5 Throttle Position Wiring Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect analog throttle (B) sensor connector behind the instrument panel.</li> <li>3. Install a jumper wire between the 5V supply terminal and the input terminal (terminals A and C) in the analog throttle (B) sensor connector on the instrument panel harness.</li> <li>4. Ignition ON, engine OFF</li> <li>5. Using the ECU diagnostic software, read analog throttle (B) input voltage.</li> </ol> <p>Is the voltage 4.5 volts or less?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Faulty analog throttle (B) sensor connector OR Faulty analog throttle (B) sensor</p> <p style="text-align: right;">-- -1/1</p>
<p><b>6 Throttle Position 5V Supply Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove jumper wire.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using a multimeter, measure voltage between the analog throttle (B) ground terminal and the 5V supply terminal (terminals A and C) in the analog throttle (B) connector on the instrument panel harness.</li> </ol> <p>Is the voltage 4.0 volts or above?</p>	<p><b>YES:</b> GO TO <b>7</b></p> <p><b>NO:</b> GO TO <b>8</b></p> <p style="text-align: right;">-- -1/1</p>
<p><b>7 Throttle Position Input Wire Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Analog throttle (B) sensor connector still disconnected.</li> <li>3. Disconnect ECU connector #J2.</li> <li>4. Using a multimeter, measure resistance between terminal B in the analog throttle (B) sensor connector and terminal F3 in ECU connector #J2 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or below?</p>	<p><b>YES:</b> Open in analog throttle (B) input circuit. OR Short to ground in analog throttle (B) input circuit</p> <p><b>NO:</b> Faulty ECU connection OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>

## Trouble Code Diagnostics and Tests

<b>8 Throttle Position 5V Supply Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Analog throttle (B) sensor connector and ECU connector #J2 still disconnected.</li><li>3. Using a multimeter, measure resistance between terminal C in the analog throttle (B) sensor connector and terminal G2 in ECU connector #J2 on the engine harness.</li></ol> <p>Is the resistance 5 ohms or below?</p>	<p><b>YES:</b> Open in analog throttle (B) 5V supply circuit. OR Short to ground in analog throttle (B) 5V supply circuit.</p> <p><b>NO:</b> Faulty ECU connection OR Faulty ECU</p> <p>--1/1</p>
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04  
160  
67

T22 — Analog Throttle (A) Input Voltage Out of Range

Throttle voltage is above or below the specification.

DN22556,00001F3 -19-28JUL06-1/1

T22 — Analog Throttle (A) Input Voltage Out of Range Diagnostic Procedure

Related Information:

The analog throttle (A) input voltage exceeds the maximum or drops below the minimum threshold. The voltage is higher or lower than what is physically possible for the throttle lever to achieve.

Alarm Level:

Warning

Control Unit Response:

If more than one throttle is available, the ECU will ignore the input from the analog throttle (A) and will use the input values from the other throttle.

If the analog throttle (A) is the only throttle, or all other throttles are faulted, the ECU will use a default “limp-home” throttle value of low idle engine speed.

Additional References:

For further analog throttle information, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the analog throttle (A) connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Move the analog throttle (A) through full travel.</li> <li>7. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does the analog throttle (A) voltage out of range DTC reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Multiple Throttle Check</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <p>Is this engine equipped with more than one throttle?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Throttle Reset Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <p><i>NOTE: The ECU will default to use the functioning throttle on engines that are equipped with more than one throttle.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Return the analog throttle (A) to the 0% throttle position.</li> <li>3. Ignition OFF for 15 seconds.</li> <li>4. Ignition ON, engine running.</li> <li>5. Move the analog throttle (A) through full travel.</li> </ol> <p>Does the engine speed increase above low idle?</p>	<p><b>YES:</b> Analog Throttle (A) is properly functioning.</p> <p><b>NO:</b> GO TO ⑤</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
69

*Trouble Code Diagnostics and Tests*

**5 DTC Test**

*NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.*

1. Ignition ON, engine OFF
  2. Make note of any DTCs, then clear all DTCs.
  3. Ignition ON, engine running
  4. Move the analog throttle (A) through full travel.
  5. Read DTCs using SERVICE ADVISOR™.
- Do additional DTCs set related to analog throttle (A)?

**YES:** Diagnose this code first.

**NO:** Faulty ECU

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T23 — Multi-State Voltage Out of Range

Throttle voltage is above or below the specification.

DN22556,00001F4 -19-28JUL06-1/1

T23 — Multi-State Voltage Out of Range Diagnostic Procedure

Related Information:

The multi-state throttle input voltage exceeds the maximum or drops below the minimum threshold. The voltage is higher or lower than what is physically possible for the throttle lever to achieve.

Alarm Level:

Warning

Control Unit Response:

If more than one throttle is available, the ECU will ignore the input from the multi-state throttle and will use the input values from the other throttle.

If the multi-state throttle is the only throttle, or all other throttles are faulted, the ECU will use a default “limp-home” throttle value of low idle engine speed.

Additional References:

For further multi-state throttle information, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
71

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❶ Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the multi-state throttle connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ❷

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Move the multi-state throttle through full travel.</li> <li>7. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does the multi-state throttle voltage out of range DTC reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Multiple Throttle Check</b>	<p><i>NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <p>Is this engine equipped with more than one throttle?</p>	<p><b>YES:</b> GO TO <b>④</b></p> <p><b>NO:</b> GO TO <b>④</b></p> <p style="text-align: right;">-- -1/1</p>
<b>④ Throttle Reset Test</b>	<p><i>NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <p><i>NOTE: The ECU will default to use the functioning throttle on engine that are equipped with more than one throttle.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Return the multi-state throttle to the low idle (0%) throttle position.</li> <li>3. Ignition OFF for 15 seconds.</li> <li>4. Ignition ON, engine running.</li> <li>5. Move the multi-state throttle through all positions.</li> </ol> <p>Does the engine speed increase above low idle?</p>	<p><b>YES:</b> Multi-state throttle is properly functioning.</p> <p><b>NO:</b> GO TO <b>⑤</b></p> <p style="text-align: right;">-- -1/1</p>



## Trouble Code Diagnostics and Tests

<b>5 DTC Test</b>	<p><i>NOTE: For wiring and theory of operation, see MULTI-STATE THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Make note of any DTCs, then clear all DTCs.</li> <li>3. Ignition ON, engine running</li> <li>4. Move the multi-state throttle through full travel.</li> <li>5. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Do additional DTCs set related to multi-state throttle?</p>	<p><b>YES:</b> Diagnose this code first.</p> <p><b>NO:</b> Faulty ECU</p>
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04  
160  
73

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T24 — Analog Throttle (B) Input Voltage Out of Range

Throttle voltage is above or below the specification.

DN22556,00001F5 -19-28JUL06-1/1

T24 — Analog Throttle (B) Input Voltage Out of Range Diagnostic Procedure

Related Information:

The analog throttle (B) input voltage exceeds the maximum or drops below the minimum threshold. The voltage is higher or lower than what is physically possible for the throttle lever to achieve.

Alarm Level:

Warning

Control Unit Response:

If more than one throttle is available, the ECU will ignore the input from the analog throttle (B) and will use the input values from the other throttle.

If the analog throttle (B) is the only throttle, or all other throttles are faulted, the ECU will use a default “limp-home” throttle value of low idle engine speed.

Additional References:

For further analog throttle information, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the analog throttle (B) connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Move the analog throttle (B) through full travel.</li> <li>7. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does the analog throttle (B) voltage out of range DTC reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Multiple Throttle Check</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <p>Is this engine equipped with more than one throttle?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Throttle Reset Test</b>	<p><i>NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.</i></p> <p><i>NOTE: The ECU will default to use the functioning throttle on engines that are equipped with more than one throttle.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Return the analog throttle (B) to the 0% throttle position.</li> <li>3. Ignition OFF for 15 seconds.</li> <li>4. Ignition ON, engine running.</li> <li>5. Move the analog throttle (B) through full travel.</li> </ol> <p>Does the engine speed increase above low idle?</p>	<p><b>YES:</b> Analog Throttle (B) is properly functioning.</p> <p><b>NO:</b> GO TO ⑤</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
75

*Trouble Code Diagnostics and Tests*

**5 DTC Test**

*NOTE: For wiring and theory of operation, see ANALOG THROTTLE in Section 03, Group 140 earlier in this manual.*

1. Ignition ON, engine OFF
  2. Make note of any DTCs, then clear all DTCs.
  3. Ignition ON, engine running
  4. Move the analog throttle (B) through full travel.
  5. Read DTCs using SERVICE ADVISOR™.
- Do additional DTCs set related to analog throttle (B)?

**YES:** Diagnose this code first.

**NO:** Faulty ECU

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## 000028.03 — Throttle Voltage High

*Throttle voltage is above the high voltage specification.*

Diagnostic Trouble Codes (DTCs) assigned to throttles change per application. Choose the application from the list below and go to the corresponding diagnostic procedure earlier in this Group.

Application	Diagnostic Procedure
OEM	See T5 — ANALOG THROTTLE (B) INPUT HIGH DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,00001F6 -19-28JUL06-1/1

04  
160  
77

## 000028.04 — Throttle Voltage Low

*Throttle voltage is below the low voltage specification.*

Diagnostic Trouble Codes (DTCs) assigned to throttles change per application. Choose the application from the list below and go to the corresponding diagnostic procedure earlier in this Group.

Application	Diagnostic Procedure
OEM	See T6 — ANALOG THROTTLE (B) INPUT LOW DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,00001F7 -19-28JUL06-1/1

## 000028.14 — Throttle Voltage Out of Range

*Throttle voltage is above or below the specification.*

Diagnostic Trouble Codes (DTCs) assigned to throttles change per application. Choose the application from the list below and go to the corresponding diagnostic procedure earlier in this Group.

Application	Diagnostic Procedure
OEM	See T24 — ANALOG THROTTLE (B) INPUT VOLTAGE OUT OF RANGE DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,00001F8 -19-28JUL06-1/1

04  
160  
79

## 000029.03 — Throttle Voltage High

*Throttle voltage is above the high voltage specification.*

Diagnostic Trouble Codes (DTCs) assigned to throttles change per application. Choose the application from the list below and go to the corresponding diagnostic procedure earlier in this Group.

Application	Diagnostic Procedure
OEM	See T3 — ANALOG THROTTLE (A) INPUT HIGH DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,00001F9 -19-28JUL06-1/1



## 000029.04 — Throttle Voltage Low

*Throttle voltage is below the low voltage specification.*

Diagnostic Trouble Codes (DTCs) assigned to throttles change per application. Choose the application from the list below and go to the corresponding diagnostic procedure earlier in this Group.

Application	Diagnostic Procedure
OEM	See T4 — ANALOG THROTTLE (A) INPUT LOW DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,00001FA -19-28JUL06-1/1

04  
160  
81

## 000029.14 — Throttle Voltage Out of Range

*Throttle voltage is above or below the specification.*

Diagnostic Trouble Codes (DTCs) assigned to throttles change per application. Choose the application from the list below and go to the corresponding diagnostic procedure earlier in this Group.

Application	Diagnostic Procedure
OEM	See T22 — ANALOG THROTTLE (A) INPUT VOLTAGE OUT OF RANGE DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,00001FB -19-28JUL06-1/1

## 000091.03 — Throttle Voltage High

*Throttle voltage is above the high voltage specification.*

Diagnostic Trouble Codes (DTCs) assigned to throttles change per application. Choose the application from the list below and go to the corresponding diagnostic procedure earlier in this Group.

Application	Diagnostic Procedure
OEM	See T1 — MULTI-STATE THROTTLE INPUT HIGH DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,00001FC -19-28JUL06-1/1

04  
160  
83

## 000091.04 — Throttle Voltage Low

*Throttle voltage is below the low voltage specification.*

Diagnostic Trouble Codes (DTCs) assigned to throttles change per application. Choose the application from the list below and go to the corresponding diagnostic procedure earlier in this Group.

Application	Diagnostic Procedure
OEM	See T2 — MULTI-STATE THROTTLE INPUT LOW DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,00001FD -19-28JUL06-1/1

## 000091.09 — Throttle Invalid

*ECU received invalid or missing throttle information.*

Diagnostic Trouble Codes (DTCs) assigned to throttles change per application. Choose the application from the list below and go to the corresponding diagnostic procedure earlier in this Group.

Application	Diagnostic Procedure
Combine	T7 - CAN Throttle Invalid
Loader	T7 - CAN Throttle Invalid

RG41221,00000E9 -19-28JUL06-1/1

## 000091.14 — Throttle Voltage Out of Range

*Throttle voltage is above or below the specification.*

Diagnostic Trouble Codes (DTCs) assigned to throttles change per application. Choose the application from the list below and go to the corresponding diagnostic procedure earlier in this Group.

Application	Diagnostic Procedure
OEM	See T23 — MULTI-STATE THROTTLE VOLTAGE OUT OF RANGE DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,00001FE -19-28JUL06-1/1

04  
160  
85

000094.03 — Fuel Transfer Pump Pressure Input Voltage High

*The fuel transfer pump pressure input voltage exceeds the sensor's high voltage specification.*

DN22556,00001FF -19-28JUL06-1/1

000094.03 — Fuel Transfer Pump Pressure Input Voltage High Diagnostic Procedure

**Related Information**

The fuel transfer pump pressure input voltage exceeds the sensor's high voltage specification. The voltage corresponds to a pressure that is higher than what is physically possible for the fuel transfer pump.

For OEM applications, the high fuel transfer pump pressure input voltage specification is 4.9 volts.

**Alarm Level:**

Warning

**Control Unit Response:**

If this code sets, the ECU uses a default fuel transfer pump pressure of 101 kPa (1.0 bar) (14.6 psi).

**Additional References:**

For further fuel transfer pump pressure sensor information, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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**1 Connection Check**

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE: For wiring and theory of operation, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual*

Perform a preliminary inspection of the ECU connectors and the fuel transfer pump pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO **2**

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does 000094.03 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Fuel Transfer Pump Pressure Signal Shorted Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the fuel transfer pump pressure sensor connector.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using the ECU diagnostic software, read fuel transfer pump pressure input voltage.</li> </ol> <p>Is the voltage 0.1 volts or below?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Short to voltage in fuel transfer pump pressure sensor input circuit. OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Fuel Transfer Pump Pressure Ground Circuit Open Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Fuel transfer pump pressure sensor still disconnected.</li> <li>3. Probe the fuel transfer pump pressure sensor connector ground terminal (terminal 1) on the engine harness with a test light connected to battery voltage.</li> </ol> <p>Does the light illuminate?</p>	<p><b>YES:</b> Faulty fuel transfer pump pressure sensor. OR Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Open in fuel transfer pump pressure sensor ground circuit. OR Faulty ECU connection OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
87

000094.04 — Fuel Transfer Pump Pressure Input Voltage Low

*The fuel transfer pump pressure input voltage drops below the sensor's low voltage specification.*

DN22556,0000200 -19-28JUL06-1/1

000094.04 — Fuel Transfer Pump Pressure Input Voltage Low Diagnostic Procedure

**Related Information**

The fuel transfer pump pressure input voltage drops below the sensor's low voltage specification. The voltage corresponds to a pressure that is lower than what is physically possible for the fuel transfer pump.

For OEM applications, the low fuel transfer pump pressure input voltage specification is 0.1 volts.

**Alarm Level:**

Warning

**Control Unit Response:**

If this code sets, the ECU uses a default fuel transfer pump pressure of 101 kPa (1.01 bar) (14.6 psi).

**Additional References:**

For further fuel transfer pump pressure sensor information, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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**❶ Connection Check**

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE: For wiring and theory of operation, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual*

Perform a preliminary inspection of the ECU connectors and the fuel transfer pump pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ❷

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000094.04 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
89

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<b>③ Fuel Transfer Pump Pressure Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the fuel transfer pump pressure sensor connector.</li> <li>3. Install a jumper wire between fuel transfer pump pressure sensor 5V supply and input terminals (terminals 2 and 3) in the sensor connector on the engine harness.</li> <li>4. Ignition ON, engine OFF</li> <li>5. Using the ECU diagnostic software, read fuel transfer pump pressure input voltage.</li> </ol> <p>Is voltage below 4.5 volts?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> GO TO ⑤</p>
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<b>④ Fuel Transfer Pump Pressure 5V Supply Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the jumper wire.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using a multimeter, measure the voltage between the 5V supply (terminal 2) of the fuel transfer pump pressure sensor connector on the engine harness and a good chassis ground.</li> </ol> <p>Is voltage above 4.0 volts?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Open in fuel transfer pump pressure sensor 5V supply circuit. OR Short to ground in fuel transfer pump pressure sensor 5V supply circuit. OR Faulty ECU connection OR Faulty ECU</p>
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## Trouble Code Diagnostics and Tests

<b>⑤ Fuel Transfer Pump Pressure Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Fuel transfer pump pressure sensor connector still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 3 in the fuel transfer pump pressure sensor connector on the engine harness and a good chassis ground.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> Short to ground in fuel transfer pump pressure sensor input circuit.</p> <p><b>NO:</b> GO TO <b>⑥</b></p> <p style="text-align: right;">-- -1/1</p>
<b>⑥ Fuel Transfer Pump Pressure Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TRANSFER PUMP PRESSURE SENSOR in Section 03, Group 140 earlier in this manual</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Fuel transfer pump pressure sensor connector still disconnected.</li> <li>3. Disconnect the ECU connector #J3.</li> <li>4. Using a multimeter, measure resistance between terminal 3 in the fuel transfer pump pressure sensor connector and terminal C2 in ECU connector #J3 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Open in fuel transfer pump pressure sensor input circuit</p> <p style="text-align: right;">-- -1/1</p>

## 000097.03 — Water in Fuel Signal Voltage High

*The Water in Fuel input voltage exceeds the sensor's high voltage specification.*

DN22556,0000201 -19-28JUL06-1/1

### 000097.03 — Water in Fuel Signal Voltage High Diagnostic Procedure

#### Related Information:

The water in fuel voltage exceeds the maximum threshold. The voltage is higher than what is physically possible for the water in fuel sensor to achieve.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU's water in fuel engine protection feature will be disabled.

#### Additional References:

For further water in fuel information, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
91

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the WIF sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does 000097.03 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ WIF Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the WIF sensor.</li> <li>3. Install a jumper wire between both terminals in the WIF sensor connector on the engine harness.</li> <li>4. Ignition ON engine OFF</li> <li>5. Make note of all DTCs, then clear all DTCs.</li> <li>6. Using the ECU diagnostic software, read DTCs.</li> </ol> <p>Does 000097.03 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Faulty WIF sensor connector OR Faulty WIF sensor</p>
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<b>④ WIF Input Open Test</b>	<p><i>NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove jumper wire between both terminals.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using a multimeter, measure voltage between the WIF input terminal (terminal A) in the sensor connector on the engine harness and a good chassis ground.</li> </ol> <p>Does the voltage measure above 4.0 volts?</p>	<p><b>YES:</b> Open in WIF sensor ground circuit OR Faulty ECU connector OR Fault ECU</p> <p><b>NO:</b> Open in WIF sensor input circuit OR Faulty ECU connector OR Fault ECU</p>
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## 000097.04 — Water in Fuel Signal Voltage Low

*The Water in Fuel input voltage drops below the sensor's low voltage specification.*

DN22556,0000202 -19-28JUL06-1/1

### 000097.04 — Water in Fuel Signal Voltage Low Diagnostic Procedure

#### Related Information:

The water in fuel voltage drops below the minimum threshold. The voltage is lower than what is physically possible for the water in fuel sensor to achieve.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU's water in fuel engine protection feature will be disabled.

#### Additional References:

For further water in fuel information, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
93

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the WIF sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

### ② Intermittent Fault Test

*NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.
2. Ignition ON, engine OFF
3. Start the ECU diagnostic software.
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine OFF
6. Read DTCs using SERVICE ADVISOR™.

Does 000097.04 reoccur?

**YES:** GO TO ③

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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### ③ WIF Sensor Test

*NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.*

1. Ignition OFF
2. Disconnect the WIF sensor connector.
3. Ignition ON, engine OFF
4. Make note of all DTCs, then clear all DTCs.
5. Using the ECUs diagnostic software, read DTCs.

Does 000097.04 reoccur?

**YES:** Short to ground in WIF sensor input circuit  
OR  
Faulty ECU

**NO:** Faulty WIF sensor

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## 000097.16 — Water in Fuel Detected

*The ECU detects water in fuel.*

DN22556,0000203 -19-28JUL06-1/1

### 000097.16 — Water in Fuel Detected Diagnostic Procedure

#### Related Information:

The ECU detects water in fuel.

#### Alarm Level:

STOP

#### Control Unit Response:

*NOTE: OEM engines are programmed using trimmable features. The customer had the option to choose an engine shutdown feature. If this feature was programmed into the ECU , the ECU will shut the engine down if this code sets. If the shutdown feature was not selected, a standard derate will be activated.*

The ECU will derate 20% per minute until the engine is running at 50% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

The ECU will shutdown the engine 30 seconds after the code sets on OEM application engines with the shutdown feature programmed in the ECU.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further water in fuel information, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
95

## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the WIF sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO: GO TO ❷</b></p>
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<b>❷ Moisture Buildup Test</b>	<p><i>NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECUs diagnostic software.</li> <li>4. Make note of all DTCs, then clear all DTCs.</li> <li>5. Drain the sediment bowl of the primary fuel filter until all water is out.</li> <li>6. Operate engine in normal use.</li> <li>7. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Does 000097.16 reoccur?</p>	<p><b>YES: GO TO ❸</b></p> <p><b>NO:</b> Problem was most likely caused by moisture build up over time. Monitor the sediment bowl periodically, drain as needed.</p>
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<b>❸ Water in Fuel Test</b>	<p><i>NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Check the following items that can cause water in fuel:</p> <ul style="list-style-type: none"> <li>• Poor fuel quality or water in fuel storage tank.</li> <li>• Loose fuel tank cap.</li> <li>• Missing or damaged fuel tank cap seal.</li> <li>• Excessive condensation build up in fuel tank.</li> <li>• Loose or damaged fuel filter or sediment bowl.</li> </ul> <p>Was cause of water in fuel determined?</p>	<p><b>YES:</b> Repair problem, drain sediment bowl, and retest.</p> <p><b>NO: GO TO ❹</b></p>
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## Trouble Code Diagnostics and Tests

<b>4 Wiring Check</b>	<p><i>NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal D2 in ECU connector #J3 on the engine harness and the following: <ul style="list-style-type: none"> <li>• A good chassis ground.</li> <li>• All other terminals in all ECU connectors.</li> </ul> </li> </ol> <p>Are any measurements below 2000 ohms?</p>	<p><b>YES:</b> Short to wire that measure less than 2000 ohms. OR Faulty WIF sensor connector.</p> <p><b>NO:</b> GO TO <b>5</b></p> <p style="text-align: right;">-- -1/1</p>
<b>5 WIF Sensor Check</b>	<p><i>NOTE: For wiring and theory of operation, see WATER IN FUEL (WIF) SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the WIF sensor connector.</li> <li>3. Drain all fuel and water from the water separator bowl on the bottom of the final fuel filter.</li> <li>4. Using a multimeter, measure resistance between both terminals in the WIF sensor.</li> </ol> <p>Is the resistance between 200k and 240k ohms?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Faulty WIF sensor</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
97

## 000100.01 — Engine Oil Pressure Extremely Low

*For engines with an oil pressure sensor, the ECU senses an extremely low oil pressure. For engines with an oil pressure switch, the ECU senses the oil*

*pressure switch is open after the engine is above cranking RPM for several seconds.*

DN22556,0000204 -19-28JUL06-1/1

## 000100.01 — Engine Oil Pressure Extremely Low Diagnostic Procedure

### Related Information:

For engines with an oil pressure sensor, the ECU senses an extremely low engine oil pressure. For engines with an oil pressure switch, the ECU senses the oil pressure switch is open after the engine is above cranking RPM for several seconds.

### Alarm Level:

STOP

### Control Unit Response:

*NOTE: OEM engines are programmed using trimmable features. The customer had the option to choose an engine shutdown feature. If this feature was programmed into the ECU, the ECU will shut the engine down if this code sets. If the shutdown feature was not selected, a standard derate will be activated.*

The ECU will derate 20% per minute until the engine is running at 40% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

The ECU will shutdown the engine 30 seconds after the code sets on OEM application engines with the shutdown feature programmed in the ECU.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

### Additional References:

For further oil pressure sensor information, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the oil pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Oil Pressure Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Under the conditions where DTC 000100.01 occurs, measure engine oil pressure. See CHECK ENGINE OIL PRESSURE in Section 04, Group 150 of 4.5L &amp; 6.8L Diesel Engines Base Engine Manual (CTM 104).</p> <p>Is engine oil pressure below specification?</p>	<p><b>YES:</b> See L2 - ENGINE OIL PRESSURE LOW diagnostic procedure in Section 04, Group 150 of 4.5L &amp; 6.8L Diesel Engines Base Engine Manual (CTM 104).</p> <p><b>NO:</b> GO TO <b>❸</b></p> <p style="text-align: right;">-- -1/1</p>
<b>❸ Oil Pressure Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>Ignition OFF</li> <li>Disconnect the oil pressure sensor connector and ECU connector #J3 on the engine harness.</li> <li>Using a multimeter, measure resistance between the following: <ul style="list-style-type: none"> <li>Terminal 1 in the oil pressure sensor connector and terminal H3 in ECU connector #J3 on the engine harness.</li> <li>Terminal 2 in the oil pressure sensor connector and terminal H4 in ECU connector #J3 on the engine harness.</li> <li>Terminal 3 in the oil pressure sensor connector and terminal C3 in ECU connector #J3 on the engine harness.</li> </ul> </li> </ol> <p>All measurements measure 5 ohms or less?</p>	<p><b>YES:</b> Faulty oil pressure sensor.</p> <p><b>NO:</b> GO TO <b>❹</b></p> <p style="text-align: right;">-- -1/1</p>

04  
160  
99

**4 Oil Pressure Sensor  
Wiring Test**

*NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.*

1. Ignition OFF
2. Disconnect all three ECU connectors.
3. Using a multimeter, measure resistance between the terminal that measured above 5 ohms in step 3 (terminal C3, H3, or H4 in ECU connector #3) and all other terminals in all three ECU connectors.

Are any measurements below 2000 ohms?

**YES:** Short to wire that measures less than 200 ohms.

**NO:** Open in wire that was more than 5 ohms in step 3

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04  
160  
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## 000100.03 — Engine Oil Pressure Input Voltage High

*The oil pressure input voltage exceeds the sensor's high voltage specification.*

DN22556,0000205 -19-28JUL06-1/1

### 000100.03 — Engine Oil Pressure Input Voltage High Diagnostic Procedure

#### Related Information:

The oil pressure input voltage exceeds the sensor's high voltage specification. The voltage corresponds to a pressure that is higher than what is physically possible for oil pressure.

For OEM applications, the high oil pressure input voltage specification is 4.95 volts.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU uses a default oil pressure of 500 kPa (72.5 psi) (5.00 bar).

ECU's low oil pressure engine protection feature disabled.

#### Additional References:

For further oil pressure sensor information, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,101

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the oil pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000100.03 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Oil Pressure Input Shorted Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect oil pressure sensor connector.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using the ECUs diagnostic software, read engine oil pressure input voltage.</li> </ol> <p>Is voltage 0.1 volts or below?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Short to voltage in oil pressure sensor input circuit. OR Faulty ECU</p>
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<b>④ Oil Pressure Ground Circuit Open Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Probe the oil pressure sensor ground terminal (terminal 1) of the sensor connector on the engine harness with a test light connected to battery voltage.</p> <p>Does the light illuminate?</p>	<p><b>YES:</b> Faulty oil pressure sensor OR Faulty ECU connection OR Faulty ECU.</p> <p><b>NO:</b> Open in oil pressure sensor ground circuit OR Faulty ECU connection OR Faulty ECU</p>
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## 000100.04 — Engine Oil Pressure Input Voltage Low

*For oil pressure sensors, the oil pressure input voltage drops below the sensor's low voltage specification. For*

*oil pressure switches, the oil pressure switch is closed when key is on and there is no engine speed.*

DN22556,0000206 –19–28JUL06–1/1

### 000100.04 — Engine Oil Pressure Input Voltage Low Diagnostic Procedure

#### Related Information:

The oil pressure input voltage drops below the sensor's low voltage specification. The voltage corresponds to a pressure that is lower than what is physically possible for oil pressure.

For OEM applications, the low engine oil pressure input voltage specification is 0.125 volts.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU uses a default oil pressure of 500 kPa (72.5 psi) (5.00 bar).

ECU's low oil pressure engine protection feature disabled.

#### Additional References:

For further oil pressure sensor information, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,103

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the oil pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000100.04 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Oil Pressure Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the oil pressure sensor connector.</li> <li>3. Install a jumper wire between oil pressure sensor 5V supply and input terminals (terminals 2 and 3) in the sensor connector on the engine harness.</li> <li>4. Ignition ON, engine OFF</li> <li>5. Using the ECU diagnostic software, read engine oil pressure input voltage.</li> </ol> <p>Is voltage below 4.95 volts?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> GO TO ⑤</p>
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<b>④ Oil Pressure 5V Supply Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the jumper wire.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using a multimeter, measure the voltage between the 5V supply (terminal 2) of the oil pressure sensor connector on the engine harness and a good chassis ground.</li> </ol> <p>Is voltage above 4.0 volts?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Open in oil pressure sensor 5V supply circuit OR Short to ground in oil pressure sensor 5V supply circuit OR Faulty ECU connection OR Faulty ECU</p>
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## Trouble Code Diagnostics and Tests

<b>5 Oil Pressure Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Oil pressure sensor connector still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 3 in the oil pressure sensor connector on the engine harness and a good chassis ground.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> Short to ground in oil pressure sensor input circuit.</p> <p><b>NO:</b> GO TO <b>6</b></p> <p style="text-align: right;">-- -1/1</p>
<b>6 Oil Pressure Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Oil pressure sensor connector still disconnected.</li> <li>3. Disconnect the ECU connector #J3.</li> <li>4. Using a multimeter, measure resistance between terminal 3 in the oil pressure sensor connector and terminal C3 in ECU connector #J3 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Open in oil pressure sensor input circuit</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
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000100.18 — Engine Oil Pressure Moderately Low

The ECU senses an oil pressure below the warning value set point in the ECU.

DN22556,0000207 -19-28JUL06-1/1

Engine Oil Pressure Moderately Low Diagnostic Procedure

Related Information:

The ECU senses an oil pressure below the warning value set point in the ECU. The warning value set point is dependent on engine speed.

Alarm Level:

Warning

Control Unit Response:

The ECU will derate 5% per minute until the engine is running at 80% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

Additional References:

For further oil pressure sensor information, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the oil pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Oil Pressure Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Under the conditions where DTC 000100.18 occurs, measure engine oil pressure. See CHECK ENGINE OIL PRESSURE in Section 04, Group 150 of 4.5L &amp; 6.8L Diesel Engines Base Engine Manual (CTM 104).</p> <p>Is engine oil pressure below specification?</p>	<p><b>YES:</b> See L2 - ENGINE OIL PRESSURE LOW diagnostic procedure in Section 04, Group 150 of 4.5L &amp; 6.8L Diesel Engines Base Engine Manual (CTM 104).</p> <p><b>NO:</b> GO TO ③</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Oil Pressure Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>Ignition OFF</li> <li>Disconnect the oil pressure sensor connector and ECU connector #J3 on the engine harness.</li> <li>Using a multimeter, measure resistance between the following: <ul style="list-style-type: none"> <li>Terminal 1 in the oil pressure sensor connector and terminal H3 in ECU connector #J3 on the engine harness.</li> <li>Terminal 2 in the oil pressure sensor connector and terminal H4 in ECU connector #J3 on the engine harness.</li> <li>Terminal 3 in the oil pressure sensor connector and terminal C3 in ECU connector #J3 on the engine harness.</li> </ul> </li> </ol> <p>All measurements measure 5 ohms or less?</p>	<p><b>YES:</b> Faulty oil pressure sensor.</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Oil Pressure Sensor Wiring Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>Ignition OFF</li> <li>Disconnect all three ECU connectors.</li> <li>Using a multimeter, measure resistance between the terminal that measured above 5 ohms in step 3 (terminal C3, H3, or H4 in ECU connector #3) and all other terminals in all three ECU connectors.</li> </ol> <p>Are any measurements below 2000 ohms?</p>	<p><b>YES:</b> Short to wire that measures less than 200 ohms.</p> <p><b>NO:</b> Open in wire that was more than 5 ohms in step 3</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,107

000100.31 — Engine Oil Pressure Invalid

*The ECU receives an engine oil pressure when engine speed is zero.*

DN22556,0000208 -19-28JUL06-1/1

000100.31 — Engine Oil Pressure Invalid Diagnostic Procedure

*NOTE: If DTC 000100.31 is accompanied with DTC 000100.03 or 000100.04, follow that diagnostic procedure first.*

**Related Information:**

The ECU detects oil pressure when the engine speed is zero.

**Alarm Level:**

Warning

**Control Unit Response:**

If this code sets, the ECU's low oil pressure engine protection feature disabled.

**Additional References:**

For further oil pressure sensor information, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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**❶ Connection Check**

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the oil pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ❷

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000100.31 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Oil Pressure Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the engine oil pressure sensor connector and the ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between terminal 1 in the oil pressure sensor connector on the engine harness and a good chassis ground.</li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Open or short in oil pressure ground wire.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Oil Pressure Sensor 5V Supply Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Engine oil pressure sensor connector and the ECU connector #J3 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 2 in the oil pressure sensor connector and terminal H4 in the ECU connector #J3 on the engine harness.</li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Open or short in oil pressure 5V supply wire.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,109

Trouble Code Diagnostics and Tests

**5 Oil Pressure Sensor  
Input Wire Test**

*NOTE: For wiring and theory of operation, see OIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.*

1. Ignition OFF
2. Engine oil pressure sensor connector and the ECU connector #J3 still disconnected.
3. Using a multimeter, measure resistance between terminal 3 in the oil pressure sensor connector and terminal C3 in the ECU connector #J3 on the engine harness.

Is resistance 5 ohms or less?

**YES:** Faulty engine oil pressure sensor connector. Replace and retest.

**NO:** Open or short in engine oil pressure sensor input wire.

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160  
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## 000102.02 — Manifold Air Pressure Invalid

*The ECU receives and invalid pressure from the manifold air pressure sensor.*

DN22556,0000209 -19-28JUL06-1/1

### 000102.02 — Manifold Air Pressure Invalid Diagnostic Procedure

#### Related Information:

The manifold air pressure sensor is invalid compared to the Barometric Air Pressure sensor and Exhaust Pressure sensor.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will use a default manifold air pressure model to run the engine.

#### Additional References:

For further manifold air pressure sensor information, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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160  
,111

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the manifold air pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000102.02 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Manifold Air Pressure Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the manifold air pressure sensor connector and the ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between terminal 1 in the manifold air pressure sensor connector on the engine harness and a good chassis ground.</li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO <b>④</b></p> <p><b>NO:</b> Open or short in manifold air pressure ground wire.</p>
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<b>④ Manifold Air Pressure Sensor 5V Supply Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Engine manifold air pressure sensor connector and the ECU connector #J3 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 2 in the manifold air pressure sensor connector and terminal H4 in the ECU connector #J3 on the engine harness.</li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> Open or short to ground in manifold air pressure 5V supply wire.</p>
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## Trouble Code Diagnostics and Tests

<b>5 Manifold Air Pressure Sensor Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Engine manifold air pressure sensor connector and the ECU connector #J3 still disconnected.</li><li>3. Using a multimeter, measure resistance between terminal 3 in the manifold air pressure sensor connector and terminal C4 in the ECU connector #J3 on the engine harness.</li></ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty manifold air pressure sensor.</p> <p><b>NO:</b> Open or short in manifold air pressure sensor input wire.</p> <p>--1/1</p>
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160  
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000102.03 — Manifold Air Pressure Input Voltage High

*The manifold air pressure input voltage exceeds the sensor's high voltage specification.*

DN22556,000020A -19-28JUL06-1/1

000102.03 — Manifold Air Pressure Input Voltage High Diagnostic Procedure

**Related Information:**

The manifold ail pressure input voltage exceeds the sensor's high voltage specification. The voltage corresponds to a pressure that is higher than what is physically possible for manifold air pressure.

For OEM applications, the high manifold air pressure input voltage specification is 4.9 volts.

**Alarm Level:**

Warning

**Control Unit Response:**

If this code sets, the ECU will use a default manifold air pressure model to run the engine.

**Additional References:**

For further manifold air pressure sensor information, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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**1 Connection Check**

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the manifold air pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000102.03 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Manifold Air Pressure Input Shorted Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect manifold air pressure sensor connector.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using the ECUs diagnostic software, read manifold air pressure input voltage.</li> </ol> <p>Is voltage below 0.1 volts?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Short to voltage in manifold air pressure sensor input circuit. OR Faulty ECU connection. OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Manifold Air Pressure Ground Circuit Open Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Probe the manifold air pressure sensor ground terminal (terminal 1) of the sensor connector on the engine harness with a test light connected to battery voltage.</p> <p>Does the light illuminate?</p>	<p><b>YES:</b> Faulty manifold air pressure sensor OR Faulty ECU connection OR Faulty ECU.</p> <p><b>NO:</b> Open in manifold air pressure sensor ground circuit OR Faulty ECU connection OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,115

000102.04 — Manifold Air Pressure Input Voltage Low

The manifold air pressure input voltage drops below the sensor's low voltage specification.

DN22556,000020B -19-28JUL06-1/1

000102.04 — Manifold Air Pressure Input Voltage Low Diagnostic Procedure

Related Information:

The manifold ail pressure input voltage drops below the sensor's low voltage specification. The voltage corresponds to a pressure that is lower than what is physically possible for manifold air pressure.

For OEM applications, the high manifold air pressure input voltage specification is 0.1 volts.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the ECU will use a default manifold air pressure model to run the engine.

Additional References:

For further manifold air pressure sensor information, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the manifold air pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000102.04 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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160  
,117

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<b>③ Manifold Air Pressure Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the manifold air pressure sensor connector.</li> <li>3. Install a jumper wire between manifold air pressure sensor 5V supply and input terminals (terminals 2 and 3) in the sensor connector on the engine harness.</li> <li>4. Ignition ON, engine OFF</li> <li>5. Using the ECU diagnostic software, read manifold air pressure input voltage.</li> </ol> <p>Is voltage below 4.5 volts?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> GO TO ⑤</p>
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<b>④ Manifold Air Pressure 5V Supply Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the jumper wire.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using a multimeter, measure the voltage between the 5V supply (terminal 2) of the manifold air pressure sensor connector on the engine harness and a good chassis ground.</li> </ol> <p>Is voltage above 4.0 volts?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Open in manifold air pressure sensor 5V supply circuit OR Short to ground in manifold air pressure sensor 5V supply circuit OR Faulty ECU connection OR Faulty ECU</p>
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## Trouble Code Diagnostics and Tests

<b>5 Manifold Air Pressure Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Manifold air pressure sensor connector still disconnected.</li><li>3. Using a multimeter, measure resistance between terminal 3 in the manifold air pressure sensor connector on the engine harness and a good chassis ground.</li></ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> Short to ground in manifold air pressure sensor input circuit.</p> <p><b>NO:</b> GO TO <b>6</b></p> <p>---1/1</p>
<b>6 Manifold Air Pressure Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see MANIFOLD AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Manifold air pressure sensor connector still disconnected.</li><li>3. Disconnect the ECU connector #J3.</li><li>4. Using a multimeter, measure resistance between terminal 3 in the manifold air pressure sensor connector and terminal C4 in ECU connector #J3 on the engine harness.</li></ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Open in manifold air pressure sensor input circuit</p> <p>---1/1</p>

## 000103.00 — Turbo Overspeed Most Severe

*The ECU detects a turbo speed above the specification.*

DN22556,000020C -19-28JUL06-1/1

### 000103.00 — Turbo Overspeed Most Severe Diagnostic Procedure

*NOTE: DTC 000103.00 may be accompanied with DTC 000103.05 or 000103.06 during the Harness Diagnostic Mode Test, follow 000103.05 or 000103.06 diagnostic procedure first.*

#### Related Information:

The ECU detects a turbo speed that exceeds the capability of the turbo. This can happen at high altitude in addition to high load and high temperature conditions. Erratic actuator operation can also result in a turbo overspeed.

#### Alarm Level:

Warning

#### Control Unit Response:

The ECU will derate engine speed 20% per minute until the engine is can operate at 50% of full speed. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further turbo speed sensor information, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
,119

## Trouble Code Diagnostics and Tests

<b>① Visual Inspection of Connectors and Wiring</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Without disconnecting, visually inspect the ECU connectors and the turbo speed sensor connector looking for contamination, damage, or poor positioning.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ②</p> <p style="text-align: right;">-- -1/1</p>
<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running under load.</li> <li>6. Read DTCs.</li> </ol> <p>Did 000103.00 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Turbo Linkage Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO ACTUATOR in Section 03, Group 135 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Push the turbo linkage to the fully open position.</li> <li>3. Release to allow linkage to return to fully closed position.</li> </ol> <p>Does the linkage move freely?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Adjust linkage and retest. See REMOVE AND INSTALL ACTUATOR LINKAGE Section 2, Group 100 in CTM104.</p> <p style="text-align: right;">-- -1/1</p>



## Trouble Code Diagnostics and Tests

<b>4 Turbo Speed Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the turbo speed sensor. See REMOVE AND INSTALL TURBO SPEED SENSOR in Section 02, Group 110 earlier in this manual.</li> <li>3. Inspect the tip of the sensor for damage and debris.</li> </ol> <p>Is the sensor free from debris and damage?</p>	<p><b>YES:</b> GO TO <b>5</b></p> <p><b>NO:</b> GO TO <b>7</b></p> <p style="text-align: right;">-- -1/1</p>
<b>5 Turbo Speed Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor still removed from the turbo.</li> <li>3. Hold the sensor's magnetic tip against a small flat blade screw driver.</li> </ol> <p>Does the screw driver stick to the sensor?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Faulty turbo speed sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>6 Turbo Speed Sensor Continuity Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor still removed from the turbo.</li> <li>3. Using a multimeter, measure resistance between both terminals in the turbo speed sensor.</li> </ol> <p>Is the resistance between 635 and 1065 ohms?</p>	<p><b>YES:</b> GO TO <b>7</b></p> <p><b>NO:</b> Faulty turbo speed sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>7 Turbo Blade Damage Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Remove the compressor air inlet tube and check for damage to the blades.</p> <p>Is there damage to blades?</p>	<p><b>YES:</b> Replace turbo and retest.</p> <p><b>NO:</b> GO TO <b>8</b></p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,121

Trouble Code Diagnostics and Tests

8 Excessive  
Compressor Shaft  
End Play Test

NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.

Apply side load to the compressor shaft and check for excessive end play.

Does the compressor wheel come in contact with housing or does the housing show signs of prior contact?

YES: Replace turbo and retest.

NO: Faulty ECU.

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160  
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## 000103.02 — Turbo Speed Mismatch

*Actual turbo speed does not match the ECU's software model for turbo speed under current operating conditions.*

DN22556,000020D -19-28JUL06-1/1

### 000103.02 — Turbo Speed Mismatch Diagnostic Procedure

**NOTE:** If DTC 000103.02 is accompanied with DTC 000103.05 or 000103.06, follow that diagnostic procedure first.

#### Related Information:

Turbo speed does not match the ECU's software model for turbo speed under current operating conditions.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

#### Additional References:

For further turbo speed sensor information, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,123

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#### ① Visual Inspection of Connectors and Wiring

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

**NOTE:** For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.

Without disconnecting, visually inspect the ECU connectors and the turbo speed sensor connector looking for contamination, damage, or poor positioning.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ②

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running under load.</li> <li>6. Read DTCs.</li> </ol> <p>Did 000103.02 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Turbo Speed Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the turbo speed sensor and ECU connector J1.</li> <li>3. Using a multimeter, measure resistance between terminal 2 in the turbo speed sensor and terminal B3 in ECU connector J1 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Open or short in the turbo speed ground wire. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Turbo Speed Sensor Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor and ECU connector J1 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 1 in the turbo speed sensor and terminal B4 in ECU connector J1 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Open or short in the turbo speed input wire. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>

## Trouble Code Diagnostics and Tests

<b>5 Turbo Speed Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the turbo speed sensor. See REMOVE AND INSTALL TURBO SPEED SENSOR in Section 02, Group 110 earlier in this manual.</li> <li>3. Inspect the tip of the sensor for damage and debris.</li> </ol> <p>Is the sensor free from debris and damage?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> GO TO <b>8</b></p> <p style="text-align: right;">-- -1/1</p>
<b>6 Turbo Speed Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor still removed from the turbo.</li> <li>3. Hold the sensor's magnetic tip against the engine block.</li> </ol> <p>Does the sensor stick to the engine block?</p>	<p><b>YES:</b> GO TO <b>7</b></p> <p><b>NO:</b> Faulty turbo speed sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>7 Turbo Speed Sensor Continuity Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor still removed from the turbo.</li> <li>3. Using a multimeter, measure resistance between both terminals in the turbo speed sensor.</li> </ol> <p>Is the resistance between 800 and 900 ohms?</p>	<p><b>YES:</b> GO TO <b>8</b></p> <p><b>NO:</b> Faulty turbo speed sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>8 Turbo Blade Damage Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Remove the compressor air inlet tube and check for damage to the blades.</p> <p>Is there damage to blades?</p>	<p><b>YES:</b> Replace turbo and retest.</p> <p><b>NO:</b> GO TO <b>9</b></p> <p style="text-align: right;">-- -1/1</p>

04  
160  
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Trouble Code Diagnostics and Tests

⑨ Excessive  
Compressor Shaft  
End Play Test

*NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.*

Apply side load to the compressor shaft and check for excessive end play.

Does the compressor wheel come in contact with housing or does the housing show signs of prior contact?

**YES:** Replace turbo and retest.

**NO:** Faulty ECU.

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04  
160  
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## 000103.05 — Turbo Speed Sensor Current Low

*The ECU detects low current on the turbo speed sensor wiring.*

DN22556,000020E -19-28JUL06-1/1

### 000103.05 — Turbo Speed Sensor Current Low Diagnostic Procedure

*NOTE: If other turbo related DTCs accompany 000103.05, diagnose 000103.05 first.*

#### Related Information:

The ECU detects low current on the turbo speed sensor wiring through the Harness Diagnostic Mode Test on the ECU diagnostic software.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

#### Additional References:

For further turbo speed information, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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#### ❶ Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the turbo speed sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ❷

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## Trouble Code Diagnostics and Tests

<b>② Turbo Speed Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the turbo speed sensor and ECU connector #J1.</li> <li>3. Using a multimeter, measure resistance between terminal 2 in the turbo speed sensor and terminal B3 in ECU connector #J1 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Open in the turbo speed ground wire. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Turbo Speed Sensor Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor and ECU connector #J1 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 1 in the turbo speed sensor and terminal B4 in ECU connector #J1 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Open in the turbo speed input wire. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Turbo Speed Sensor Continuity Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor connector still disconnected.</li> <li>3. Using a multimeter, measure resistance between both terminals in the turbo speed sensor.</li> </ol> <p>Is the resistance between 800 and 900 ohms?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Faulty turbo speed sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>



## 000103.06 — Turbo Speed Sensor Current High

*The ECU detects high current on the turbo speed sensor wiring.*

DN22556,000020F -19-28JUL06-1/1

### 000103.06 — Turbo Speed Sensor Current High Diagnostic Procedure

*NOTE: If other turbo related DTCs accompany 000103.06, diagnose 000103.06 first.*

#### Related Information:

The ECU detects high current on the turbo speed sensor wiring through the Harness Diagnostic Mode Test on the ECU diagnostic software.

#### Alarm Level:

Warning

#### Control Unit Response:

If this codes, the ECU will control the engine to run under normal operation.

#### Additional References:

For further turbo speed sensor information, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,129

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the turbo speed sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Turbo Speed Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal B3 in ECU connector #J1 and all terminals in all three ECU connectors on the engine harness.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Short in turbo speed sensor ground circuit to wire(s) that measured less than 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Turbo Speed Sensor Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. ECU connectors still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal B4 in ECU connector #J1 and all terminals in all three ECU connectors on the engine harness.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Short in turbo speed sensor input circuit to wire(s) that measured less than 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Turbo Speed Sensor Continuity Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect turbo speed sensor connector.</li> <li>3. Using a multimeter, measure resistance between both terminals in the turbo speed sensor.</li> </ol> <p>Is the resistance between 800 and 900 ohms?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Faulty turbo speed sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>

## 000103.08 — Turbo Speed Invalid

*The ECU detects a turbo speed that is not possible under the current operating conditions.*

DN22556,0000210 -19-28JUL06-1/1

### 000103.08 — Turbo Speed Invalid Diagnostic Procedure

*NOTE: If DTC 000103.08 is accompanied with DTC 000103.05 or 000103.06, follow that diagnostic procedure first.*

#### Related Information:

The ECU detects a turbo speed that is in range, but invalid under the current operating conditions.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

#### Additional References:

For further turbo speed sensor information, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,131

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the turbo speed sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running under load.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000103.08 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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SERVICE ADVISOR is a trademark of Deere & Company

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<b>③ Turbo Speed Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the turbo speed sensor and all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal 2 in the turbo speed sensor and all terminals in all three ECU connectors on the engine harness.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO <b>④</b></p> <p><b>NO:</b> Short in turbo speed sensor ground circuit to wire(s) that measured less than 2000 ohms.</p>
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<b>④ Turbo Speed Sensor Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor and all three ECU connectors still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 1 in the turbo speed sensor and all terminals in all three ECU connectors on the engine harness.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> Short in turbo speed sensor input circuit to wire(s) that measured less than 2000 ohms.</p>
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## Trouble Code Diagnostics and Tests

<b>5 Turbo Speed Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the turbo speed sensor. See REMOVE AND INSTALL TURBO SPEED SENSOR in Section 02, Group 110 earlier in this manual.</li> <li>3. Inspect the tip of the sensor for damage and debris.</li> </ol> <p>Is the sensor free from debris and damage?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> GO TO <b>8</b></p> <p style="text-align: right;">-- -1/1</p>
<b>6 Turbo Speed Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor still removed from the turbo.</li> <li>3. Hold the sensor's magnetic tip against the engine block.</li> </ol> <p>Does the sensor stick to the engine block?</p>	<p><b>YES:</b> GO TO <b>7</b></p> <p><b>NO:</b> Faulty turbo speed sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>7 Turbo Speed Sensor Continuity Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor still removed from the turbo.</li> <li>3. Using a multimeter, measure resistance between both terminals in the turbo speed sensor.</li> </ol> <p>Is the resistance between 800 and 900 ohms?</p>	<p><b>YES:</b> GO TO <b>8</b></p> <p><b>NO:</b> Faulty turbo speed sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>8 Turbo Blade Damage Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Remove the compressor air inlet tube and check for damage to the blades.</p> <p>Is there damage to blades?</p>	<p><b>YES:</b> Replace turbo and retest.</p> <p><b>NO:</b> GO TO <b>9</b></p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,133

Trouble Code Diagnostics and Tests

⑨ Excessive  
Compressor Shaft  
End Play Test

*NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.*

Apply side load to the compressor shaft and check for excessive end play.

Does the compressor wheel come in contact with housing or does the housing show signs of prior contact?

**YES:** Replace turbo and retest.

**NO:** Faulty ECU.

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04  
160  
,134

## 000103.31 — Turbo Speed Missing

*The ECU does not detect a signal coming from the turbo speed sensor.*

DN22556,0000211 -19-28JUL06-1/1

### 000103.31 — Turbo Speed Missing Diagnostic Procedure

*NOTE: If DTC 000103.31 is accompanied with DTC 000103.05 or 000103.06, follow that diagnostic procedure first.*

#### Related Information:

The ECU does not detect a signal coming from the turbo speed sensor.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

#### Additional References:

For further turbo speed sensor information, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,135

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#### ① Visual Inspection of Connectors and Wiring

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.*

Without disconnecting, visually inspect the ECU connectors and the turbo speed sensor connector looking for contamination, damage, or poor positioning.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ②

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running under load.</li> <li>6. Read DTCs.</li> </ol> <p>Did 000103.31 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Turbo Speed Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the turbo speed sensor and ECU connector J1 connectors.</li> <li>3. Using a multimeter, measure resistance between terminal 2 in the turbo speed sensor and terminal B3 in ECU connector J1 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO <b>④</b></p> <p><b>NO:</b> Open or short in the turbo speed ground wire. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Turbo Speed Sensor Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Turbo speed sensor and ECU connector J1 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 1 in the turbo speed sensor and terminal B4 in ECU connector J1 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> Open or short in the turbo speed input wire. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>



<b>5 Turbo Speed Sensor Continuity Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO SPEED SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the turbo speed sensor. See REMOVE AND INSTALL TURBOCHARGER SPEED SENSOR in Section 02, Group 110 earlier in this manual.</li> <li>3. Using a multimeter, measure resistance between both terminals in the turbo speed sensor.</li> </ol> <p>Is the resistance between 800 and 900 ohms?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Faulty turbo speed sensor. Replace and retest.</p>
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## 000107.00 — Air Filter Restriction High

*This code will set if the air pressure switch changes state due to excessively low air pressure (high vacuum).*

WL30140,0000028 -19-27MAR06-1/1

04  
160  
,137

## 000107.00 — Air Filter Restriction High Diagnostic Procedure

### Related Information:

The air pressure switch is located on the clean side of the air filter. Depending on application, the switch and ECU will be set up for either normally closed or normally open

### Alarm Level:

Warning

### Control Unit Response:

Refer to Derate Specifications for the application.

Engine performance will degrade according to the degree of restriction.

### Additional References:

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<b>1 Check Air Filter and Ducting</b>	<p>Check air filter and all air intake ducting for restrictions.</p> <p>Was air filter dirty or were any restrictions found?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> GO TO 2</p>
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*Trouble Code Diagnostics and Tests*

<b>② Check for Intake Restrictions</b>	Inspect air intake system on suction side of turbo for any source of blockage. See CHECK FOR INTAKE AND EXHAUST RESTRICTIONS in Section 4 of 9.0L Diesel Engines Base Engine Manual (CTM 400). Were any restrictions found?	<b>YES:</b> Repair and retest. <b>NO:</b> GO TO ③  -- -1/1
<b>③ Switch Wiring Test</b>	1. Disconnect the air filter pressure switch. 2. Disconnect the harness from the ECU. 3. Check the switch circuit for opens, grounds, and poor connections.  Were any wiring problems found?	<b>YES:</b> Repair and retest. <b>NO:</b> Switch may be out of calibration. Replace switch and retest.  -- -1/1

## 000108.02 — Barometric Air Pressure Invalid

*The ECU receives an invalid pressure from the barometric air pressure sensor.*

DN22556,0000212 -19-28JUL06-1/1

## 000108.02 — Barometric Air Pressure Invalid Diagnostic Procedure

### Related Information:

The barometric air pressure sensor is an internal ECU sensor.

### Alarm Level:

Warning

### Control Unit Response:

If this code sets, the ECU uses a default barometric air pressure to run the engine.

### Additional References:

For further barometric air pressure sensor information, see BAROMETRIC AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
,139

### ① Read DTCs and Store Snapshot Information

1. Ignition ON, engine OFF

*NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.*

2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.
3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.
4. Refresh DTC list.

Is 000108.02 error code active?

### YES: GO TO ②

**NO:** Abnormal condition set code. Return to service and monitor further.

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*Trouble Code Diagnostics and Tests*

**② Occurrence Count Check**

1. Ignition ON, Engine OFF.
  2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.
  3. Review occurrence counts in the snapshot capture information for this code.
- Is count greater than five?

**YES:** Replace ECU.

**NO:** If no other active or stored codes exist, clear codes. Return to service and monitor further.

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04  
160  
,140

## 000108.31 — Barometric Air Pressure Error

*The ECU detects a barometric air pressure sensor error.*

DN22556,0000213 -19-28JUL06-1/1

### 000108.31 — Barometric Air Pressure Error Diagnostic Procedure

#### Related Information:

The barometric air pressure sensor is invalid compared to the Manifold Air Pressure sensor and Exhaust Pressure sensor.

The barometric air pressure sensor is an internal ECU sensor. There are no wiring or sensors on the engine related to the barometric air pressure sensor.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU uses a default barometric air pressure model to run the engine.

#### Additional References:

For further barometric air pressure sensor information, see BAROMETRIC AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,141

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see BAROMETRIC AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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*Trouble Code Diagnostics and Tests*

**② Intermittent Fault Test**

*NOTE: For wiring and theory of operation, see BAROMETRIC AIR PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.
2. Ignition ON, engine OFF
3. Start the ECU diagnostic software.
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine running
6. Read DTCs using SERVICE ADVISOR™.

Did 000108.31 reoccur?

**YES:** Faulty ECU

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

*SERVICE ADVISOR is a trademark of Deere & Company*

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## 000110.00 — Engine Coolant Temperature Extremely High

*The ECU senses a coolant temperature above the 3rd threshold specification.*

DN22556,0000214 -19-28JUL06-1/1

### 000110.00 — Engine Coolant Temperature Extremely High Diagnostic Procedure

#### Related Information:

The ECU senses an engine coolant temperature of 113° C (235° F) on OEM engines.

#### Alarm Level:

STOP

#### Control Unit Response:

*NOTE: Using the ECU's trimmable features, the customer has the option to choose an engine shutdown option. If the shutdown feature was not selected, a standard derate will be activated. The time that the shutdown condition needs to be active before the engine shutdown occurs is adjustable through trim options. Available choices are 30 seconds and immediate.*

The ECU will derate 20% per minute until the engine is running at 40% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

The ECU will shut down the engine in either 0 or 30 seconds after the code sets on OEM application engines with the shutdown feature programmed in the ECU.

On non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further engine coolant temperature sensor information, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Troubleshooting:

GO TO 000110.15 Engine Coolant Temperature Least Severe diagnostic procedure. The procedure for troubleshooting code 110.00 is the same as the other two "engine coolant temperature high" procedures (110.15 and 110.16).

04  
160  
,143

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## Trouble Code Diagnostics and Tests

<b>❶ Read DTCs and Store Snapshot Information</b>	<ol style="list-style-type: none"><li>1. Ignition ON, engine OFF <i>NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.</i></li><li>2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.</li><li>3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li><li>4. Refresh DTC list.</li></ol> <p>Is 000110.00 error code active?</p>	<p><b>YES:</b> Further troubleshooting procedures are being developed.</p> <p><b>NO:</b> GO TO <b>❷</b></p> <p>---1/1</p>
<b>❷ Occurrence Count Check</b>	<ol style="list-style-type: none"><li>1. Ignition ON, Engine OFF.</li><li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li><li>3. Review occurrence counts in the snapshot capture information for this code.</li></ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> Further troubleshooting procedures are being developed.</p> <p>---1/1</p>



## 000110.03 — Engine Coolant Temperature Input Voltage High

*The engine coolant temperature input voltage exceeds the sensor's high voltage specification.*

DN22556,0000215 -19-28JUL06-1/1

### 000110.03 — Engine Coolant Temperature Input Voltage High Diagnostic Procedure

#### Related Information:

The engine coolant temperature input voltage exceeds the sensor's high voltage specification. The voltage corresponds to a temperature that is lower than what is physically possible for engine coolant temperature.

For OEM applications, the high engine coolant temperature input voltage specification is 4.95 volts.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU uses a default engine coolant temperature of 90° C (194° F)

When in start mode, the ECU will default the engine coolant temperature to -30° C (-22° F).

ECU's high engine coolant temperature engine protection feature disabled.

#### Additional References:

For further engine coolant temperature sensor information, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,145

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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the engine coolant temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000110.03 reoccur?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>❸ Engine Coolant Temperature Sensor and Connector Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect engine coolant temperature sensor connector</li> <li>3. Install a jumper wire between both terminals in the engine coolant temperature sensor connector on the engine harness.</li> <li>4. Ignition ON, engine OFF</li> <li>5. Using the ECU diagnostic software, read engine coolant temperature input voltage</li> </ol> <p>Is the voltage 0.15 volts or below?</p>	<p><b>YES:</b> Faulty engine coolant temperature sensor connector OR Faulty engine coolant temperature sensor</p> <p><b>NO:</b> GO TO ❹</p>
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<b>4 Engine Coolant Temperature Sensor Open Ground Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Remove jumper wire between both terminals.</li><li>3. Install a jumper wire between the engine coolant temperature input terminal (terminal 1) of the sensor connector on the engine harness and a good chassis ground.</li><li>4. Ignition ON, engine OFF</li><li>5. Using the ECU diagnostic software, read engine coolant temperature input voltage</li></ol> <p>Is the voltage 0.15 volts or below?</p>	<p><b>YES:</b> Open in engine coolant temperature sensor ground circuit OR Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Open in engine coolant temperature sensor input circuit OR Faulty ECU connection OR Faulty ECU</p>
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04  
160  
,147

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## 000110.04 — Engine Coolant Temperature Input Voltage Low

*The engine coolant temperature input voltage drops below the sensor's low voltage specification.*

DN22556,0000216 -19-28JUL06-1/1

### 000110.04 — Engine Coolant Temperature Input Voltage Low Diagnostic Procedure

#### Related Information:

The engine coolant temperature input voltage drops below the sensor's low voltage specification. The voltage corresponds to a temperature that is higher than what is physically possible for engine coolant temperature.

For OEM applications, the high engine coolant temperature input voltage specification is 0.15 volts.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU uses a default engine coolant temperature of 90° C (194° F).

When in start mode, the ECU will default the engine coolant temperature to -30° C (-22° F).

ECU's high engine coolant temperature engine protection feature disabled.

#### Additional References:

For further engine coolant temperature sensor information, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the engine coolant temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000110.04 reoccur?</p>	<p><b>YES:</b> GO TO <b>❸</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
,149

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<b>❸ Engine Coolant Temperature Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the engine coolant temperature sensor connector.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using the ECU diagnostic software, read the engine coolant temperature input voltage.</li> </ol> <p>Is the voltage below 4.95 volts?</p>	<p><b>YES:</b> Short to ground in engine coolant temperature sensor input circuit. OR Faulty ECU connector OR Faulty ECU</p> <p><b>NO:</b> Faulty engine coolant temperature sensor connector. OR Faulty engine coolant temperature sensor.</p>
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000110.15 — Engine Coolant Temperature High Least Severe

The ECU senses a engine coolant temperature above specification.

DN22556,0000217 -19-28JUL06-1/1

000110.15 — Engine Coolant Temperature High Least Severe Diagnostic Procedure

NOTE: If 000110.15 is accompanied with 000110.00 and 000110.16, diagnose 000110.00 first. If 000110.15 is only accompanied with 000110.16, diagnose 000110.16 first

Related Information:

The ECU senses a engine coolant temperature of 110° C (230° F) on OEM engines.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

Additional References:

For further engine coolant temperature sensor information, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the engine coolant temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Engine Coolant Temperature Sensor and Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Under the conditions where DTC 000110.15 occurs, using a temperature gauge, verify that engine coolant temperature is above extremely high specification.</p> <p><i>NOTE: On OEM applications, the most severe ECT specification is 107°C (224°F). For ECT specification on other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual.</i></p> <p>Is the engine coolant temperature above the high limit specification?</p>	<p><b>YES:</b> Engine overheating problem. See C1 - ENGINE COOLANT TEMPERATURE ABOVE NORMAL in Section 04, Group 150 of 4.5L &amp; 6.8L Diesel Engines Base Engine Manual (CTM 104).</p> <p><b>NO:</b> GO TO ③</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Engine Coolant Air Temperature Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the engine coolant temperature sensor connector and ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between the following: <ul style="list-style-type: none"> <li>• Terminal 1 in the engine coolant temperature sensor connector and terminal D3 in ECU connector #J3 on the engine harness.</li> <li>• Terminal 2 in the engine coolant temperature sensor connector and terminal H3 in ECU connector #J3 on the engine harness.</li> </ul> </li> </ol> <p>All measurements 5 ohms or less?</p>	<p><b>YES:</b> Faulty engine coolant temperature sensor.</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Engine Coolant Air Temperature Sensor Wiring Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between the terminal that measured above 5 ohms in step 3 (terminal D3 or H3 in ECU connector #3) and all other terminals in all three ECU connectors.</li> </ol> <p>Are any measurements below 2000 ohms?</p>	<p><b>YES:</b> Short to wire that measures less than 2000 ohms.</p> <p><b>NO:</b> Open in wire that was more than 5 ohms in step 3</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,151

## 000110.16 — Engine Coolant Temperature Moderately High

*The ECU senses a engine coolant temperature above the 2nd threshold specification.*

DN22556,0000218 -19-28JUL06-1/1

### 000110.16 — Engine Coolant Temperature Moderately High Diagnostic Procedure

#### Related Information:

The ECU senses a engine coolant temperature of 111° C (232° F) on OEM engines.

#### Alarm Level:

Warning

#### Control Unit Response:

The ECU will derate 5% per minute until the engine is running at 80% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further engine coolant temperature sensor information, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Troubleshooting:

GO TO 000110.15 Engine Coolant Temperature Least Severe diagnostic procedure. The procedure for troubleshooting code 110.16 is the same as the other two “engine coolant temperature high” procedures (110.00 and 110.15).

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## Trouble Code Diagnostics and Tests

<p><b>❶ Read DTCs and Store Snapshot Information</b></p>	<ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> </ol> <p><i>NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.</i></p> <ol style="list-style-type: none"> <li>2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.</li> <li>3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>4. Refresh DTC list.</li> </ol> <p>Is 000110.16 error code active?</p>	<p><b>YES:</b> Further troubleshooting procedures are being developed.</p> <p><b>NO:</b> GO TO <b>❷</b></p>
<p><b>❷ Occurrence Count Check</b></p>	<ol style="list-style-type: none"> <li>1. Ignition ON, Engine OFF.</li> <li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>3. Review occurrence counts in the snapshot capture information for this code.</li> </ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> Further troubleshooting procedures are being developed.</p>

04  
160  
,153

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000110.17 — Engine Coolant Temperature Low Least Severe

The ECU senses a engine coolant temperature is not rising to normal operating temperatures.

DN22556,0000219 -19-28JUL06-1/1

000110.15 — Engine Coolant Temperature Low Least Severe Diagnostic Procedure

Related Information:

The ECU senses a engine coolant temperature has not increased when the engine should be running at normal operating conditions.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

Additional References:

For further engine coolant temperature sensor information, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the engine coolant temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Thermostat Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Test the thermostat for proper function. See INSPECT THERMOSTAT AND TEST OPENING TEMPERATURE in Section 04, Group 150 in CTM104.</p> <p>Is the thermostat functioning properly?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Replace the thermostat.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Engine Coolant Air Temperature Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>Ignition OFF</li> <li>Disconnect the engine coolant temperature sensor connector and ECU connector #J3.</li> <li>Using a multimeter, measure resistance between the following: <ul style="list-style-type: none"> <li>Terminal 1 in the engine coolant temperature sensor connector and terminal D3 in ECU connector #J3 on the engine harness.</li> <li>Terminal 2 in the engine coolant temperature sensor connector and terminal H3 in ECU connector #J3 on the engine harness.</li> </ul> </li> </ol> <p>All measurements 5 ohms or less?</p>	<p><b>YES:</b> Faulty engine coolant temperature sensor. OR Faulty ECU</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Engine Coolant Air Temperature Sensor Wiring Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>Ignition OFF</li> <li>Disconnect all three ECU connectors.</li> <li>Using a multimeter, measure resistance between the terminal that measured above 5 ohms in step 3 (terminal D3 or H3 in ECU connector #3) and all other terminals in all three ECU connectors.</li> </ol> <p>Are any measurements below 2000 ohms?</p>	<p><b>YES:</b> Short to wire that measures less than 2000 ohms.</p> <p><b>NO:</b> Open in wire that was more than 5 ohms in step 3</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,155

## 000111.01 — Engine Coolant Level Low

*The ECU detects a low engine coolant level.*

DN22556,000021A -19-28JUL06-1/1

### 000111.01 — Engine Coolant Level Low Diagnostic Procedure

**NOTE:** OEM engines are programmed using trimmable features. The customer had the option to install a “Normally Open” or a “Normally Closed” engine coolant level switch. The ECU's software must correlate the type of switch being used to properly protect the engine. For more information on trimmable features, see JOHN DEERE TRIMMABLE OPTIONS earlier in this Group.

#### Related Information:

The loss of coolant switch is not submerged into coolant causing the ECU to sense continuity to ground on the loss of coolant temperature input circuit.

The engine coolant level switch is a trimmable option. Depending on the engine, if this option is selected, the engine can support both normally open and normally closed switches. This is defined during ECU programming.

#### Alarm Level:

STOP

#### Control Unit Response:

The ECU will derate 50% per minute until the engine is running at 50% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further engine coolant temperature switch information, see ENGINE COOLANT LEVEL SWITCH in Section 03, Group 140 earlier in this manual.


For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Preliminary Check</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT LEVEL SWITCH in Section 03, Group 140 earlier in this manual.</i></p> <p>The engine coolant level switch is a trimmable option. Depending on the engine, if this option is selected, the engine can support both normally open and normally closed switches. This is defined during ECU programming.</p> <p>Does this engine have a coolant level switch installed?</p>	<p><b>YES:</b> GO TO ❷</p> <p><b>NO:</b> Reprogramming ECU. Make sure that the option for Engine Coolant Level Switch is NOT selected from the trim page.</p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT LEVEL SWITCH in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the engine coolant level switch connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❸</p> <p style="text-align: right;">-- -1/1</p>
<b>❸ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT LEVEL SWITCH in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000111.01 reoccur?</p>	<p><b>YES:</b> GO TO ❹</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
,157

<p><b>4 Coolant Level Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT LEVEL SWITCH in Section 03, Group 140 earlier in this manual.</i></p> <p> <b>CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns. Shut off engine. Only remove filler cap when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.</b></p> <ul style="list-style-type: none"> <li>• Check the coolant level.</li> </ul> <p>Is the coolant level at proper level?</p>	<p><b>YES:</b> GO TO <b>5</b></p> <p><b>NO:</b> Determine cause of low coolant level, repair problem, refill coolant, and retest.</p> <p>-- -1/1</p>
<p><b>5 Loss of Coolant Temperature Switch Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT LEVEL SWITCH in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect loss of coolant switch connector.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using the ECU diagnostic software, read DTCs.</li> </ol> <p>Did 000111.01 reoccur?</p>	<p><b>YES:</b> Short to ground in loss of coolant temperature switch input circuit.</p> <p><b>NO:</b> GO TO <b>6</b></p> <p>-- -1/1</p>
<p><b>6 Loss of Coolant Temperature Switch (Normally Closed) Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT LEVEL SWITCH in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Loss of coolant switch still disconnected.</li> <li>3. Install a jumper wire between terminal A in the loss of coolant switch connector on the engine harness and a good chassis ground.</li> <li>4. Ignition ON, engine OFF</li> <li>5. Using the ECU diagnostic software, read DTCs.</li> </ol> <p>Did 000111.01 reoccur?</p>	<p><b>YES:</b> Faulty coolant level switch (normally closed)</p> <p><b>NO:</b> GO TO <b>7</b></p> <p>-- -1/1</p>

<b>7 Loss of Coolant Temperature Switch (Normally Open) Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE COOLANT LEVEL SWITCH in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Loss of coolant switch still disconnected.</li><li>3. Disconnect ECU connector #J2.</li><li>4. Using a multimeter, measure resistance between terminal A in the coolant level switch connector and terminal G4 in the ECU connector #2 on the engine harness.</li></ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty coolant level switch (normally open)</p> <p><b>NO:</b> Open in loss of coolant temperature switch input circuit. OR Faulty ECU</p> <p>--1/1</p>
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04  
160  
,159

## 000157.03 — Fuel Rail Pressure Input Voltage High

*The rail pressure input voltage exceeds the sensor's high voltage specification.*

DN22556,000021B -19-28JUL06-1/1

### 000157.03 — Fuel Rail Pressure Input Voltage High Diagnostic Procedure

#### Related Information:

The fuel rail pressure input voltage exceeds the sensor's high voltage specification. The voltage corresponds to a pressure that is higher than what is physically possible for fuel rail pressure.

For OEM applications, the high fuel rail pressure input voltage specification is 4.99 volts.

#### Alarm Level:

STOP

#### Control Unit Response:

The ECU will derate 50% per minute until the engine is running at 50% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

The ECU will command the high pressure fuel pump to a default pressure of 200 MPa (2000 bar) (29,000 psi).

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further fuel rail pressure sensor information, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the fuel rail pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000157.03 reoccur?</p>	<p><b>YES:</b> GO TO <b>❸</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>❸ Fuel Rail Pressure Ground Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect fuel rail pressure sensor connector.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Probe the fuel rail pressure sensor connector ground terminal (terminal 1) on the engine harness with a test light connected to battery voltage.</li> </ol> <p>Does the light illuminate?</p>	<p><b>YES:</b> GO TO <b>❹</b></p> <p><b>NO:</b> Open in fuel rail pressure sensor ground circuit. OR Faulty ECU connection OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,161

*Trouble Code Diagnostics and Tests*

<b>④ Fuel Rail Pressure 5V Supply Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Fuel rail pressure sensor connector still disconnected.</li><li>3. Disconnect ECU connector #J3.</li><li>4. Using a multimeter, measure resistance between terminal 3 in the fuel rail pressure sensor connector and terminal C1 in the ECU connector #J3 on the engine harness.</li></ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Short in fuel rail pressure sensor input circuit to 5V supply.</p> <p>-- -1/1</p>
<b>⑤ Fuel Rail Pressure Input Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Fuel rail pressure sensor connector and ECU connector #J3 still disconnected.</li><li>3. Using a multimeter, measure resistance between terminal 2 in the fuel rail pressure sensor connector and terminal G1 in the ECU connector #J3 on the engine harness.</li></ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty fuel rail pressure sensor.</p> <p><b>NO:</b> Open in fuel rail pressure sensor 5V supply circuit. OR Faulty ECU connection OR Faulty ECU</p> <p>-- -1/1</p>

## 000157.04 — Fuel Rail Pressure Input Voltage Low

*The rail pressure input voltage drops below the sensor's low voltage specification.*

DN22556,000021C -19-28JUL06-1/1

### 000157.04 — Fuel Rail Pressure Input Voltage Low Diagnostic Procedure

#### Related Information:

The fuel rail pressure input voltage drops below the sensor's low voltage specification. The voltage corresponds to a pressure that is lower than what is physically possible for fuel rail pressure.

For OEM applications, the low fuel rail pressure input voltage specification is 0.1 volts.

#### Alarm Level:

STOP

#### Control Unit Response:

The ECU will derate 50% per minute until the engine is running at 50% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

The ECU will command the high pressure fuel pump to a default pressure of 200 MPa (2000 bar) (29,000 psi)

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further fuel rail pressure sensor information, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
,163

## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the fuel rail pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000157.04 reoccur?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>❸ Fuel Rail Pressure Signal Shorted Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the fuel rail pressure sensor connector.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using a multimeter, measure voltage between terminal 2 in the fuel rail pressure sensor connector on the engine harness and a good chassis ground.</li> </ol> <p>Is the voltage 4.9 volts or above?</p>	<p><b>YES:</b> GO TO ❹</p> <p><b>NO:</b> Open in fuel rail pressure sensor 5V supply circuit. OR Short to ground in fuel rail pressure sensor 5V supply circuit. OR Faulty ECU connector OR Faulty ECU</p>
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<b>4 Fuel Rail Pressure Input Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Fuel rail pressure sensor connector still disconnected.</li><li>3. Using a multimeter, measure resistance between terminals 1 and 3 in the fuel rail pressure sensor connector on the engine harness.</li></ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> Short to ground in fuel rail pressure input wire. Faulty ECU connector OR Faulty ECU</p> <p><b>NO:</b> Faulty fuel rail pressure sensor connector. OR Faulty fuel rail pressure sensor.</p> <p>--1/1</p>
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160  
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000157.10 — Fuel Rail Pressure Loss Detected

*The ECU detects a sudden decrease in fuel pressure while the engine is not injecting or pumping.*

DN22556,000021D -19-28JUL06-1/1

000157.10 — Fuel Rail Pressure Loss Detected Diagnostic Procedure

**Related Information:**

The ECU detects a sudden decrease in fuel rail pressure while engine is not injecting or pumping fuel. This usually occurs when the engine is shifted from high idle to low idle.

**Alarm Level:**

Warning

**Control Unit Response:**

If this code sets, the engine may not start due to lack of fuel pressure.

The engine may start and run normal when no load is applied to engine.

**Additional References:**

For further fuel rail pressure sensor information, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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**❶ Connection Check**

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the fuel rail pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ❷

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Run engine at high idle under load. Quickly remove load and move the throttle position to low idle.</li> <li>7. Repeat step 6 several times.</li> <li>8. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000157.10 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Try to recreate problem. If problem cannot be recreated, problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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160  
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<b>③ Fuel Lines/Fittings Leakage Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running</li> <li>2. Inspect all fuel lines and fittings for leakage.</li> </ol> <p>Is there any fuel leakage present?</p>	<p><b>YES:</b> Tighten loose fitting to proper specification or replace faulty fuel line and retest.</p> <p><b>NO:</b> GO TO ④</p>
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<p><b>④ Pressure Limiter Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p> <b>CAUTION:</b> Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.</p> <p>If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, U.S.A.</p> <p> <b>CAUTION:</b> Fuel in the high pressure common rail is under extremely high pressure. Do NOT start this procedure until the engine has been turned OFF for at least 5 minutes.</p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Let engine sit 5 minutes with cranking or running to relieve fuel pressure.</li> <li>3. Disconnect fuel line from pressure limiter valve on high pressure common rail.</li> <li>4. Ignition ON, engine running</li> <li>5. Observe the pressure limiter valve for fuel leakage.</li> </ol> <p>Is fuel present at the pressure limiter valve?</p>	<p><b>YES:</b> Faulty fuel pressure limiter valve. Replace pressure limiter valve. See REMOVE AND INSTALL PRESSURE LIMITER in Group 090 earlier in this manual.</p> <p><b>NO:</b> GO TO ⑤</p>
<p><b>⑤ Faulty Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect leak-off line at each electronic injector.</li> <li>3. Ignition ON, engine running</li> <li>4. Using the ECU diagnostic software, perform the Cylinder Cutout Test. For instructions, see ENGINE TEST INSTRUCTIONS - CYLINDER CUTOUT TEST in Section 04, Group 160 of this manual.</li> </ol> <p>Do all cylinders show a slight misfire?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Faulty electronic injector(s) on cylinder(s) that do NOT show misfire.</p>



## 000157.17 — Fuel Rail Pressure Not Developed

*The ECU does not detect 10 MPa (100 bar) (1450 psi) of fuel rail pressure after cranking the engine for approximately 3 seconds.*

DN22556,000021E -19-28JUL06-1/1

### 000157.17 — Fuel Rail Pressure Not Developed Diagnostic Procedure

*NOTE: If DTC 000157.17 is accompanied with DTC 001347.03 or 001347.05, follow one of these diagnostic procedures first.*

#### Related Information:

The ECU does not detect 10 MPa (100 bar) (1450 psi) of fuel rail pressure after cranking the engine for approximately 3 seconds.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will not start.

#### Additional References:

For further fuel rail pressure sensor information, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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#### ❶ Preliminary Check

*NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.*

Has the fuel system been recently opened prior to this code setting?

**YES:** Bleed the fuel system. See BLEED THE FUEL SYSTEM in Section 04, Group 150 earlier in this manual.

**NO:** GO TO ❷

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## Trouble Code Diagnostics and Tests

<b>② Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the fuel rail pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO: GO TO ③</b></p>
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<b>③ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking for at least 10 seconds.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000157.17 reoccur?</p>	<p><b>YES: GO TO ④</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>④ Fuel Lines/Fittings Leaking Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine cranking.</li> <li>2. Inspect all fuel lines and fittings for leakage.</li> </ol> <p>Is fuel leakage present?</p>	<p><b>YES:</b> Tighten loose fitting to proper specification and retest.</p> <p><b>NO: GO TO ⑤</b></p>
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## Trouble Code Diagnostics and Tests

<b>5 Final Fuel Filter Pressure Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine cranking</li> <li>2. Using the diagnostic software, read fuel transfer pump pressure - actual.</li> </ol> <p>Is the fuel pressure 30 kPa (0.3 bar) (4.4 psi) or above?</p>	<p><b>YES:</b> GO TO <b>9</b></p> <p><b>NO:</b> GO TO <b>6</b></p> <p style="text-align: right;">-- -1/1</p>
<b>6 Faulty Final Fuel Filter Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Replace the final fuel filter element. See REPLACE FINAL FUEL FILTER ELEMENT in Section 02, Group 090 earlier in this manual.</p> <p>Does the engine start?</p>	<p><b>YES:</b> Retest to verify problem has been repaired.</p> <p><b>NO:</b> GO TO <b>7</b></p> <p style="text-align: right;">-- -1/1</p>
<b>7 Faulty Pre-filter Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Replace the pre-filter element. See REPLACE PRE-FILTER ELEMENT in Section 02, Group 090 earlier in this manual.</li> <li>3. Ignition ON, engine cranking</li> </ol> <p>Do the engine start?</p>	<p><b>YES:</b> Faulty pre-filter element. Replacing fixed the problem.</p> <p><b>NO:</b> GO TO <b>8</b></p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,171

**8 Restricted Fuel Line Test**

*NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.*



**CAUTION:** Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.



**CAUTION:** Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, USA.



1. Ignition OFF for 5 minutes.
2. Disconnect the fuel lines between the fuel tank and the high pressure fuel pump.
3. Check fuel lines for restrictions.

Are any fuel line(s) restricted?

**YES:** Clean or replace fuel line and retest.

**NO:** Faulty fuel transfer pump. Replace and retest.

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<p><b>9 Pressure Limiter Valve Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p> <b>CAUTION:</b> Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.</p> <p> <b>CAUTION:</b> Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, USA.</p> <ol style="list-style-type: none"> <li>1. Before removing pressure limiter, turn engine off and let sit for 5 minutes. This will relieve fuel pressure from the High Pressure Common Rail.</li> <li>2. Thoroughly clean all fuel lines, fittings, components, and chamfered area around the pressure limiter.</li> <li>3. Disconnect the fuel leak-off line fitting at the pressure limiter valve. Do NOT remove the pressure limiter valve.</li> <li>4. Run a clear line from the pressure limiter to a container that is suitable for diesel fuel.</li> <li>5. Ignition ON, engine cranking.</li> </ol> <p>Is more than a minimal fuel flow present?</p>	<p><b>YES:</b> Faulty pressure limiter valve. Replace pressure limiter and retest. See REMOVE AND INSTALL PRESSURE LIMITER in Section 02, Group 090 earlier in this manual.</p> <p><b>NO:</b> Faulty high pressure fuel pump. Replace and retest.</p>
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160  
,173

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000158.17 — ECU Power Down Error

*The ECU is unable to complete proper power down procedures after detecting a key off condition.*

DN22556,000021F -19-28JUL06-1/1

000158.17 — ECU Power Down Error Diagnostic Procedure

**Related Information:**

The ECU is unable to complete proper power down procedures after detecting a key off condition. The ECU detects voltage on the switched voltage input wire to the ECU when it expects to see 0 volts.

**Alarm Level:**

Warning

**Control Unit Response:**

If this code sets, the vehicle battery may be drained because ECU will not power down.

**Additional References:**

For further ECU information, see ENGINE CONTROL UNIT in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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**❶ Connection Check**

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the battery connections looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO **❷**

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000158.17 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Wiring Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect ECU connector #J2.</li> <li>3. Using a multimeter, measure voltage between terminal B2 in ECU connector #J2 on the engine harness and a good chassis ground.</li> </ol> <p>Is the voltage above 3.0 volts?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Faulty ECU connector OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Ignition Switch Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. ECU connector #J2 still disconnected.</li> <li>3. Remove the ignition switch connection(s).</li> <li>4. Using a multimeter, measure resistance between terminal B2 in ECU connector #J2 on the engine harness and the ignition switch input wire terminal removed in the step 3.</li> </ol> <p>Is the resistance 5 ohms or less.</p>	<p><b>YES:</b> Faulty ignition switch.</p> <p><b>NO:</b> Short to power in the ignition switch input wire. See application for interconnect connector information to assist in finding the short.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,175

## 000174.00 — Fuel Temperature Extremely High

*The ECU senses a fuel temperature above specification.*

DN22556,0000220 -19-28JUL06-1/1

### 000174.00 — Fuel Temperature Extremely High Diagnostic Procedure

#### Related Information:

The ECU senses a fuel temperature of 100° C (212° F) on OEM engines.

#### Alarm Level:

STOP

#### Control Unit Response:

*NOTE: OEM engines are programmed using trimmable features. The customer had the option to choose an engine shutdown feature. If this feature was programmed into the ECU , the ECU will shut the engine down if this code sets. If the shutdown feature was not selected, a standard derate will be activated.*

The ECU will derate 5% per minute until the engine is running at 80% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

The ECU will shutdown the engine 30 seconds after the code sets on OEM application engines with the shutdown feature programmed in the ECU.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further fuel temperature sensor information, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Preliminary Check</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Before using this diagnostic procedure:</p> <ol style="list-style-type: none"> <li>1. Ensure that fuel level in tank is not extremely low.</li> <li>2. If engine is equipped with fuel cooler, make sure cooler is clean.</li> </ol> <p>Cause of extremely high fuel temperature found?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> GO TO ❷</p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the fuel temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❸</p> <p style="text-align: right;">-- -1/1</p>
<b>❸ Fuel Supply Pressure Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Determine the fuel supply pressure. See CHECK FUEL SUPPLY PRESSURE in Section 04, Group 150 earlier in this manual.</p> <p>Is the fuel pressure below specification?</p>	<p><b>YES:</b> GO TO ❹</p> <p><b>NO:</b> Determine cause of low supply pressure. See F1 - FUEL SUPPLY SYSTEM CHECK DIAGNOSTIC PROCEDURE in Section 04, Group 150 earlier in this manual.</p> <p style="text-align: right;">-- -1/1</p>
<b>❹ Restricted Fuel Leak-off Line Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Check for restricted fuel leak-off line. See CHECK FOR RESTRICTED FUEL LEAK-OFF LINE in Section 04, Group 150 earlier in this manual.</p> <p>Is fuel restriction found?</p>	<p><b>YES:</b> Determine cause of restriction, repair, and retest.</p> <p><b>NO:</b> GO TO ❺</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,177

## Trouble Code Diagnostics and Tests

<b>5 Overflow Valve Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the fuel line from the high pressure fuel pump overflow valve.</li> <li>3. Connect one end of a clear line to the high pressure fuel pump overflow valve and direct the other end to a suitable container for diesel fuel.</li> <li>4. Ignition ON, engine running</li> </ol> <p>Is fuel flow present from the overflow valve?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Faulty high pressure fuel pump overflow valve.</p> <p style="text-align: right;">-- -1/1</p>
<b>6 Fuel Cooler Check</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the fuel cooler.</li> <li>3. Inspect the fuel cooler for damage or restrictions.</li> </ol> <p>Is the fuel cooler free of damage or restrictions?</p>	<p><b>YES:</b> Faulty high pressure fuel pump. Replace and retest.</p> <p><b>NO:</b> Faulty fuel cooler. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>

000174.03 — Fuel Temperature Input Voltage High

*The fuel temperature input voltage exceeds the sensor's high voltage specification.*

DN22556,0000221 -19-28JUL06-1/1

000174.03 — Fuel Temperature Input Voltage High Diagnostic Procedure

**Related Information:**

The fuel temperature input voltage exceeds the sensor's high voltage specification. The voltage corresponds to a temperature that is lower than what is physically possible for fuel temperature.

For OEM applications, the high fuel temperature input voltage specification is 4.9 volts.

**Alarm Level:**

Warning

**Control Unit Response:**

If this code sets, the ECU uses a default fuel temperature of 40° C (104° F).

The ECU's high fuel temperature engine protection feature disabled.

**Additional References:**

For further fuel temperature sensor information, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,179

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❶ Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the fuel temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ❷

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## Trouble Code Diagnostics and Tests

### ② Intermittent Fault Test

*NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.
2. Ignition ON, engine OFF
3. Start the ECU diagnostic software.
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine OFF
6. Read DTCs using SERVICE ADVISOR™.

Did 000174.03 reoccur?

**YES:** GO TO ③

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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### ③ Fuel Temperature Sensor and Connector Check

*NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.*

1. Ignition OFF
2. Disconnect the fuel temperature sensor connector.
3. Install a jumper wire between both terminals in the fuel temperature sensor connector on the engine harness.
4. Ignition ON, engine OFF
5. Using the ECU diagnostic software, read fuel temperature input voltage.

Is the voltage above 0.1 volts?

**YES:** GO TO ④

**NO:** Faulty fuel temperature sensor connector.  
OR  
Faulty fuel temperature sensor.

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<b>4 Fuel Temperature Ground Circuit Open Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Remove jumper wire between both terminals.</li><li>3. Install a jumper wire between the fuel temperature input terminal (terminal 1) of the sensor connector on the engine harness and a good chassis ground.</li></ol> <p>Is the voltage above 0.1 volts?</p>	<p><b>YES:</b> Open in fuel temperature sensor ground circuit. OR Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Open in fuel temperature sensor input circuit. OR Faulty ECU connection OR Faulty ECU</p>
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04  
160  
,181

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## 000174.04 — Fuel Temperature Input Voltage Low

*The fuel temperature input voltage drops below the sensor's low voltage specification.*

DN22556,0000222 -19-28JUL06-1/1

### 000174.04 — Fuel Temperature Input Voltage Low Diagnostic Procedure

#### Related Information:

The fuel temperature input voltage drops below the sensor's low voltage specification. The voltage corresponds to a temperature that is higher than what is physically possible for fuel temperature.

For OEM applications, the low fuel temperature input voltage specification is 0.1 volts.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU uses a default fuel temperature of 40° C (104° F).

The ECU's high fuel temperature engine protection feature disabled.

#### Additional References:

For further fuel temperature sensor information, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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#### ① Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the fuel temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ②

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000174.04 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
,183

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<b>③ Fuel Temperature Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the fuel temperature sensor connector.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using the ECU diagnostic software, read fuel temperature input voltage.</li> </ol> <p>Is the voltage below 4.9 volts?</p>	<p><b>YES:</b> Short to ground in fuel temperature sensor input circuit. OR Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Faulty fuel temperature sensor connector. OR Faulty fuel temperature sensor.</p>
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000174.16 — Fuel Temperature Moderately High

The ECU senses a fuel temperature above specification.

DN22556,0000223 -19-28JUL06-1/1

000174.16 — Fuel Temperature Moderately High Diagnostic Procedure

Related Information:

The ECU senses a fuel temperature of 95° C (203° F) on OEM engines.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

Additional References:

For further fuel temperature sensor information, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Preliminary Check

NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

Before using this diagnostic procedure:

- 1. Ensure that fuel level in tank is not extremely low.
- 2. If engine is equipped with fuel cooler, make sure cooler is clean.

Cause of moderately high fuel temperature found?

YES: Repair and retest.

NO: GO TO 2

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## Trouble Code Diagnostics and Tests

<p><b>② Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the fuel temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ③</p> <p style="text-align: right;">-- -1/1</p>
<p><b>③ Fuel Supply Pressure Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Determine the fuel supply pressure. See CHECK FUEL SUPPLY PRESSURE in Section 04, Group 150 earlier in this manual.</p> <p>Is the fuel pressure below specification?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Determine cause of low supply pressure. See F1 - FUEL SUPPLY SYSTEM CHECK DIAGNOSTIC PROCEDURE in Section 04, Group 150 earlier in this manual.</p> <p style="text-align: right;">-- -1/1</p>
<p><b>④ Restricted Fuel Leak-off Line Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Check for restricted fuel leak-off line. See CHECK FOR RESTRICTED FUEL LEAK-OFF LINE in Section 04, Group 150 earlier in this manual.</p> <p>Is fuel restriction found?</p>	<p><b>YES:</b> Determine cause of restriction, repair, and retest.</p> <p><b>NO:</b> GO TO ⑤</p> <p style="text-align: right;">-- -1/1</p>
<p><b>⑤ Overflow Valve Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the fuel line from the high pressure fuel pump overflow valve.</li> <li>3. Connect one end of a clear line to the high pressure fuel pump overflow valve and direct the other end to a suitable container for diesel fuel.</li> <li>4. Ignition ON, engine running</li> </ol> <p>Is fuel flow present from the overflow valve?</p>	<p><b>YES:</b> GO TO ⑥</p> <p><b>NO:</b> Faulty high pressure fuel pump overflow valve.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,185

Trouble Code Diagnostics and Tests

⑥ Fuel Cooler Check

NOTE: For wiring and theory of operation, see FUEL TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

- 1. Ignition OFF
  - 2. Remove the fuel cooler.
  - 3. Inspect the fuel cooler for damage or restrictions.
- Is the fuel cooler free of damage or restrictions?

**YES:** Faulty high pressure fuel pump. Replace and retest.

**NO:** Faulty fuel cooler. Replace and retest.

04  
160  
,186

## 000189.00 — Engine Speed Derate

*The ECU detects a condition that requires an engine speed derate.*

DN22556,0000224 -19-28JUL06-1/1

## 000189.00 — Engine Speed Derate

### Related Information:

The engine speed derate diagnostic trouble code is information to the operator that the ECU has detected a condition such as high ECU temperature and is derating the engine by limiting the maximum amount of engine speed available to the engine. This code will only set as a result of another DTC setting.

### Alarm Level:

Warning

### Control Unit Response:

If this code sets, the ECU will limit the amount of engine speed in an attempt to protect the engine.

### Additional References:

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,187

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<p><b>❶ Intermittent Fault Test</b></p>	<ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Do any of the following DTCs set?</p> <ul style="list-style-type: none"> <li>• If DTC 001136.00 is active, see the following procedure later in this Group: <ul style="list-style-type: none"> <li>– DTC 001136.00 ECU TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE</li> </ul> </li> </ul>	<p><b>YES:</b> Diagnose the DTC that set in addition to 000189.00. Once this problem is cleared, 000189.00 will also clear.</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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000190.00 — Engine Overspeed Extreme

*The ECU detects that engine speed exceeds the maximum rpm.*

DN22556,0000225 -19-28JUL06-1/1

000190.00 — Engine Overspeed Extreme Diagnostic Procedure

**Related Information:**

The ECU detects that engine speed exceeds the maximum rpm.

**Alarm Level:**

STOP

**Control Unit Response:**

If this code sets, the ECU stops fuel flow to the High Pressure Common Rail (HPCR) through the control of the Pump Control Valve (PCV) solenoid.

**Additional References:**

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

--1/1

**1 Applications Check**

For the engine to exceed the maximum allowed engine speed at this level, the application must be mechanically pushing the engine. Check the application for anything that could be pushing the engine to an overspeed condition.

Problem found to be application related?

**YES:** Repair application problem and retest.

**NO:** Faulty ECU

--1/1

## 000190.16 — Engine Overspeed Moderate

*The ECU detects that engine speed exceeds the maximum rpm.*

DN22556,0000226 -19-28JUL06-1/1

### 000190.16 — Engine Overspeed Moderate Diagnostic Procedure

#### Related Information:

The ECU detects that engine speed exceeds the maximum rpm.

#### Alarm Level:

STOP

#### Control Unit Response:

If this code sets, the ECU stops fuel flow to the High Pressure Common Rail (HPCR) through the control of the Pump Control Valve (PCV) solenoid.

**Additional References:**For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

--1/1

#### ① Applications Check

For the engine to exceed the maximum allowed engine speed at this level, the application must be mechanically pushing the engine. Check the application for anything that could be pushing the engine to an overspeed condition.

Problem found to be application related?

**YES:** Repair application problem and retest.

**NO:** Faulty ECU

--1/1

## 000237.02 — VIN Security Data Conflict

*The ECU detects a VIN on the CCU, ECU, or ICU that does not match the VIN of the other two controllers, or the ECU is unable to communicate with the CCU or ICU.*

DN22556,0000227 -19-28JUL06-1/1

## 000237.02 — VIN Security Data Conflict

### Related Information:

The VIN includes information pertaining to the vehicle model number, the vehicle serial number, and the option code that is available for each specific vehicle. There are several checks set up in the ECU to verify that all of the correct electronic controllers are being used.

After power on, the ECU will wait 50 seconds and then request the VIN. If no responses are received, the ECU will try 2 more times in 50-second increments. After a valid response, the ECU will wait 1 hour before requesting the VIN again.

CAN bus communication problems can cause this code.

If a controller was just re-programmed there may be a problem with the released software.

### Alarm Level:

Warning

### Control Unit Response:

ECU will derate the engine to 90% of full power.

DTC 000237.02 will NOT reset with a key cycle.

DTC 001569.31 will set.

### Additional References:

For further VIN code information, refer to the Technical Manual for the equipment on which the code set.

-- -1/1

### 1 Read DTCs and Store Snapshot Information

1. Ignition ON, engine OFF

*NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.*

2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.
3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.
4. Refresh DTC list.

Is 000237.02 error code active?

**YES:** GO TO 3

**NO:** GO TO 2

-- -1/1

## Trouble Code Diagnostics and Tests

<b>② Occurrence Count Check</b>	<ol style="list-style-type: none"><li>1. Ignition ON, Engine OFF.</li><li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li><li>3. Review occurrence counts in the snapshot capture information for this code.</li></ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> For further troubleshooting procedures see your application manual.</p> <p>--1/1</p>
<b>③ VIN Information Check</b>	<ol style="list-style-type: none"><li>1. Ignition ON, Engine OFF.</li><li>2. From Service ADVISOR read the Vehicle Identification Number on the CCU, ECU, and ICU.</li></ol> <p>Do the numbers all agree?</p>	<p><b>YES:</b> Probable CAN communication problem. Further troubleshooting procedures are being developed.</p> <p><b>NO:</b> For further troubleshooting procedures see your application manual.</p> <p>--1/1</p>

04  
160  
,191

### 000237.13 — VIN Option Code Invalid

*The ECU detects an option code on the ECU that does not match the option code of the other controllers.*

DN22556,0000228 -19-28JUL06-1/1

000237.13 — VIN Option Code Invalid

Related Information:

The VIN includes information pertaining to the vehicle model number, the vehicle serial number, and the option code that is available for each specific vehicle. There are several checks set up in the ECU to verify that all of the correct electronic controllers are being used.

After power on, the ECU will wait 50 seconds and then request the VIN. If no responses are received, the ECU will try 2 more times in 50-second increments. After a valid response, the ECU will wait 1 hour before requesting the VIN.

CAN bus communication problems can cause this code.

Alarm Level:

Warning

Control Unit Response:

ECU will derate the engine to low idle.

DTC 000189.00 will also set.

Additional References:

For further VIN code information, refer to the Test Manual for the equipment on which the code set.

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1 Read DTCs and Store Snapshot Information

1. Ignition ON, engine OFF  
  
*NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.*
  2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.
  3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.
  4. Refresh DTC list.
- Is 000237.13 error code active?

YES: GO TO 3  
NO: GO TO 2

-- -1/1



## Trouble Code Diagnostics and Tests

<b>② Occurrence Count Check</b>	<ol style="list-style-type: none"><li>1. Ignition ON, Engine OFF.</li><li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li><li>3. Review occurrence counts in the snapshot capture information for this code.</li></ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> For further troubleshooting procedures see your application manual.</p> <p>--1/1</p>
<b>③ VIN Information Check</b>	<ol style="list-style-type: none"><li>1. Ignition ON, Engine OFF.</li><li>2. From Service ADVISOR read the Vehicle Identification Number on the CCU, ECU, and ICU.</li></ol> <p>Do the numbers all agree?</p>	<p><b>YES:</b> Probable CAN communication problem. Further troubleshooting procedures are being developed.</p> <p><b>NO:</b> For further troubleshooting procedures see your application manual.</p> <p>--1/1</p>

04  
160  
,193

### 000237.31 — Vehicle Model Number Invalid

*The ECU detects a vehicle model number on the CCU, ECU, or ICU that does not match the vehicle model number of the other two controllers.*

DN22556,0000229 -19-28JUL06-1/1

000237.31 — Vehicle Model Number Invalid

Related Information:

The VIN includes information pertaining to the vehicle model number, the vehicle serial number, and the option code that is available for each specific vehicle. There are several checks set up in the ECU to verify that all of the correct electronic controllers are being used.

After power on, the ECU will wait 50 seconds and then request the VIN. If no responses are received, the ECU will try 2 more times in 50-second increments. After a valid response, the ECU will wait 1 hour before requesting the VIN.

CAN bus communication problems can cause this code.

Alarm Level:

Warning

Control Unit Response:

ECU will derate the engine to low idle.

DTC 000189.00 will also set.

Additional References:

For further VIN code information, refer to the Test Manual for the equipment on which the code set.

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1 Read DTCs and Store Snapshot Information

1. Ignition ON, engine OFF  
  
*NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.*
  2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.
  3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.
  4. Refresh DTC list.
- Is 000237.31 error code active?

YES: GO TO 3  
NO: GO TO 2

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## Trouble Code Diagnostics and Tests

<p><b>② Occurrence Count Check</b></p>	<ol style="list-style-type: none"> <li>1. Ignition ON, Engine OFF.</li> <li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>3. Review occurrence counts in the snapshot capture information for this code.</li> </ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> For further troubleshooting procedures see your application manual.</p> <p style="text-align: right;">-- -1/1</p>
<p><b>③ VIN Information Check</b></p>	<ol style="list-style-type: none"> <li>1. Ignition ON, Engine OFF.</li> <li>2. From Service ADVISOR read the Vehicle Identification Number on the CCU, ECU, and ICU.</li> </ol> <p>Do the numbers all agree?</p>	<p><b>YES:</b> Probable CAN communication problem. Further troubleshooting procedures are being developed.</p> <p><b>NO:</b> For further troubleshooting procedures see your application manual.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,195

000611.03 — Electronic Injector Wiring Shorted To Power Source

The ECU detects that injector wiring is shorted to a power source.

DN22556,000022E -19-28JUL06-1/1

000611.03 — Electronic Injector Wiring Shorted To Power Source Diagnostic Procedure

**IMPORTANT:** Other DTCs may set with 000611.03. Follow this procedure first and make repairs as directed.

**Related Information:**

The ECU detects that injector wiring is shorted to a power source.

**Alarm Level:**  
STOP

**Control Unit Response:**

If this code sets, the ECU will try to operate the engine under normal operating conditions.

The engine will experience cylinder misfire and/or black/gray smoke may be observed.

Depending on the cause of the DTC, the engine may not start.

**Additional References:**

For further electronic injector information, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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**1 Connection Check**

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the electronic injector interconnect connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000611.03 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Engine Operation Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running</li> <li>2. Run engine at high idle.</li> <li>3. Observe engine performance for exhaust smoke.</li> </ol> <p>Does engine have excessive white or gray exhaust smoke?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p>
<p style="text-align: right;">-- -1/1</p>		
<b>④ Engine Misfire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running</li> <li>2. Run engine at high idle.</li> </ol> <p>Does the engine misfire?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ⑥</p>
<p style="text-align: right;">-- -1/1</p>		

04  
160  
,197

## Trouble Code Diagnostics and Tests

<b>5 Engine Speed Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running</li> <li>2. Run engine at high idle.</li> </ol> <p>Does engine speed go above 900 rpm?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> GO TO <b>7</b></p>
<b>6 Short in 90V Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors and the electronic injector connector at the rear of the cylinder head.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• The electronic injector 90V terminal G1 in the harness end of the ECU connector #J1 and all other terminals in all three ECU connectors.</li> <li>• The electronic injector 90V terminal G2 in the harness end of the ECU connector #J1 and all other terminals in all three ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connections. OR Faulty ECU</p> <p><b>NO:</b> Short in 90V circuit that measured less than 2000 ohms.</p>
<b>7 Short in Electronic Injector Control Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Using the ECU diagnostic software, perform the Cylinder Cutout Test. For instructions on how to run this test, see ENGINE TEST INSTRUCTIONS - CYLINDER CUTOFF TEST earlier in this Group.</li> </ol> <p><i>NOTE: After performing the Cylinder Cutout Test, you should be able to identify one or more cylinders that did not affect the way the engine ran. This will be the cylinder(s) referred to in the following test.</i></p> <ol style="list-style-type: none"> <li>2. Ignition OFF</li> <li>3. Disconnect all three ECU connectors and the electronic injector connector at the rear of the cylinder head.</li> <li>4. Using a multimeter, measure resistance between the control terminal of the electronic injector(s) identified in the Cylinder Cutout Test at the ECU connector and all other terminals in all three ECU connectors on the engine harness.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connections. OR Faulty ECU</p> <p><b>NO:</b> Short in electronic injector control circuit that measured less than 2000 ohms.</p>

000611.04 — Electronic Injector Wiring Shorted To Ground

The ECU detects that injector wiring is shorted to ground.

DN22556,000022F -19-28JUL06-1/1

000611.04 — Electronic Injector Wiring Shorted To Ground Diagnostic Procedure

**IMPORTANT:** Other DTCs may set with 000611.04. Follow this procedure first and make repairs as directed.

**Related Information:**

The ECU detects that injector wiring is shorted to a ground.

**Alarm Level:**

STOP

**Control Unit Response:**

If this code sets, the ECU will try to operate the engine under normal operating conditions.

The engine will experience cylinder misfire and/or black/gray smoke may be observed.

Depending on the cause of the DTC, the engine may not start.

**Additional References:**

For further electronic injector information, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
,199

**❶ Connection Check**

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the electronic injector interconnect connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ❷

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000611.04 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Engine Starting Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Crank engine and try to start.</p> <p>Does the engine start?</p>	<p><b>YES:</b> GO TO <b>④</b></p> <p><b>NO:</b> GO TO <b>⑤</b></p> <p style="text-align: right;">-- -1/1</p>
<b>④ Engine Operation Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running at high idle.</li> <li>2. Observe engine performance.</li> </ol> <p>Does engine run rough omitting excessive black smoke?</p>	<p><b>YES:</b> GO TO <b>⑥</b></p> <p><b>NO:</b> GO TO <b>⑤</b></p> <p style="text-align: right;">-- -1/1</p>



<p><b>5 Short in Electronic Injector Wiring Harness Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors and the electronic injector connector at the rear of the cylinder head.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Terminal G1 in the harness end of the ECU connector #J1 and all other terminals in all three ECU connectors.</li> <li>• Terminal G2 in the harness end of the ECU connector #J1 and all other terminals in all three ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO 7</p> <p><b>NO:</b> Short in electronic injector 90V circuit that measured less than 2000 ohms.</p>
<p><b>6 Short in Electronic Injector Wiring Harness Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Using the ECU diagnostic software, perform the Cylinder Cutout Test. For instructions on how to run this test, see ENGINE TEST INSTRUCTIONS - CYLINDER CUTOFF TEST earlier in this Group.</li> </ol> <p><i>NOTE: After performing the Cylinder Cutout Test, you should be able to identify one or more cylinders that did not affect the way the engine ran. This will be the cylinder(s) referred to in the following test.</i></p> <ol style="list-style-type: none"> <li>2. Ignition OFF</li> <li>3. Disconnect all three ECU connectors and the electronic injector connector at the rear of the cylinder head.</li> <li>4. Using a multimeter, measure resistance between the control terminal of the electronic injector identified in the Cylinder Cutout Test at the ECU connector and all other terminals in all three ECU connectors on the engine harness.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO 7</p> <p><b>NO:</b> Short in electronic injector control wire from step 5 to wire that measured less than 2000 ohms.</p>

## Trouble Code Diagnostics and Tests

### 7 ECU and Electronic Injector Wiring Connection Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition OFF
2. Electronic injector wiring harness connector at the side of the cylinder head disconnected.
3. Using a multimeter, measure resistance between:
  - Terminal 4 in the cylinder head side of the electronic injector wiring harness and a good chassis ground.
  - Terminal 9 in the cylinder head side of the electronic injector wiring harness and a good chassis ground.

All measurements greater than 2000 ohms?

**YES:** Faulty electronic injector wiring connection  
OR  
Faulty ECU connection  
OR  
Faulty ECU

**NO:** GO TO 8

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### 8 Electronic Injector Wiring Harness Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition OFF
2. Remove the rocker arm cover.
3. Disconnect all electrical connections from all electronic injectors.
4. Using a multimeter, measure resistance between:
  - One terminal on top of the electronic injector and the body of the injector.
  - The other terminal on top of the electronic injector and the body of the injector.
  - Perform the above resistance check on all of the injectors.

All measurements greater than 2000 ohms?

**YES:** Faulty electronic injector wiring harness inside the cylinder head.

**NO:** Faulty electronic injector that measured less than 2000 ohms.

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## 000627.16 — ECU Power Supply Voltage Higher Than Expected

*The ECU detects a voltage above specification on one or more of the ECU voltage wires anytime the engine is cranking or running.*

DN22556,0000230 -19-28JUL06-1/1

## 000627.16 — ECU Power Supply Voltage Higher Than Expected

### Related Information:

Battery voltage powers the ECU and is measured so that the ECU can compensate for variations in battery voltage as it controls the output device drivers.

The ECU detects a voltage greater than 36 volts for 1 second on one or more of the ECU voltage wires anytime the engine is cranking or running.

### Alarm Level:

Warning

### Control Unit Response:

Engine may not start.

### Additional References:

For further electronic injector information, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
203

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests

### ② Intermittent Fault Test

*NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR™ earlier in this Group.
2. Ignition ON, engine running at 1500 rpm
3. Start the ECU diagnostic software
4. Using the ECU diagnostic software, read battery voltage.

Does the battery voltage measure above 36 volts?

**YES:** GO TO ③

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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### ③ Battery Voltage Test

*NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.*

1. Ignition ON, engine running at 1500 rpm
2. Using a multimeter, measure voltage across the positive and negative battery terminals.

Does the battery voltage measure above 36 volts?

**YES:** Faulty charging system. See STARTING AND CHARGING SYSTEM DIAGNOSTICS in Section 110 earlier in this manual.

**NO:** Faulty ECU

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## 000627.18 — ECU Power Supply Voltage Lower Than Expected

*The ECU detects a voltage below specification on one of the ECU voltage wires anytime when engine speed is above 1200 rpm.*

DN22556,0000231 -19-28JUL06-1/1

### 000627.18 ECU Power Supply Voltage Lower Than Expected Diagnostic Procedure

#### Related Information:

Battery voltage powers the ECU and is measured so that the ECU can compensate for variations in battery voltage as it controls the output device drivers.

The ECU detects a voltage less than 6 volts for 1 second on one of the ECU voltage wires anytime when engine speed is greater than 1200 rpm.

#### Alarm Level:

Warning

#### Control Unit Response:

The ECU will try to operate the engine under normal operating conditions.

The engine may not start due to low battery voltage.

#### Additional References:

For further electronic injector information, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
.205

<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT:</b> Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</p> <p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR™ earlier in this Group.</li> <li>2. Ignition ON, engine running at low idle</li> <li>3. Start the ECU diagnostic software</li> <li>4. Using the ECU diagnostic software, read battery voltage.</li> </ol> <p>Does the battery voltage measure below 6.0 volts?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Battery Voltage Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running at low idle</li> <li>2. Using a multimeter, measure voltage across the positive and negative battery terminals.</li> </ol> <p>Does the battery voltage measure below 6.0 volts?</p>	<p><b>YES:</b> Faulty charging system. See STARTING AND CHARGING SYSTEM DIAGNOSTICS in Section 110 earlier in this manual.</p> <p><b>NO:</b> GO TO <b>④</b></p>
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<b>④ ECU Power Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect ECU connector #J2 on the engine harness.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using a multimeter, measure voltage between terminal a good chassis ground and the following: <ul style="list-style-type: none"> <li>• Terminal L1 in ECU connector #J2 on the engine harness</li> <li>• Terminal L4 in ECU connector #J2 on the engine harness</li> <li>• Terminal M1 in ECU connector #J2 on the engine harness</li> <li>• Terminal M4 in ECU connector #J2 on the engine harness</li> <li>• Terminal B2 in ECU connector #J2 on the engine harness</li> </ul> </li> </ol> <p>Does the battery voltage measure below 6.0 volts?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> Open or short to ground in the ECU power supply wire(s) that measured below 6.0 volts.</p>
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<b>5 ECU Ground Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. ECU connector #J2 still disconnected.</li><li>3. Ignition ON, engine OFF</li><li>4. Using a multimeter, measure voltage between battery voltage and the following terminals:<ul style="list-style-type: none"><li>• Terminal L2 in ECU connector #J2 on the engine harness</li><li>• Terminal L3 in ECU connector #J2 on the engine harness</li><li>• Terminal M2 in ECU connector #J2 on the engine harness</li></ul></li></ol> <p>Does the voltage measure above 6.0 volts?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Open in ground circuit that showed low voltage</p>
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04  
160  
,207

000629.13 — ECU Error

The ECU detects an internal problem.

DN22556,0000232 -19-28JUL06-1/1

000629.13 — ECU Error Diagnostic Procedure

Related Information:

The ECU detects an internal problem caused by either an incorrectly programmed ECU or a faulty ECU.

Alarm Level:  
STOP

Control Unit Response:  
If this code sets, the engine will not start or run.

Additional References:  
For further engine control unit information, see ENGINE CONTROL UNIT in Section 03, Group 140 earlier in this manual.  
  
For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ENGINE CONTROL UNIT in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).  
  
**NO:** GO TO 2

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<p><b>② Intermittent Fault Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000629.13 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Diagnostic software does NOT communicate with ECU. See D1 - ECU DOES NOT COMMUNICATE WITH SERVICE ADVISOR DIAGNOSTIC PROCEDURE later in this Group.</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
209

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<p><b>③ ECU Programming Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Download software payload file for engine serial of engine displaying 000629.12. For instructions on downloading a payload file, see DOWNLOADING A PAYLOAD FILE FOR DOWNLOADING PAYLOAD FILE FOR SERVICE ADVISOR™ earlier in this Group.</li> <li>2. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Start the ECU diagnostic software.</li> <li>5. Program the ECU using the payload file downloaded for this engine. For instructions on programming the ECU, see REPROGRAMMING ENGINE CONTROL UNIT (ECU) WITH REPROGRAMMING ENGINE CONTROL UNIT (ECU) WITH SERVICE ADVISOR™</li> <li>6. Ignition OFF for 2 minutes.</li> <li>7. Ignition ON, engine OFF</li> <li>8. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000629.12 reoccur?</p>	<p><b>YES:</b> New software repaired ECU. Run engine to verify engine functions properly.</p> <p><b>NO:</b> Diagnostic software does NOT communicate with ECU. See D1 - ECU DOES NOT COMMUNICATE WITH SERVICE ADVISOR DIAGNOSTIC PROCEDURE later in this Group.</p> <p><b>NO:</b> DTC did not reoccur. Faulty ECU.</p>
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000636.02 — Pump Position Sensor Input Noise

*The ECU detects excessive noise (extra pulses) on the pump position sensor input.*

DN22556,0000233 -19-28JUL06-1/1

000636.02 — Pump Position Sensor Input Noise Diagnostic Procedure

**Related Information:**

The ECU detects excessive noise (extra pulses) on the pump position sensor input.

**Alarm Level:**

Warning

**Control Unit Response:**

If this code sets, prolonged cranking time may be required to start the engine.

The ECU will only use the crank position sensor input to determine piston position.

If a crank position sensor diagnostic trouble code accompanies 000636.02, the engine will die and will not restart until at least one of the two codes is repaired.

**Additional References:**

For further pump position sensor information, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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**1 Connection Check**

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the pump position sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000636.02 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
211

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<b>③ Noise Detection Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. 000636.02 is most likely caused by radiated or conducted electrical "noise" from some part of the machine. This problem may be caused by loose electrical ground or power connection anywhere on the machine. Things to check: <ul style="list-style-type: none"> <li>• All harness connections.</li> <li>• Alternator connections.</li> <li>• Chassis ground and battery ground connections.</li> <li>• Corrosion, dirt, or paint can cause intermittent and "noisy" connections.</li> <li>• Check the wiring for intermittent open and short circuits; particularly the pump position sensor wiring.</li> </ul> </li> <li>2. Other possible causes of 000636.02: <ul style="list-style-type: none"> <li>• Electromagnetic interference (EMI) from an incorrectly installed 2-way radio.</li> <li>• Interference from some radar source.</li> <li>• Possible burrs on the pump position timing wheel notches, should be clean, square edges.</li> </ul> </li> </ol> <p>Was the problem found?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> Replace pump position sensor and retest.</p>
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000636.05 — Pump Position Sensor Current Low

The ECU detects low current on the pump position sensor wiring.

DN22556,0000234 -19-28JUL06-1/1

000636.05 — Pump Position Sensor Current Low Diagnostic Procedure

NOTE: If other pump position sensor related DTCs accompany 000636.05, diagnose 000636.05 first.

Related Information:

The ECU detects low current on the pump position sensor wiring through the Harness Diagnostic Mode Test on the ECU diagnostic software.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

Additional References:

For further pump position sensor information, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the pump position sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Pump Position Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the pump position sensor and ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between terminal B in the pump position sensor and terminal G3 in ECU connector #J3 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Open in the pump position ground wire. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Pump Position Sensor Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Pump position sensor and ECU connector #J3 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 1 in the pump position sensor and terminal G4 in ECU connector #J3 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Open in the pump position input wire. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Pump Position Sensor Continuity Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Pump position sensor connector still disconnected.</li> <li>3. Using a multimeter, measure resistance between both terminals in the pump position sensor.</li> </ol> <p>Is the resistance between 2500 and 3500 ohms?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Faulty pump position sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
213

000636.06 — Pump Position Sensor Current High

The ECU detects high current on the pump position sensor wiring.

DN22556,0000235 -19-28JUL06-1/1

000636.06 — Pump Position Sensor Current High Diagnostic Procedure

NOTE: If other pump position sensor related DTCs accompany 000636.06, diagnose 000636.06 first.

Related Information:

The ECU detects high current on the pump position sensor wiring through the Harness Diagnostic Mode Test on the ECU diagnostic software.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

Additional References:

For further pump position sensor information, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the pump position sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Pump Position Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal G3 in ECU connector #J3 and all terminals in all three ECU connectors on the engine harness.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Short in pump position sensor ground circuit to wire(s) that measured less than 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Pump Position Sensor Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Pump position sensor and all three ECU connectors still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal G4 in ECU connector #J3 and all terminals in all three ECU connectors on the engine harness.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Short in pump position sensor input circuit to wire(s) that measured less than 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Pump Position Sensor Continuity Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Pump position sensor connector still disconnected.</li> <li>3. Using a multimeter, measure resistance between both terminals in the pump position sensor.</li> </ol> <p>Is the resistance between 2500 and 3500 ohms?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Faulty pump position sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
215

000636.08 — Pump Position Sensor Input Missing

The ECU does not detect the pump position sensor input.

DN22556,0000236 -19-28JUL06-1/1

000636.08 — Pump Position Sensor Input Missing Diagnostic Procedure

Related Information:

The ECU does not detect the pump position sensor input.

Alarm Level:

Warning

Control Unit Response:

If this code sets, prolonged cranking time may be required to start the engine.

The ECU will only use the crank position sensor input to determine piston position.

If a crank position sensor diagnostic trouble code accompanies 000636.08, the engine will die and will not restart until at least one of the two codes is repaired.

Additional References:

For further pump position sensor information, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the pump position sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000636.08 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
217

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<b>③ Pump Position Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect pump position sensor connector.</li> <li>3. Using a multimeter, measure resistance between both terminals of the pump position sensor connector on the engine harness.</li> </ol> <p>Does the resistance measure between 2500 and 3500 ohms?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Faulty pump position sensor.</p>
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<b>④ Open in Pump Position Input and Return Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect pump position sensor connector and ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Terminal A in the pump position sensor connector and terminal G4 in the ECU connector #J3 on the engine harness.</li> <li>• Terminal B in the pump position sensor connector and terminal G3 in the ECU connector #J3 on the engine harness.</li> </ul> </li> </ol> <p>Do both measure 5 ohms or less?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Open in circuit that measured above 5 ohms OR Terminals A and B in the pump position sensor harness connector inverted. OR Terminals G3 and G4 in the ECU connector #J3 inverted.</p>
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<p><b>5 Pump Position Sensor Input Wiring Harness Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Pump Position sensor connector still disconnected.</li> <li>3. Disconnect all 3 ECU connectors.</li> <li>4. Using a multimeter, measure resistance between terminal G4 in the ECU connector #J3 on the engine harness and the following: <ul style="list-style-type: none"> <li>• A good chassis ground.</li> <li>• All other terminals in all 3 ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Short in pump position sensor input circuit to wire that measured less than 2000 ohms.</p> <p>--1/1</p>
<p><b>6 Pump Position Sensor Return Wiring Harness</b></p>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Pump Position sensor connector and ECU connectors still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal G3 in the ECU connector #J3 on the engine harness and the following: <ul style="list-style-type: none"> <li>• A good chassis ground.</li> <li>• All other terminals in all 3 ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty pump position sensor connector. OR Faulty pump position sensor. OR Faulty ECU connector OR Faulty ECU</p> <p><b>NO:</b> Short in pump position sensor return circuit to wire that measured less than 2000 ohms.</p> <p>--1/1</p>

## 000636.10 — Pump Position Sensor Input Pattern Error

*The ECU detects an improper pattern on the pump position sensor input.*

DN22556,0000237 -19-28JUL06-1/1

### 000636.10 — Pump Position Sensor Input Pattern Error Diagnostic Procedure

#### Related Information:

The ECU detects an improper pattern on the pump position sensor input.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, prolonged cranking time may be required to start the engine.

The moment that 000636.10 sets, the engine may hesitate or die, but will restart.

The ECU will only use the crank position sensor input to determine piston position.

If a crank position sensor diagnostic trouble code accompanies 000636.10, the engine will die and will not restart until at least one of the two codes is repaired.

#### Additional References:

For further pump position sensor information, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,219

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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the pump position sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li><li>2. Ignition ON, engine OFF</li><li>3. Start the ECU diagnostic software.</li><li>4. Make note of any DTCs, then clear all DTCs.</li><li>5. Ignition ON, engine cranking or running</li><li>6. Read DTCs using SERVICE ADVISOR™.</li></ol> <p>Did 000636.10 reoccur?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>❸ Pump Position Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Disconnect pump position sensor connector.</li><li>3. Using a multimeter, measure resistance between both terminals of the pump position sensor connector on the engine harness.</li></ol> <p>Does the resistance measure between 2500 and 3500 ohms?</p>	<p><b>YES:</b> GO TO ❹</p> <p><b>NO:</b> Faulty pump position sensor.</p>
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<p><b>④ Open in Pump Position Input and Return Circuit Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect pump position sensor connector and ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between:                             <ul style="list-style-type: none"> <li>• Terminal A in the pump position sensor connector and terminal G4 in the ECU connector #J3 on the engine harness.</li> <li>• Terminal B in the pump position sensor connector and terminal G3 in the ECU connector #J3 on the engine harness.</li> </ul> </li> </ol> <p>Do both measure 5 ohms or less?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Open in circuit that measured above 5 ohms OR Terminals A and B in the pump position sensor harness connector inverted. OR Terminals G3 and G4 in the ECU connector #J3 inverted.</p>
<p><b>⑤ Pump Position Sensor Input Wiring Harness Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Pump Position sensor connector still disconnected.</li> <li>3. Disconnect all 3 ECU connectors.</li> <li>4. Using a multimeter, measure resistance between terminal G4 in the ECU connector #J3 on the engine harness and the following:                             <ul style="list-style-type: none"> <li>• A good chassis ground.</li> <li>• All other terminals in all 3 ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ⑥</p> <p><b>NO:</b> Short in pump position sensor input circuit to wire that measured less than 2000 ohms.</p>

04  
160  
,221

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**6 Pump Position  
Sensor Return Wiring  
Harness**

*NOTE: For wiring and theory of operation, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.*

1. Ignition OFF
2. Pump Position sensor connector and ECU connectors still disconnected.
3. Using a multimeter, measure resistance between terminal G3 in the ECU connector #J3 on the engine harness and the following:
  - A good chassis ground.
  - All other terminals in all 3 ECU connectors.

All measurements greater than 2000 ohms?

**YES:** Faulty pump position sensor connector.  
OR  
Faulty pump position sensor.  
OR  
Faulty ECU connector  
OR  
Faulty ECU

**NO:** Short in pump position sensor return circuit to wire that measured less than 2000 ohms.

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04  
160  
,222

## 000637.02 — Crank Position Input Noise

*The ECU detects excessive noise (extra pulses) on the crank position sensor input.*

DN22556,0000238 -19-28JUL06-1/1

### 000637.02 — Crank Position Input Noise Diagnostic Procedure

#### Related Information:

The ECU detects excessive noise (extra pulses) on the crank position sensor input.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, prolonged cranking time may be required to start the engine.

The ECU will only use the pump position sensor input to determine piston position.

If a pump position sensor diagnostic trouble code accompanies 000637.02, the engine will die and will not restart until at least one of the two codes is repaired.

The ECU will derate 50% per minute until the engine is running at 50% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further crank position sensor information, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
,223

## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the crank position sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000637.02 reoccur?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>❸ Noise Detection Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. 000637.02 is most likely caused by radiated or conducted electrical "noise" from some part of the machine. This problem may be caused by loose electrical ground or power connection anywhere on the machine. Things to check: <ul style="list-style-type: none"> <li>• All harness connections.</li> <li>• Alternator connections.</li> <li>• Chassis ground and battery ground connections.</li> <li>• Corrosion, dirt, or paint can cause intermittent and "noisy" connections.</li> <li>• Check the wiring for intermittent open and short circuits; particularly the pump position sensor wiring.</li> </ul> </li> <li>2. Other possible causes of 000637.02: <ul style="list-style-type: none"> <li>• Electromagnetic interference (EMI) from an incorrectly installed 2-way radio.</li> <li>• Interference from some radar source.</li> <li>• Possible burrs on the pump position timing wheel notches, should be clean, square edges.</li> </ul> </li> </ol> <p>Was the problem found?</p>	<p><b>YES:</b> Repair and retest.</p> <p><b>NO:</b> Replace crank position sensor and retest.</p>
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## 000637.05 — Crank Position Sensor Current Low

*The ECU detects low current on the crank position sensor wiring.*

DN22556,0000239 -19-28JUL06-1/1

### 000637.05 — Crank Position Sensor Current Low Diagnostic Procedure

*NOTE: If other crank position sensor related DTCs accompany 000637.05, diagnose 000637.05 first.*

#### Related Information:

The ECU detects low current on the crank position sensor wiring through the Harness Diagnostic Mode Test on the ECU diagnostic software.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

#### Additional References:

For further crank position sensor information, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,225

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the crank position sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Crank Position Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the crank position sensor and ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between terminal B in the crank position sensor and terminal F3 in ECU connector #J3 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Open in the crank position ground wire. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Crank Position Sensor Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Crank position sensor and ECU connector #J3 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal A in the crank position sensor and terminal F4 in ECU connector #J3 on the engine harness.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Open in the crank position input wire. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Crank Position Sensor Continuity Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Crank position sensor connector still disconnected.</li> <li>3. Using a multimeter, measure resistance between both terminals in the crank position sensor.</li> </ol> <p>Is the resistance between 2500 and 3500 ohms?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Faulty crank position sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>

## 000637.06 — Crank Position Sensor Current High

*The ECU detects high current on the crank position sensor wiring.*

DN22556,000023A -19-28JUL06-1/1

### 000637.06 — Crank Position Sensor Current High Diagnostic Procedure

*NOTE: If other crank position sensor related DTCs accompany 000637.06, diagnose 000637.06 first.*

#### Related Information:

The ECU detects high current on the crank position sensor wiring through the Harness Diagnostic Mode Test on the ECU diagnostic software.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

#### Additional References:

For further crank position sensor information, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,227

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the crank position sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Crank Position Sensor Ground Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the crank position sensor and all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal F3 in ECU connector #J3 and all terminals in all three ECU connectors on the engine harness.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Short in crank position sensor ground circuit to wire(s) that measured less than 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Crank Position Sensor Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Crank position sensor and all three ECU connectors still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal F4 in ECU connector #J3 and all terminals in all three ECU connectors on the engine harness.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Short in crank position sensor input circuit to wire(s) that measured less than 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Crank Position Sensor Continuity Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Crank position sensor connector still disconnected.</li> <li>3. Using a multimeter, measure resistance between both terminals in the crank position sensor.</li> </ol> <p>Is the resistance between 2500 and 3500 ohms?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Faulty crank position sensor. Replace and retest.</p> <p style="text-align: right;">-- -1/1</p>

## 000637.07 — Crank Position/Pump Position Timing Moderately Out of Sync

*The ECU detects that the pump position and crank position inputs are not in sync with each other.*

DN22556,000023B -19-28JUL06-1/1

### 000637.07 — Crank Position/Pump Position Timing Moderately Out of Sync Diagnostic Procedure

#### Related Information:

The ECU detects that the pump position and crank position inputs are not in sync with each other.

#### Alarm Level:

Warning

#### Control Unit Response:

Depending on the cause of 000637.07, the engine may die and then it may or may not restart.

If the engine continues to run, it will develop low power.

#### Additional References:

For further crank position sensor information, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For further pump position sensor information, see PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors, crank position sensor connector, and the pump position sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running or cranking</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000637.07 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Pump Position Timing Check</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <p>Verify pump position timing is correct. See CHECK AND ADJUST HIGH PRESSURE FUEL PUMP STATIC TIMING in Section 04, Group 150 earlier in this manual.</p> <p>Is the timing correct?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Adjust timing and retest.</p>
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<b>④ Crank Timing Wheel and Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the crank position sensor. See REMOVE AND INSTALL CRANK POSITION SENSOR in Section 02, Group 110 earlier in this manual.</li> <li>3. Inspect the crank timing wheel for broken teeth, nicks, burrs, or other damage.</li> <li>4. Inspect the crank position sensor for cracks, debris, or other damage.</li> </ol> <p>Is the timing wheel and sensor free from damage?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Determine the cause of damage. Replace faulty component and retest.</p>
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## Trouble Code Diagnostics and Tests

<b>5 Crank Position Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Crank position sensor connector still disconnected.</li> <li>3. Using a multimeter, measure resistance between both terminals in the crank position sensor.</li> </ol> <p>Is the resistance between 2500 and 3500 ohms?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Faulty crank position sensor.</p> <p style="text-align: right;">-- -1/1</p>
<b>6 Pump Position Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the pump position sensor connector.</li> <li>3. Using a multimeter, measure resistance between both terminals in the pump position sensor.</li> </ol> <p>Does the resistance measure between 2500 and 3500 ohms?</p>	<p><b>YES:</b> GO TO <b>7</b></p> <p><b>NO:</b> Faulty pump position sensor.</p> <p style="text-align: right;">-- -1/1</p>
<b>7 Open in Crank Position Sensor Input and Return Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the crank position sensor and ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Terminal A in the crank position sensor connector AND terminal F4 in ECU connector #J3 on the engine harness.</li> <li>• Terminal B in the crank position sensor connector AND terminal F3 in ECU connector #J3 on the engine harness.</li> </ul> </li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO <b>8</b></p> <p><b>NO:</b> Open in crank position sensor wire that measure over 5 ohms. OR Terminal A and B in the crank position sensor harness connector possibly inverted. OR Terminals F3 and F4 in the ECU connector #J3 inverted.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,231

## Trouble Code Diagnostics and Tests

<p><b>⑧ Crank Position Sensor Input Wiring Harness Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Crank position sensor connector still disconnected.</li> <li>3. Disconnect all three ECU connectors.</li> <li>4. Using a multimeter, measure resistance between terminal F4 in the ECU connector #J3 on the engine harness and the following: <ul style="list-style-type: none"> <li>• A good chassis ground.</li> <li>• All other terminals in all three ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ⑨</p> <p><b>NO:</b> Short in crank position sensor input circuit to wire(s) that measured less than 2000 ohms.</p>
<p><b>⑨ Crank Position Sensor Ground Wiring Harness Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Crank position sensor connector and all three ECU connectors still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal F3 in the ECU connector #J3 on the engine harness and the following: <ul style="list-style-type: none"> <li>• A good chassis ground.</li> <li>• All other terminals in all three ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ⑩</p> <p><b>NO:</b> Short in crank position sensor ground circuit to wire(s) that measured less than 2000 ohms.</p>
<p><b>⑩ Open in Pump Position Sensor Input and Return Wire Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the pump position sensor and ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Terminal A in the pump position sensor connector AND terminal G4 in ECU connector #J3 on the engine harness.</li> <li>• Terminal B in the pump position sensor connector AND terminal G3 in ECU connector #J3 on the engine harness.</li> </ul> </li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ⑧</p> <p><b>NO:</b> Open in pump position sensor wire that measure over 5 ohms. OR Terminal A and B in the pump position sensor harness connector inverted. OR Terminals G3 and G4 in the ECU connector #J3 inverted.</p>



## Trouble Code Diagnostics and Tests

<b>11 Pump Position Sensor Input Wiring Harness Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Pump position sensor connector still disconnected.</li> <li>3. Disconnect all three ECU connectors.</li> <li>4. Using a multimeter, measure resistance between terminal G4 in the ECU connector #J3 on the engine harness and the following: <ul style="list-style-type: none"> <li>• A good chassis ground.</li> <li>• All other terminals in all three ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO 9</p> <p><b>NO:</b> Short in pump position sensor input circuit to wire(s) that measured less than 2000 ohms.</p>
<b>12 Pump Position Sensor Ground Wiring Harness Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR and PUMP POSITION SENSOR in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Pump position sensor connector and all three ECU connectors still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal G3 in the ECU connector #J3 on the engine harness and the following: <ul style="list-style-type: none"> <li>• A good chassis ground.</li> <li>• All other terminals in all three ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connector. OR Faulty ECU</p> <p><b>NO:</b> Short in pump position sensor ground circuit to wire(s) that measured less than 2000 ohms.</p>

04  
160  
233

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## 000637.08 — Crank Position Input Missing

*The ECU does not detect the crank position sensor input.*

DN22556,000023C -19-28JUL06-1/1

### 000637.08 — Crank Position Input Missing Diagnostic Procedure

#### Related Information:

The ECU does not detect the crank position sensor input.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, prolonged cranking time may be required to start the engine.

The ECU will only use the pump position sensor input to determine piston position.

If a pump position sensor diagnostic trouble code accompanies 000637.08, the engine will die and will not restart until at least one of the two codes is repaired.

The ECU will derate 50% per minute until the engine is running at 50% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further crank position sensor information, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the crank position sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000637.08 reoccur?</p>	<p><b>YES:</b> GO TO <b>❸</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>❸ Crank Sensor Observable Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the crank position sensor. See REMOVE AND INSTALL CRANK POSITION SENSOR in Section 02, Group 110 of this manual.</li> <li>3. Inspect the sensor tip for damage, such as cracks or debris.</li> </ol> <p>Is sensor free from damage?</p>	<p><b>YES:</b> GO TO <b>❹</b></p> <p><b>NO:</b> Determine and repair the cause of damage to sensor. Replace sensor and retest.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
235

## Trouble Code Diagnostics and Tests

<b>4 Crank Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Crank position sensor still removed from the engine.</li> <li>3. Using a multimeter, measure resistance between both terminals of the crank position sensor connector on the engine harness.</li> </ol> <p>Does the resistance measure between 2500 and 3500 ohms?</p>	<p><b>YES:</b> GO TO <b>5</b></p> <p><b>NO:</b> Faulty crank position sensor.</p> <p style="text-align: right;">-- -1/1</p>
<b>5 Open in Crank Sensor Input and Return Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect crank position sensor connector and ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Terminal A in the pump position sensor connector and terminal F4 in the ECU connector #J3 on the engine harness.</li> <li>• Terminal B in the pump position sensor connector and terminal F3 in the ECU connector #J3 on the engine harness.</li> </ul> </li> </ol> <p>Do both measure 5 ohms or less?</p>	<p><b>YES:</b> GO TO <b>5</b></p> <p><b>NO:</b> Open in circuit that measured above 5 ohms OR Terminals A and B in the crank position sensor harness connector inverted. OR Terminals F3 and F4 in the ECU connector #J3 inverted.</p> <p style="text-align: right;">-- -1/1</p>
<b>6 Crank Position Sensor Input Wiring Harness Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Crank position sensor connector still disconnected.</li> <li>3. Disconnect all 3 ECU connectors.</li> <li>4. Using a multimeter, measure resistance between terminal F4 in the ECU connector #J3 on the engine harness and the following: <ul style="list-style-type: none"> <li>• A good chassis ground.</li> <li>• All other terminals in all 3 ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Short in crank position sensor input circuit to wire that measured less than 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>

<b>7 Crank Position Sensor Return Wiring Harness</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Crank Position sensor connector and ECU connectors still disconnected.</li><li>3. Using a multimeter, measure resistance between terminal F3 in the ECU connector #J3 on the engine harness and the following:<ul style="list-style-type: none"><li>• A good chassis ground.</li><li>• All other terminals in all 3 ECU connectors.</li></ul></li></ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty crank position sensor connector. OR Faulty crank position sensor. OR Faulty ECU connector OR Faulty ECU</p> <p><b>NO:</b> Short in crank position sensor return circuit to wire that measured less than 2000 ohms.</p>
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160  
,237

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## 000637.10 — Crank Position Input Pattern Error

*The ECU detects an improper pattern on the crank position sensor input.*

DN22556,000023D -19-28JUL06-1/1

### 000637.10 — Crank Position Input Pattern Error Diagnostic Procedure

#### Related Information:

The ECU detects an improper pattern on the crank position sensor input.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, prolonged cranking time may be required to start the engine.

The ECU will only use the pump position sensor input to determine piston position.

If a pump position sensor diagnostic trouble code accompanies 000637.10, the engine will die and will not restart until at least one of the two codes is repaired.

The ECU will derate 50% per minute until the engine is running at 50% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further crank position sensor information, see CRANK POSITION SENSOR in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the crank position sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000637.10 reoccur?</p>	<p><b>YES:</b> GO TO <b>❸</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
239

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<b>❸ Crank Sensor Observable Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove the crank position sensor. See REMOVE AND INSTALL CRANK POSITION SENSOR in Section 02, Group 110 of this manual.</li> <li>3. Inspect the sensor tip for damage, such as cracks or debris.</li> </ol> <p>Is sensor free from damage?</p>	<p><b>YES:</b> GO TO <b>❹</b></p> <p><b>NO:</b> Determine and repair the cause of damage to sensor. Replace sensor and retest.</p>
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## Trouble Code Diagnostics and Tests

<b>④ Crank Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect crank position sensor connector.</li> <li>3. Using a multimeter, measure resistance between both terminals of the crank position sensor connector on the engine harness.</li> </ol> <p>Does the resistance measure between 2500 and 3500 ohms?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Faulty crank position sensor.</p>
<b>⑤ Open in Crank Sensor Input and Return Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect crank position sensor connector and ECU connector #J3.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Terminal A in the pump position sensor connector and terminal F4 in the ECU connector #J3 on the engine harness.</li> <li>• Terminal B in the pump position sensor connector and terminal F3 in the ECU connector #J3 on the engine harness.</li> </ul> </li> </ol> <p>Do both measure 5 ohms or less?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Open in circuit that measured above 5 ohms OR Terminals A and B in the crank position sensor harness connector inverted. OR Terminals F3 and F4 in the ECU connector #J3 inverted.</p>
<b>⑥ Crank Position Sensor Input Wiring Harness Test</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Crank position sensor connector still disconnected.</li> <li>3. Disconnect all 3 ECU connectors.</li> <li>4. Using a multimeter, measure resistance between terminal F4 in the ECU connector #J3 on the engine harness and the following: <ul style="list-style-type: none"> <li>• A good chassis ground.</li> <li>• All other terminals in all 3 ECU connectors.</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ⑥</p> <p><b>NO:</b> Short in crank position sensor input circuit to wire that measured less than 2000 ohms.</p>



<b>7 Crank Position Sensor Return Wiring Harness</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Crank Position sensor connector and ECU connectors still disconnected.</li><li>3. Using a multimeter, measure resistance between terminal F3 in the ECU connector #J3 on the engine harness and the following:<ul style="list-style-type: none"><li>• A good chassis ground.</li><li>• All other terminals in all 3 ECU connectors.</li></ul></li></ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO <b>8</b></p> <p><b>NO:</b> Short in crank position sensor return circuit to wire that measured less than 2000 ohms.</p>
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<b>8 Pump Position Timing Check</b>	<p><i>NOTE: For wiring and theory of operation, see CRANK POSITION SENSOR in Section 03, Group 140 earlier in this manual. or PUMP POSITION SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Verify pump position timing is correct. See CHECK AND ADJUST HIGH PRESSURE FUEL PUMP STATIC TIMING in Section 04, Group 150 earlier in this manual.</p> <p>Is pump position timing correct?</p>	<p><b>YES:</b> Faulty crank position sensor connector. OR Faulty crank position sensor. OR Faulty ECU connector OR Faulty ECU</p> <p><b>NO:</b> Adjust timing and recheck.</p>
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04  
160  
,241

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### 000640.11 — Engine Shutdown—Vehicle Request Invalid

*ECU received an invalid request to shut down the engine..*

**Alarm Level:**  
STOP

**Control Unit Response:**  
The engine will not shut down.

**Additional References:**  
Refer to the equipment's diagnostic test manual.

DN22556,000023E -19-28JUL06-1/1

### 000640.11 — Engine Shutdown—Vehicle Request Invalid

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Trouble Code Diagnostics and Tests

<b>❶ Read DTCs and Store Snapshot Information</b>	<ol style="list-style-type: none"><li>1. Ignition ON, engine OFF</li></ol> <p><i>NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.</i></p> <ol style="list-style-type: none"><li>2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.</li><li>3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li><li>4. Refresh DTC list.</li></ol> <p>Is 000640.11 error code active?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> GO TO ❷</p>
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<b>❷ Occurrence Count Check</b>	<ol style="list-style-type: none"><li>1. Ignition ON, Engine OFF.</li><li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li><li>3. Review occurrence counts in the snapshot capture information for this code.</li></ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> For further troubleshooting procedures see the application manual.</p>
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**000640.31 — Engine Shutdown—Vehicle Request**

*The ECU receives a valid engine shutdown signal.*

DN22556,000023F -19-28JUL06-1/1

## 000640.31 — Engine Shutdown - Vehicle Request Diagnostic Procedure

**Alarm Level:**  
STOP

**Control Unit Response:**

The engine will shut down. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

**Additional References:**

Refer to the equipment's diagnostic test manual.

04  
160  
243

--1/1

<p><b>❶ Read DTCs and Store Snapshot Information</b></p>	<ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> </ol> <p><i>NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.</i></p> <ol style="list-style-type: none"> <li>2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.</li> <li>3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>4. Refresh DTC list.</li> </ol> <p>Is 000640.11 error code active?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> GO TO ❷</p>
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<p><b>❷ Occurrence Count Check</b></p>	<ol style="list-style-type: none"> <li>1. Ignition ON, Engine OFF.</li> <li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>3. Review occurrence counts in the snapshot capture information for this code.</li> </ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> For further troubleshooting procedures see the application manual.</p>
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000651.02 — Cylinder #1 Electronic Injector Part Number Invalid

The ECU detects an incorrect injector part number was installed or calibrated into cylinder #1.

DN22556,0000240 -19-28JUL06-1/1

000651.02 — Cylinder #1 Electronic Injector Part Number Invalid Diagnostic Procedure

Related Information:

The ECU detects an incorrect part number for the injector in cylinder #1. If the incorrect injector part number has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

Alarm Level:

STOP

Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #1.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000651.02 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #1 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was injector #1 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO ⑤</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
245

**5 Injector Part Number Check**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition ON, engine OFF
  2. Using the diagnostic software, read and record Injector #1 Part Number.
  3. If the injector information page is still available from the new injector box gather this.
  4. Compare the Injector #1 Part Number from the page to that of the diagnostic software.
  5. If the page is not available, Ignition OFF.
  6. Remove injector #1 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.
  7. Compare the part number etched on the side of the injector to that of the diagnostic software.
- Do the injector part numbers match?

**YES:** Faulty ECU

**NO:** Incorrect part number installed. Replace injector #1 with the correct part number and recalibrate ECU.

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04  
160  
,246

## 000651.05 — Cylinder #1 Electronic Injector Circuit Open

*The ECU detects an open in the cylinder #1 electronic injector circuit.*

DN22556,0000241 -19-28JUL06-1/1

### 000651.05 — Cylinder #1 Electronic Injector Circuit Open Diagnostic Procedure

#### Related Information:

The ECU detects an open in the cylinder #1 electronic injector circuit.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #1 will not fire.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
247

<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests

### ② Intermittent Fault Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.
2. Ignition ON, engine OFF
3. Start the ECU diagnostic software.
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine cranking or running.
6. Read DTCs using SERVICE ADVISOR™.

Did 000651.05 reoccur?

**YES:** GO TO ③

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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### ③ Open in Electronic Injector Control Wire Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition OFF



**CAUTION:** Possible strong electronic shock hazard if engine is cranking or running!

2. Disconnect electronic injector wiring harness connector at side of cylinder head.
3. Disconnect ECU connector #J1.
4. Using a multimeter, measure resistance between terminal 1 in the harness end of the injector wiring harness connector and terminal E1 in the harness end of ECU connector #J1.


Is the resistance 5 ohms or less?

**YES:** GO TO ④

**NO:** Open in electronic injector #1 control wire.

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<p><b>④ Open in 90V Supply Wire Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Electronic injector wiring harness connector and ECU connector #J1 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 4 in the harness end of the injector wiring harness connector and terminal G1 in the harness end of ECU connector #J1.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Open in electronic injector #1 90V supply wire.</p>
<p><b>⑤ Cylinder #1 Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Both terminals on cylinder #1 electronic injector.</li> <li>• Both terminals on a known good electronic injector.</li> </ul> </li> </ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES:</b> GO TO ⑥</p> <p><b>NO:</b> Faulty cylinder #1 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIs) and INSTALL ELECTRONIC INJECTORS (EIs)</p>

**6 Electronic Injector  
Harness in Cylinder  
Head Test**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI)  
OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition OFF
2. Cylinder #1 injector wires still disconnected from injector.
3. Disconnect electronic injector wiring harness from side of cylinder head.
4. Using a multimeter, measure resistance between:
  - One of the cylinder #1 electronic injector harness eyelets and the corresponding terminal at the connector on the rear of the cylinder head (either terminal 1 or 4, the injectors are not polarity sensitive).
  - The other cylinder #1 electronic injector harness eyelet and the corresponding terminal at the connector on the rear of the cylinder head

Both measurements 2.0 ohms or less?

**YES:** Faulty ECU  
connection.  
OR  
Faulty electronic injector  
wiring harness  
connection.  
OR  
Faulty ECU

**NO:** Open in wire(s) that  
measured above 2.0  
ohms. Repair and retest.

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## 000651.06 — Cylinder #1 Electronic Injector Circuit Shorted

*The ECU detects a short in the cylinder #1 electronic injector circuit.*

DN22556,0000242 -19-28JUL06-1/1

### 000651.06 — Cylinder #1 Electronic Injector Circuit Shorted Diagnostic Procedure

#### Related Information:

The ECU detects a short in the cylinder #1 electronic injector circuit.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #1 will not fire.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests

### ② Intermittent Fault Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.
2. Ignition ON, engine OFF
3. Start the ECU diagnostic software.
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine cranking or running.
6. Read DTCs using SERVICE ADVISOR™.

Did 000651.06 reoccur?

**YES:** GO TO ③

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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### ③ Short In Electronic Injector Wiring Harness Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition OFF



**CAUTION:** Possible strong electronic shock hazard if engine is cranking or running!

2. Disconnect electronic injector wiring harness connector at side of cylinder head.
3. Disconnect ECU connector #J1.
4. Using a multimeter, measure resistance between terminal 1 in the harness end of electronic injector wiring connector and the following:
  - Terminal 4 in the harness end of the electronic injector wiring harness connector.
  - Terminal 9 in the harness end of the electronic injector wiring harness connector.

Is the resistance greater than 2000 ohms?

**YES:** GO TO ④

**NO:** Short in wires that measured less than 2000 ohms. Repair and retest.

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<p><b>④ Cylinder #1 Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Both terminals on cylinder #1 electronic injector.</li> <li>• Both terminals on a known good electronic injector.</li> </ul> </li> </ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Faulty cylinder #1 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIS) AND INSTALL ELECTRONIC INJECTORS (EIs)</p>
<p><b>⑤ Electronic Injector Harness in Cylinder Head Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Keep cylinder #1 wiring harness disconnected from electronic injector.</li> <li>3. Disconnect electronic injector wiring harness from side of cylinder head.</li> <li>4. Cylinder #1 injector wires still disconnected from injector.</li> <li>5. Using a multimeter, measure resistance between the following: <ul style="list-style-type: none"> <li>• One of the eyelets for injector #1 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> <li>• The other eyelet for injector #1 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> </ul> </li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection. OR Faulty ECU</p> <p><b>NO:</b> Short in wire that measured more than 5 ohms. Repair and retest.</p>

## 000651.07 — Cylinder #1 Electronic Injector Mechanical Failure

*The fuel rail pressure does not drop at the injection of fuel to cylinder #1.*

DN22556,0000243 -19-28JUL06-1/1

### 000651.07 — Cylinder #1 Electronic Injector Mechanical Failure Diagnostic Procedure

#### Related Information:

The ECU does not detect a drop in fuel rail pressure when cylinder #1 injects fuel.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #1 is not injecting fuel.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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#### ① Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*




Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ②

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<p><b>2 Electronic Injector Wiring Harness Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>1. Ignition OFF</p> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <p>2.Remove rocker arm cover with vent tube.</p> <p>3. Verify all wiring harness eyelet connector retaining nuts are tightened to specification.</p> <p style="text-align: center;"><b>Specification</b></p> <p>Injector Solenoid Wire Retaining Nut— Torque ..... 2 N•m (1.5 lb-ft)(18 lb-in)</p> <p>4. Install rocker arm cover with vent tube. See INSTALL ROCKER ARM COVER in Section 02, Group 021 of CTM104.</p> <p>All connections tightened per specification?</p>	<p><b>YES:</b> GO TO <b>3</b></p> <p><b>NO:</b> Tighten retaining nut(s) to specification and retest?</p>
<p><b>3 Electronic Injector Fuel Line Restriction Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p> <b>CAUTION: Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.</b></p> <p> <b>CAUTION: Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, USA.</b></p> <p>1. Ignition OFF for 5 minutes.</p> <p>2. Disconnect the fuel line between High Pressure Common Rail (HPCR) and the inlet at electronic injector #1.</p> <p>3. Check fuel line for restrictions.</p> <p>Is the fuel line restricted?</p>	<p><b>YES:</b> Repair or replace fuel line and retest.</p> <p><b>NO:</b> GO TO <b>4</b></p>

**④ Flow Limiter Test**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition ON, engine running under condition that set 000651.07.
2. Using the ECU diagnostic software, watch for 000651.07 to set.
3. Continue to refresh the active code list until 000651.07 resets.
4. Listen to flow limiter that corresponds to electronic injector #1 while turning ignition OFF.

*NOTE: It is very difficult to distinguish the difference between electronic injector #1 and the other flow limiters clicking. Make sure electronic injector #1 makes the click. It will take 5-10 seconds for the ball to reseal.*

Does electronic injector #1 flow limiter click?



**YES:** GO TO ⑤

**NO:** Faulty flow limiter. Replace flow limiter and retest. See REMOVE AND INSTALL FLOW DAMPERS in Section 02, Group 090 earlier in this manual.

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04  
160  
,256



<p><b>5 Side Feed Tube Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p> <b>CAUTION:</b> Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.</p> <p> <b>CAUTION:</b> Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, USA.</p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the high pressure fuel delivery line for injector #1. Remove the side feed tube retaining nut from the cylinder head.</li> <li>3. Using a 1/2" hose grip pliers, remove the side feed tube from the cylinder head.</li> <li>4. Inspect the side feed tube for nicks, burrs, or other damage.</li> <li>5. Inspect side feed tube o-ring for damage.</li> <li>6. When inspection is completed, reinstall inspected or install new side feed tube and tighten retaining nuts to specification.</li> </ol> <p style="text-align: center;"><b>Specification</b></p> <p>Side Feed Tube Retaining Nut—Torque ..... 35 N•m (25.5 lb-ft)</p> <ol style="list-style-type: none"> <li>7. Install the high pressure fuel delivery line to the side feed tube retaining nut. Tighten to specification.</li> </ol> <p style="text-align: center;"><b>Specification</b></p> <p>High Pressure Delivery Line Fitting— Torque ..... 27 N•m (19.9 lb-ft)</p> <p>Did everything pass inspection?</p>	<p><b>YES:</b> Faulty electronic injector #1. OR Faulty ECU</p> <p><b>NO:</b> Replace side feed tube and retest.</p>
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160  
,257

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000651.13 — Cylinder #1 Electronic Injector QR Code Invalid

The ECU detects an incorrect QR Code was calibrated into the ECU.

DN22556,0000244 -19-28JUL06-1/1

000651.13 — Cylinder #1 Electronic Injector QR Code Invalid Diagnostic Procedure

Related Information:

The ECU detects an incorrect QR Code was calibrated into the ECU. If the incorrect injector QR code has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #1.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000651.13 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #1 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was injector #1 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO ⑤</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
259

**5 Injector QR Code Check**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition ON, engine OFF
2. Using the diagnostic software, read and record Injector #1 QR Code.
3. If the injector information page is still available from the new injector box gather this.
4. Compare the Injector #1 QR Code from the page to that of the diagnostic software.
5. If the page is not available, Ignition OFF.
6. Remove injector #1 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.
7. Compare the QR Code etched on the side of the injector to that of the diagnostic software.

Do the injector QR coeds match?

**YES:** Faulty ECU

**NO:** Incorrect QR code input. Recalibrate injector #1 with the correct QR code.

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## 000652.02 — Cylinder #2 Electronic Injector Part Number Invalid

*The ECU detects an incorrect injector part number was installed or calibrated into cylinder #2.*

DN22556,0000245 -19-28JUL06-1/1

### 000652.02 — Cylinder #2 Electronic Injector Part Number Invalid Diagnostic Procedure

#### Related Information:

The ECU detects an incorrect part number for the injector in cylinder #2. If the incorrect injector part number has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

#### Alarm Level:

STOP

#### Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #2.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
261

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000652.02 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Installation of New Injector #2 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was injector #2 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> GO TO <b>④</b></p>
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<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO <b>⑤</b></p>
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<p><b>5 Injector Part Number Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Using the diagnostic software, read and record Injector #2 Part Number.</li> <li>3. If the injector information page is still available from the new injector box gather this.</li> <li>4. Compare the Injector #2 Part Number from the page to that of the diagnostic software.</li> <li>5. If the page is not available, Ignition OFF.</li> <li>6. Remove injector #2 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.</li> <li>7. Compare the part number etched on the side of the injector to that of the diagnostic software.</li> </ol> <p>Do the injector part numbers match?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Incorrect part number installed. Replace injector #2 with the correct part number and recalibrate ECU.</p>
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160  
,263

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000652.05 — Cylinder #2 Electronic Injector Circuit Open

The ECU detects an open in the cylinder #2 electronic injector circuit.

DN22556,0000246 -19-28JUL06-1/1

000652.05 — Cylinder #2 Electronic Injector Circuit Open Diagnostic Procedure

Related Information:

The ECU detects an open in the cylinder #2 electronic injector circuit.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #2 will not fire.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000652.05 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
265


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<b>③ Open in Electronic Injector Control Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Disconnect electronic injector wiring harness connector at side of cylinder head.</li> <li>3. Disconnect ECU connector #J1.</li> <li>4. Using a multimeter, measure resistance between terminal 2 in the harness end of the injector wiring harness connector and terminal B1 in the harness end of ECU connector #J1.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Open in electronic injector #2 control wire.</p>
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## Trouble Code Diagnostics and Tests

<b>④ Open in 90V Supply Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li></ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"><li>2. Electronic injector wiring harness connector and ECU connector #J1 still disconnected.</li><li>3. Using a multimeter, measure resistance between terminal 4 in the harness end of the injector wiring harness connector and terminal G1 in the harness end of ECU connector #J1.</li></ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES: GO TO ⑤</b></p> <p><b>NO:</b> Open in electronic injector #2 90V supply wire.</p> <p>— --1/1</p>
<b>⑤ Cylinder #2 Electronic Injector Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Remove rocker arm cover.</li><li>3. Using a multimeter, measure resistance between:<ul style="list-style-type: none"><li>• Both terminals on cylinder #2 electronic injector.</li><li>• Both terminals on a known good electronic injector.</li></ul></li></ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES: GO TO ⑥</b></p> <p><b>NO:</b> Faulty cylinder #2 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIs) and INSTALL ELECTRONIC INJECTORS (EIs)</p> <p>— --1/1</p>

<b>⑥ Electronic Injector Harness in Cylinder Head Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Cylinder #2 injector wires still disconnected from injector.</li><li>3. Disconnect electronic injector wiring harness from side of cylinder head.</li><li>4. Using a multimeter, measure resistance between:<ul style="list-style-type: none"><li>• One of the cylinder #2 electronic injector harness eyelets and the corresponding terminal at the connector on the rear of the cylinder head (either terminal 2 or 4, the injectors are not polarity sensitive).</li><li>• The other cylinder #2 electronic injector harness eyelet and the corresponding terminal at the connector on the rear of the cylinder head</li></ul></li></ol> <p>Both measurements 2.0 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection. OR Faulty electronic injector wiring harness connection. OR Faulty ECU</p> <p><b>NO:</b> Open in wire(s) that measured above 2.0 ohms. Repair and retest.</p>
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160  
,267

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000652.06 — Cylinder #2 Electronic Injector Circuit Shorted

The ECU detects a short in the cylinder #2 electronic injector circuit.

DN22556,0000247 -19-28JUL06-1/1

000652.06 - Cylinder #2 Electronic Injector Circuit Shorted Diagnostic Procedure

Related Information:

The ECU detects a short in the cylinder #2 electronic injector circuit.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #2 will not fire.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000652.06 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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160  
,269

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<b>③ Short In Electronic Injector Wiring Harness Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Disconnect electronic injector wiring harness connector at side of cylinder head.</li> <li>3. Disconnect ECU connector #J1.</li> <li>4. Using a multimeter, measure resistance between terminal 2 in the harness end of electronic injector wiring connector and the following: <ul style="list-style-type: none"> <li>• Terminal 4 in the harness end of the electronic injector wiring harness connector.</li> <li>• Terminal 9 in the harness end of the electronic injector wiring harness connector.</li> </ul> </li> </ol> <p>Is the resistance greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Short in wires that measured less than 2000 ohms. Repair and retest.</p>
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## Trouble Code Diagnostics and Tests

<p><b>④ Cylinder #2 Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Both terminals on cylinder #2 electronic injector.</li> <li>• Both terminals on a known good electronic injector.</li> </ul> </li> </ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> Faulty cylinder #2 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIS) AND INSTALL ELECTRONIC INJECTORS (EIS)</p> <p style="text-align: right;">-- -1/1</p>
<p><b>⑤ Electronic Injector Harness in Cylinder Head Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Keep cylinder #2 wiring harness disconnected from electronic injector.</li> <li>3. Disconnect electronic injector wiring harness from side of cylinder head.</li> <li>4. Cylinder #2 injector wires still disconnected from injector.</li> <li>5. Using a multimeter, measure resistance between the following: <ul style="list-style-type: none"> <li>• One of the eyelets for injector #2 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> <li>• The other eyelet for injector #2 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> </ul> </li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection. OR Faulty ECU</p> <p><b>NO:</b> Short in wire that measured more than 5 ohms. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>

## 000652.07 — Cylinder #2 Electronic Injector Mechanical Failure

*The fuel rail pressure does not drop at the injection of fuel to cylinder #2.*

DN22556,0000248 -19-28JUL06-1/1

### 000652.07 - Cylinder #2 Electronic Injector Mechanical Failure Diagnostic Procedure

#### Related Information:

The ECU does not detect a drop in fuel rail pressure when cylinder #2 injects fuel.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #2 is not injecting fuel.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.




For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
271

<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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<p><b>② Electronic Injector Wiring Harness Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>1. Ignition OFF</p> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <p>2.Remove rocker arm cover with vent tube.</p> <p>3. Verify all wiring harness eyelet connector retaining nuts are tightened to specification.</p> <p style="text-align: center;"><b>Specification</b></p> <p>Injector Solenoid Wire Retaining Nut— Torque ..... 2 N•m (1.5 lb-ft)(18 lb-in)</p> <p>4. Install rocker arm cover with vent tube. See INSTALL ROCKER ARM COVER in Section 02, Group 021 of CTM104.</p> <p>All connections tightened per specification?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Tighten retaining nut(s) to specification and retest?</p> <p style="text-align: right;">-- -1/1</p>
<p><b>③ Electronic Injector Fuel Line Restriction Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p> <b>CAUTION: Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.</b></p> <p> <b>CAUTION: Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, USA.</b></p> <p>1. Ignition OFF for 5 minutes.</p> <p>2. Disconnect the fuel line between High Pressure Common Rail (HPCR) and the inlet at electronic injector #2.</p> <p>3. Check fuel line for restrictions.</p> <p>Is the fuel line restricted?</p>	<p><b>YES:</b> Repair or replace fuel line and retest.</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>



<p><b>④ Flow Limiter Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running under condition that set 000652.07.</li> <li>2. Using the ECU diagnostic software, watch for 000652.07 to set.</li> <li>3. Continue to refresh the active code list until 000652.07 resets.</li> <li>4. Listen to flow limiter that corresponds to electronic injector #2 while turning ignition OFF.</li> </ol> <p><i>NOTE: It is very difficult to distinguish the difference between electronic injector #2 and the other flow limiters clicking. Make sure electronic injector #2 makes the click. It will take 5-10 seconds for the ball to reseal.</i></p> <p>Does electronic injector #2 flow limiter click?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Faulty flow limiter. Replace flow limiter and retest. See REMOVE AND INSTALL FLOW DAMPERS in Section 02, Group 090 earlier in this manual.</p>
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160  
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5 Side Feed Tube Check

NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.



**CAUTION:** Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.



**CAUTION:** Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, USA.

1. Ignition OFF for 5 minutes.
2. Disconnect the high pressure fuel delivery line for injector #2. Remove the side feed tube retaining nut from the cylinder head.
3. Using a 1/2" hose grip pliers, remove the side feed tube from the cylinder head.
4. Inspect the side feed tube for nicks, burrs, or other damage.
5. Inspect side feed tube o-ring for damage.
6. When inspection is completed, reinstall inspected or install new side feed tube and tighten retaining nuts to specification.

**Specification**

Side Feed Tube Retaining Nut—Torque ..... 35 N•m (25.5 lb-ft)

7. Install the high pressure fuel delivery line to the side feed tube retaining nut. Tighten to specification.

**Specification**

High Pressure Delivery Line Fitting—  
Torque ..... 27 N•m (19.9 lb-ft)

Did everything pass inspection?

**YES:** Faulty electronic injector #2.  
OR  
Faulty ECU

**NO:** Replace side feed tube and retest.

## 000652.13 — Cylinder #2 Electronic Injector QR Code Invalid

*The ECU detects an incorrect QR Code was calibrated into the ECU.*

DN22556,0000249 -19-28JUL06-1/1

### 000652.13 - Cylinder #2 Electronic Injector QR Code Invalid Diagnostic Procedure

#### Related Information:

The ECU detects an incorrect QR Code was calibrated into the ECU. If the incorrect injector QR code has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #2.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000652.13 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #2 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was injector #2 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> GO TO <b>④</b></p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO <b>⑤</b></p> <p style="text-align: right;">-- -1/1</p>

<p><b>5 Injector QR Code Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Using the diagnostic software, read and record Injector #2 QR Code.</li> <li>3. If the injector information page is still available from the new injector box gather this.</li> <li>4. Compare the Injector #2 QR Code from the page to that of the diagnostic software.</li> <li>5. If the page is not available, Ignition OFF.</li> <li>6. Remove injector #2 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.</li> <li>7. Compare the QR Code etched on the side of the injector to that of the diagnostic software.</li> </ol> <p>Do the injector QR coeds match?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Incorrect QR code input. Recalibrate injector #2 with the correct QR code.</p>
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000653.02 — Cylinder #3 Electronic Injector Part Number Invalid

The ECU detects an incorrect injector part number was installed or calibrated into cylinder #3.

DN22556,000024A -19-28JUL06-1/1

000653.02 — Cylinder #3 Electronic Injector Part Number Invalid Diagnostic Procedure

Related Information:

The ECU detects an incorrect part number for the injector in cylinder #3. If the incorrect injector part number has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

Alarm Level:  
STOP

Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #3.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000653.02 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #3 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Was injector #3 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO ⑤</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
279

**5 Injector Part Number Check**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR in Section 03, Group 140 earlier in this manual.*

1. Ignition ON, engine OFF
2. Using the diagnostic software, read and record Injector #3 Part Number.
3. If the injector information page is still available from the new injector box gather this.
4. Compare the Injector #3 Part Number from the page to that of the diagnostic software.
5. If the page is not available, Ignition OFF.
6. Remove injector #3 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.
7. Compare the part number etched on the side of the injector to that of the diagnostic software.

Do the injector part numbers match?

**YES:** Faulty ECU

**NO:** Incorrect part number installed. Replace injector #3 with the correct part number and recalibrate ECU.

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160  
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## 000653.05 — Cylinder #3 Electronic Injector Circuit Open

*The ECU detects an open in the cylinder #3 electronic injector circuit.*

DN22556,000024B -19-28JUL06-1/1

### 000653.05 — Cylinder #3 Electronic Injector Circuit Open Diagnostic Procedure

#### Related Information:

The ECU detects an open in the cylinder #3 electronic injector circuit.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #3 will not fire.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests


<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li><li>2. Ignition ON, engine OFF</li><li>3. Start the ECU diagnostic software.</li><li>4. Make note of any DTCs, then clear all DTCs.</li><li>5. Ignition ON, engine OFF</li><li>6. Read DTCs using SERVICE ADVISOR™.</li></ol> <p>Did 000653.05 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Open in Electronic Injector Control Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li></ol> <p> <b>CAUTION:</b> Possible strong electronic shock hazard if engine is cranking or running!</p> <ol style="list-style-type: none"><li>2. Disconnect electronic injector wiring harness connector at side of cylinder head.</li><li>3. Disconnect ECU connector #J1.</li><li>4. Using a multimeter, measure resistance between terminal 3 in the harness end of the injector wiring harness connector and terminal D1 in the harness end of ECU connector #J1.</li></ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Open in electronic injector #3 control wire.</p>
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<p><b>④ Open in 90V Supply Wire Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Electronic injector wiring harness connector and ECU connector #J1 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 4 in the harness end of the injector wiring harness connector and terminal G1 in the harness end of ECU connector #J1.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES: GO TO ⑤</b></p> <p><b>NO:</b> Open in electronic injector #3 90V supply wire.</p>
<p><b>⑤ Cylinder #3 Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Both terminals on cylinder #3 electronic injector.</li> <li>• Both terminals on a known good electronic injector.</li> </ul> </li> </ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES: GO TO ⑥</b></p> <p><b>NO:</b> Faulty cylinder #3 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIs) and INSTALL ELECTRONIC INJECTORS (EIs)</p>

<p><b>⑥ Electronic Injector Harness in Cylinder Head Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Cylinder #3 injector wires still disconnected from injector.</li> <li>3. Disconnect electronic injector wiring harness from side of cylinder head.</li> <li>4. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• One of the cylinder #3 electronic injector harness eyelets and the corresponding terminal at the connector on the rear of the cylinder head (either terminal 3 or 4, the injectors are not polarity sensitive).</li> <li>• The other cylinder #3 electronic injector harness eyelet and the corresponding terminal at the connector on the rear of the cylinder head</li> </ul> </li> </ol> <p>Both measurements 2.0 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection. OR Faulty electronic injector wiring harness connection. OR Faulty ECU</p> <p><b>NO:</b> Open in wire(s) that measured above 2.0 ohms. Repair and retest.</p> <p>-- -1/1</p>
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## 000653.06 — Cylinder #3 Electronic Injector Circuit Shorted

*The ECU detects a short in the cylinder #3 electronic injector circuit.*

DN22556,000024C -19-28JUL06-1/1

### 000653.06 - Cylinder #3 Electronic Injector Circuit Shorted Diagnostic Procedure

#### Related Information:

The ECU detects a short in the cylinder #3 electronic injector circuit.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #3 will not fire.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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285

<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000653.06 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Short In Electronic Injector Wiring Harness Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Disconnect electronic injector wiring harness connector at side of cylinder head.</li> <li>3. Disconnect ECU connector #J1.</li> <li>4. Using a multimeter, measure resistance between terminal 3 in the harness end of electronic injector wiring connector and the following: <ul style="list-style-type: none"> <li>• Terminal 4 in the harness end of the electronic injector wiring harness connector.</li> <li>• Terminal 9 in the harness end of the electronic injector wiring harness connector.</li> </ul> </li> </ol> <p>Is the resistance greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO <b>④</b></p> <p><b>NO:</b> Short in wires that measured less than 2000 ohms. Repair and retest.</p>
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<p><b>④ Cylinder #3 Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.</li> <li>3. Using a multimeter, measure resistance between:                             <ul style="list-style-type: none"> <li>• Both terminals on cylinder #3 electronic injector.</li> <li>• Both terminals on a known good electronic injector.</li> </ul> </li> </ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Faulty cylinder #3 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIS) AND INSTALL ELECTRONIC INJECTORS (EIs)</p>
<p><b>⑤ Electronic Injector Harness in Cylinder Head Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Keep cylinder #3 wiring harness disconnected from electronic injector.</li> <li>3. Disconnect electronic injector wiring harness from side of cylinder head.</li> <li>4. Cylinder #3 injector wires still disconnected from injector.</li> <li>5. Using a multimeter, measure resistance between the following:                             <ul style="list-style-type: none"> <li>• One of the eyelets for injector #3 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> <li>• The other eyelet for injector #3 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> </ul> </li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection. OR Faulty ECU</p> <p><b>NO:</b> Short in wire that measured more than 5 ohms. Repair and retest.</p>

000653.07 — Cylinder #3 Electronic Injector Mechanical Failure

The fuel rail pressure does not drop at the injection of fuel to cylinder #3.

DN22556,000024D -19-28JUL06-1/1

000653.07 - Cylinder #3 Electronic Injector Mechanical Failure Diagnostic Procedure

Related Information:

The ECU does not detects a drop in fuel rail pressure when cylinder #3 injects fuel.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #3 is not injecting fuel.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.




Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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<p><b>2 Electronic Injector Wiring Harness Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>1. Ignition OFF</p> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <p>2.Remove rocker arm cover with vent tube.</p> <p>3. Verify all wiring harness eyelet connector retaining nuts are tightened to specification.</p> <p style="text-align: center;"><b>Specification</b></p> <p>Injector Solenoid Wire Retaining Nut— Torque ..... 2 N•m (1.5 lb-ft)(18 lb-in)</p> <p>4. Install rocker arm cover with vent tube. See INSTALL ROCKER ARM COVER in Section 02, Group 021 of CTM104.</p> <p>All connections tightened per specification?</p>	<p><b>YES:</b> GO TO <b>3</b></p> <p><b>NO:</b> Tighten retaining nut(s) to specification and retest?</p>
<p><b>3 Electronic Injector Fuel Line Restriction Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p> <b>CAUTION: Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.</b></p> <p> <b>CAUTION: Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, USA.</b></p> <p>1. Ignition OFF for 5 minutes.</p> <p>2. Disconnect the fuel line between High Pressure Common Rail (HPCR) and the inlet at electronic injector #3.</p> <p>3. Check fuel line for restrictions.</p> <p>Is the fuel line restricted?</p>	<p><b>YES:</b> Repair or replace fuel line and retest.</p> <p><b>NO:</b> GO TO <b>4</b></p>

Trouble Code Diagnostics and Tests

4 Flow Limiter Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition ON, engine running under condition that set 000653.07.
2. Using the ECU diagnostic software, watch for 000653.07 to set.
3. Continue to refresh the active code list until 000653.07 resets.
4. Listen to flow limiter that corresponds to electronic injector #3 while turning ignition OFF.

*NOTE: It is very difficult to distinguish the difference between electronic injector #3 and the other flow limiters clicking. Make sure electronic injector #3 makes the click. It will take 5-10 seconds for the ball to reseal.*

Does electronic injector #3 flow limiter click?

**YES:** GO TO 5

**NO:** Faulty flow limiter. Replace flow limiter and retest. See REMOVE AND INSTALL FLOW DAMPERS in Section 02, Group 090 earlier in this manual.

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04  
160  
,290

5 Side Feed Tube Check

NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.



**CAUTION:** Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.



**CAUTION:** Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, USA.

1. Ignition OFF for 5 minutes.
2. Disconnect the high pressure fuel delivery line for injector #3. Remove the side feed tube retaining nut from the cylinder head.
3. Using a 1/2" hose grip pliers, remove the side feed tube from the cylinder head.
4. Inspect the side feed tube for nicks, burrs, or other damage.
5. Inspect side feed tube o-ring for damage.
6. When inspection is completed, reinstall inspected or install new side feed tube and tighten retaining nuts to specification.

**Specification**

Side Feed Tube Retaining Nut—Torque ..... 35 N•m (25.5 lb-ft)

7. Install the high pressure fuel delivery line to the side feed tube retaining nut. Tighten to specification.

**Specification**

High Pressure Delivery Line Fitting—  
Torque ..... 27 N•m (19.9 lb-ft)

Did everything pass inspection?

**YES:** Faulty electronic injector #3.  
OR  
Faulty ECU

**NO:** Replace side feed tube and retest.

04  
160  
,291

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000653.13 — Cylinder #3 Electronic Injector QR Code Invalid

The ECU detects an incorrect QR Code was calibrated into the ECU.

DN22556,000024E -19-28JUL06-1/1

000653.13 - Cylinder #3 Electronic Injector QR Code Invalid Diagnostic Procedure

Related Information:

The ECU detects an incorrect QR Code was calibrated into the ECU. If the incorrect injector QR code has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #3.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000653.13 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #3 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was injector #3 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO ⑤</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
293

**5 Injector QR Code Check**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition ON, engine OFF
2. Using the diagnostic software, read and record Injector #3 QR Code.
3. If the injector information page is still available from the new injector box gather this.
4. Compare the Injector #3 QR Code from the page to that of the diagnostic software.
5. If the page is not available, Ignition OFF.
6. Remove injector #3 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.
7. Compare the QR Code etched on the side of the injector to that of the diagnostic software.

Do the injector QR coeds match?

**YES:** Faulty ECU

**NO:** Incorrect QR code input. Recalibrate injector #3 with the correct QR code.

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## 000654.02 — Cylinder #4 Electronic Injector Part Number Invalid

*The ECU detects an incorrect injector part number was installed or calibrated into cylinder #4.*

DN22556,000024F -19-28JUL06-1/1

### 000654.02 - Cylinder #4 Electronic Injector Part Number Invalid Diagnostic Procedure

#### Related Information:

The ECU detects an incorrect part number for the injector in cylinder #4. If the incorrect injector part number has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

#### Alarm Level:

STOP

#### Control Unit Response:

If the code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #4.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
295

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000654.02 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #4 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Was injector #4 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> GO TO <b>④</b></p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO <b>⑤</b></p> <p style="text-align: right;">-- -1/1</p>



<p><b>5 Injector Part Number Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Using the diagnostic software, read and record Injector #4 Part Number.</li> <li>3. If the injector information page is still available from the new injector box gather this.</li> <li>4. Compare the Injector #4 Part Number from the page to that of the diagnostic software.</li> <li>5. If the page is not available, Ignition OFF.</li> <li>6. Remove injector #4 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.</li> <li>7. Compare the part number etched on the side of the injector to that of the diagnostic software.</li> </ol> <p>Do the injector part numbers match?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Incorrect part number installed. Replace injector #4 with the correct part number and recalibrate ECU.</p>
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160  
,297

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000654.05 — Cylinder #4 Electronic Injector Circuit Open

The ECU detects an open in the cylinder #4 electronic injector circuit.

DN22556,0000250 -19-28JUL06-1/1

000654.05 - Cylinder #4 Electronic Injector Circuit Open Diagnostic Procedure

Related Information:

The ECU detects an open in the cylinder #4 electronic injector circuit.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #4 will not fire.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000654.05 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
299


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<b>③ Open in Electronic Injector Control Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Disconnect electronic injector wiring harness connector at side of cylinder head.</li> <li>3. Disconnect ECU connector #J1.</li> <li>4. Using a multimeter, measure resistance between terminal 10 in the harness end of the injector wiring harness connector and terminal A1 in the harness end of ECU connector #J1.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Open in electronic injector #4 control wire.</p>
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Trouble Code Diagnostics and Tests

<b>4 Open in 90V Supply Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li></ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"><li>2. Electronic injector wiring harness connector and ECU connector #J1 still disconnected.</li><li>3. Using a multimeter, measure resistance between terminal 9 in the harness end of the injector wiring harness connector and terminal G2 in the harness end of ECU connector #J1.</li></ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES: GO TO 5</b></p> <p><b>NO:</b> Open in electronic injector #4 90V supply wire.</p>
<b>5 Cylinder #4 Electronic Injector Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Remove rocker arm cover.</li><li>3. Using a multimeter, measure resistance between:<ul style="list-style-type: none"><li>• Both terminals on cylinder #4 electronic injector.</li><li>• Both terminals on a known good electronic injector.</li></ul></li></ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES: GO TO 6</b></p> <p><b>NO:</b> Faulty cylinder #4 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIs) and INSTALL ELECTRONIC INJECTORS (EIs)</p>

<b>⑥ Electronic Injector Harness in Cylinder Head Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Cylinder #4 injector wires still disconnected from injector.</li><li>3. Disconnect electronic injector wiring harness from side of cylinder head.</li><li>4. Using a multimeter, measure resistance between:<ul style="list-style-type: none"><li>• One of the cylinder #4 electronic injector harness eyelets and the corresponding terminal at the connector on the rear of the cylinder head (either terminal 9 or 10, the injectors are not polarity sensitive).</li><li>• The other cylinder #4 electronic injector harness eyelet and the corresponding terminal at the connector on the rear of the cylinder head</li></ul></li></ol> <p>Both measurements 2.0 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection. OR Faulty electronic injector wiring harness connection. OR Faulty ECU</p> <p><b>NO:</b> Open in wire(s) that measured above 2.0 ohms. Repair and retest.</p>
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160  
,301

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000654.06 — Cylinder #4 Electronic Injector Circuit Shorted

The ECU detects a short in the cylinder #4 electronic injector circuit.

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000654.06 - Cylinder #4 Electronic Injector Circuit Shorted Diagnostic Procedure

Related Information:

The ECU detects a short in the cylinder #4 electronic injector circuit.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #4 will not fire.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000654.06 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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303

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<b>③ Short In Electronic Injector Wiring Harness Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Disconnect electronic injector wiring harness connector at side of cylinder head.</li> <li>3. Disconnect ECU connector #J1.</li> <li>4. Using a multimeter, measure resistance between terminal 10 in the harness end of electronic injector wiring connector and the following: <ul style="list-style-type: none"> <li>• Terminal 4 in the harness end of the electronic injector wiring harness connector.</li> <li>• Terminal 9 in the harness end of the electronic injector wiring harness connector.</li> </ul> </li> </ol> <p>Is the resistance greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Short in wires that measured less than 2000 ohms. Repair and retest.</p>
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## Trouble Code Diagnostics and Tests

<p><b>④ Cylinder #4 Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Both terminals on cylinder #4 electronic injector.</li> <li>• Both terminals on a known good electronic injector.</li> </ul> </li> </ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Faulty cylinder #4 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIS) AND INSTALL ELECTRONIC INJECTORS (EIS)</p> <p style="text-align: right;">-- -1/1</p>
<p><b>⑤ Electronic Injector Harness in Cylinder Head Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Keep cylinder #4 wiring harness disconnected from electronic injector.</li> <li>3. Disconnect electronic injector wiring harness from side of cylinder head.</li> <li>4. Cylinder #4 injector wires still disconnected from injector.</li> <li>5. Using a multimeter, measure resistance between the following: <ul style="list-style-type: none"> <li>• One of the eyelets for injector #4 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> <li>• The other eyelet for injector #4 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> </ul> </li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection. OR Faulty ECU</p> <p><b>NO:</b> Short in wire that measured more than 5 ohms. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>



## 000654.07 — Cylinder #4 Electronic Injector Mechanical Failure

*The fuel rail pressure does not drop at the injection of fuel to cylinder #4.*

DN22556,0000252 -19-28JUL06-1/1

### 000654.07 - Cylinder #4 Electronic Injector Mechanical Failure Diagnostic Procedure

#### Related Information:

The ECU does not detect a drop in fuel rail pressure when cylinder #4 injects fuel.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #4 is not injecting fuel.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.




For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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<p><b>② Electronic Injector Wiring Harness Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Remove rocker arm cover with vent tube.</li> <li>3. Verify all wiring harness eyelet connector retaining nuts are tightened to specification.</li> </ol> <p style="text-align: center;"><b>Specification</b></p> <p>Injector Solenoid Wire Retaining Nut— Torque ..... 2 N•m (1.5 lb-ft)(18 lb-in)</p> <ol style="list-style-type: none"> <li>4. Install rocker arm cover with vent tube. See INSTALL ROCKER ARM COVER in Section 02, Group 021 of CTM104.</li> </ol> <p>All connections tightened per specification?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Tighten retaining nut(s) to specification and retest?</p>
<p><b>③ Electronic Injector Fuel Line Restriction Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p> <b>CAUTION: Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.</b></p> <p> <b>CAUTION: Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, USA.</b></p> <ol style="list-style-type: none"> <li>1. Ignition OFF for 5 minutes.</li> <li>2. Disconnect the fuel line between High Pressure Common Rail (HPCR) and the inlet at electronic injector #3.</li> <li>3. Check fuel line for restrictions.</li> </ol> <p>Is the fuel line restricted?</p>	<p><b>YES:</b> Repair or replace fuel line and retest.</p> <p><b>NO:</b> GO TO ④</p>

<p><b>④ Flow Limiter Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running under condition that set 000654.07.</li> <li>2. Using the ECU diagnostic software, watch for 000654.07 to set.</li> <li>3. Continue to refresh the active code list until 000654.07 resets.</li> <li>4. Listen to flow limiter that corresponds to electronic injector #4 while turning ignition OFF.</li> </ol> <p><i>NOTE: It is very difficult to distinguish the difference between electronic injector #4 and the other flow limiters clicking. Make sure electronic injector #4 makes the click. It will take 5-10 seconds for the ball to reseal.</i></p> <p>Does electronic injector #4 flow limiter click?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Faulty flow limiter. Replace flow limiter and retest. See REMOVE AND INSTALL FLOW DAMPERS in Section 02, Group 090 earlier in this manual.</p>
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5 Side Feed Tube Check

NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.



**CAUTION:** Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.



**CAUTION:** Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, USA.

1. Ignition OFF for 5 minutes.
2. Disconnect the high pressure fuel delivery line for injector #4. Remove the side feed tube retaining nut from the cylinder head.
3. Using a 1/2" hose grip pliers, remove the side feed tube from the cylinder head.
4. Inspect the side feed tube for nicks, burrs, or other damage.
5. Inspect side feed tube o-ring for damage.
6. When inspection is completed, reinstall inspected or install new side feed tube and tighten retaining nuts to specification.

**Specification**

Side Feed Tube Retaining Nut—Torque ..... 35 N•m (25.5 lb-ft)

7. Install the high pressure fuel delivery line to the side feed tube retaining nut. Tighten to specification.

**Specification**

High Pressure Delivery Line Fitting—  
Torque ..... 27 N•m (19.9 lb-ft)

Did everything pass inspection?

**YES:** Faulty electronic injector #4.  
OR  
Faulty ECU

**NO:** Replace side feed tube and retest.

## 000654.13 — Cylinder #4 Electronic Injector QR Code Invalid

*The ECU detects an incorrect QR Code was calibrated into the ECU.*

DN22556,0000253 -19-28JUL06-1/1

### 000654.13 - Cylinder #4 Electronic Injector QR Code Invalid Diagnostic Procedure

#### Related Information:

The ECU detects an incorrect QR Code was calibrated into the ECU. If the incorrect injector QR code has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #4.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000654.13 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #4 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was injector #4 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> GO TO <b>④</b></p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO <b>⑤</b></p> <p style="text-align: right;">-- -1/1</p>

<b>5 Injector QR Code Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition ON, engine OFF</li><li>2. Using the diagnostic software, read and record Injector #4 QR Code.</li><li>3. If the injector information page is still available from the new injector box gather this.</li><li>4. Compare the Injector #4 QR Code from the page to that of the diagnostic software.</li><li>5. If the page is not available, Ignition OFF.</li><li>6. Remove injector #4 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.</li><li>7. Compare the QR Code etched on the side of the injector to that of the diagnostic software.</li></ol> <p>Do the injector QR coeds match?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Incorrect QR code input. Recalibrate injector #4 with the correct QR code.</p>
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## 000655.02 — Cylinder #5 Electronic Injector Part Number Invalid

*The ECU detects an incorrect injector part number was installed or calibrated into cylinder #5.*

DN22556,0000254 -19-28JUL06-1/1

### 000655.02 - Cylinder #5 Electronic Injector Part Number Invalid Diagnostic Procedure

#### Related Information:

The ECU detects an incorrect part number for the injector in cylinder #5. If the incorrect injector part number has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

#### Alarm Level:

STOP

#### Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #5.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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#### ① Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ②

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000655.02 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #5 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was injector #5 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO ⑤</p> <p style="text-align: right;">-- -1/1</p>

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313

**5 Injector Part Number Check**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition ON, engine OFF
2. Using the diagnostic software, read and record Injector #5 Part Number.
3. If the injector information page is still available from the new injector box gather this.
4. Compare the Injector #5 Part Number from the page to that of the diagnostic software.
5. If the page is not available, Ignition OFF.
6. Remove injector #5 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.
7. Compare the part number etched on the side of the injector to that of the diagnostic software.

Do the injector part numbers match?

**YES:** Faulty ECU

**NO:** Incorrect part number installed. Replace injector #5 with the correct part number and recalibrate ECU.

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## 000655.05 — Cylinder #5 Electronic Injector Circuit Open

*The ECU detects an open in the cylinder #5 electronic injector circuit.*

DN22556,0000255 -19-28JUL06-1/1

### 000655.05 — Cylinder #5 Electronic Injector Circuit Open Diagnostic Procedure

#### Related Information:

The ECU detects an open in the cylinder #5 electronic injector circuit.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #5 will not fire.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests

### ② Intermittent Fault Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.
2. Ignition ON, engine OFF
3. Start the ECU diagnostic software.
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine cranking or running.
6. Read DTCs using SERVICE ADVISOR™.

Did 000655.05 reoccur?

**YES:** GO TO ③

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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### ③ Open in Electronic Injector Control Wire Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition OFF



**CAUTION:** Possible strong electronic shock hazard if engine is cranking or running!


2. Disconnect electronic injector wiring harness connector at side of cylinder head.
3. Disconnect ECU connector #J1.
4. Using a multimeter, measure resistance between terminal 11 in the harness end of the injector wiring harness connector and terminal F1 in the harness end of ECU connector #J1.

Is the resistance 5 ohms or less?

**YES:** GO TO ④

**NO:** Open in electronic injector #5 control wire.

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<p><b>④ Open in 90V Supply Wire Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Electronic injector wiring harness connector and ECU connector #J1 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 9 in the harness end of the injector wiring harness connector and terminal G2 in the harness end of ECU connector #J1.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES: GO TO ⑤</b></p> <p><b>NO:</b> Open in electronic injector #5 90V supply wire.</p>
<p><b>⑤ Cylinder #5 Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Both terminals on cylinder #5 electronic injector.</li> <li>• Both terminals on a known good electronic injector.</li> </ul> </li> </ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES: GO TO ⑥</b></p> <p><b>NO:</b> Faulty cylinder #5 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIs) and INSTALL ELECTRONIC INJECTORS (EIs)</p>

**⑥ Electronic Injector  
Harness in Cylinder  
Head Test**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI)  
OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition OFF
2. Cylinder #5 injector wires still disconnected from injector.
3. Disconnect electronic injector wiring harness from side of cylinder head.
4. Using a multimeter, measure resistance between:
  - One of the cylinder #5 electronic injector harness eyelets and the corresponding terminal at the connector on the rear of the cylinder head (either terminal 9 or 11 the injectors are not polarity sensitive).
  - The other cylinder #5 electronic injector harness eyelet and the corresponding terminal at the connector on the rear of the cylinder head

Both measurements 2.0 ohms or less?

**YES:** Faulty ECU  
connection.  
OR  
Faulty electronic injector  
wiring harness  
connection.  
OR  
Faulty ECU

**NO:** Open in wire(s) that  
measured above 2.0  
ohms. Repair and retest.

## 000655.06 — Cylinder #5 Electronic Injector Circuit Shorted

*The ECU detects a short in the cylinder #5 electronic injector circuit.*

DN22556,0000256 -19-28JUL06-1/1

### 000655.06 — Cylinder #5 Electronic Injector Circuit Shorted Diagnostic Procedure

#### Related Information:

The ECU detects a short in the cylinder #5 electronic injector circuit.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #5 will not fire.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests

### ② Intermittent Fault Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.
2. Ignition ON, engine OFF
3. Start the ECU diagnostic software.
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine cranking or running.
6. Read DTCs using SERVICE ADVISOR™.

Did 000655.06 reoccur?

**YES:** GO TO ③

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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### ③ Short In Electronic Injector Wiring Harness Test

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition OFF



**CAUTION:** Possible strong electronic shock hazard if engine is cranking or running!

2. Disconnect electronic injector wiring harness connector at side of cylinder head.
3. Disconnect ECU connector #J1.
4. Using a multimeter, measure resistance between terminal 11 in the harness end of electronic injector wiring connector and the following:
  - Terminal 4 in the harness end of the electronic injector wiring harness connector.
  - Terminal 9 in the harness end of the electronic injector wiring harness connector.

Is the resistance greater than 2000 ohms?

**YES:** GO TO ④

**NO:** Short in wires that measured less than 2000 ohms. Repair and retest.

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<p><b>4 Cylinder #5 Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Both terminals on cylinder #5 electronic injector.</li> <li>• Both terminals on a known good electronic injector.</li> </ul> </li> </ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES:</b> GO TO <b>5</b></p> <p><b>NO:</b> Faulty cylinder #5 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIS) AND INSTALL ELECTRONIC INJECTORS (EIs)</p>
<p><b>5 Electronic Injector Harness in Cylinder Head Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Keep cylinder #5 wiring harness disconnected from electronic injector.</li> <li>3. Disconnect electronic injector wiring harness from side of cylinder head.</li> <li>4. Cylinder #5 injector wires still disconnected from injector.</li> <li>5. Using a multimeter, measure resistance between the following: <ul style="list-style-type: none"> <li>• One of the eyelets for injector #5 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> <li>• The other eyelet for injector #5 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> </ul> </li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection. OR Faulty ECU</p> <p><b>NO:</b> Short in wire that measured more than 5 ohms. Repair and retest.</p>

000655.07 — Cylinder #5 Electronic Injector Mechanical Failure

The fuel rail pressure does not drop at the injection of fuel to cylinder #5.

DN22556,0000257 -19-28JUL06-1/1

000655.07 - Cylinder #5 Electronic Injector Mechanical Failure Diagnostic Procedure

Related Information:

The ECU does not detects a drop in fuel rail pressure when cylinder #5 injects fuel.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #5 is not injecting fuel.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*




Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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<p><b>② Electronic Injector Wiring Harness Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>1. Ignition OFF</p> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <p>2.Remove rocker arm cover with vent tube.</p> <p>3. Verify all wiring harness eyelet connector retaining nuts are tightened to specification.</p> <p style="text-align: center;"><b>Specification</b></p> <p>Injector Solenoid Wire Retaining Nut— Torque ..... 2 N•m (1.5 lb-ft)(18 lb-in)</p> <p>4. Install rocker arm cover with vent tube. See INSTALL ROCKER ARM COVER in Section 02, Group 021 of CTM104.</p> <p>All connections tightened per specification?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Tighten retaining nut(s) to specification and retest?</p>
<p><b>③ Electronic Injector Fuel Line Restriction Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p> <b>CAUTION: Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.</b></p> <p> <b>CAUTION: Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, USA.</b></p> <p>1. Ignition OFF for 5 minutes.</p> <p>2. Disconnect the fuel line between High Pressure Common Rail (HPCR) and the inlet at electronic injector #3.</p> <p>3. Check fuel line for restrictions.</p> <p>Is the fuel line restricted?</p>	<p><b>YES:</b> Repair or replace fuel line and retest.</p> <p><b>NO:</b> GO TO ④</p>

**④ Flow Limiter Test**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition ON, engine running under condition that set 000655.07.
2. Using the ECU diagnostic software, watch for 000655.07 to set.
3. Continue to refresh the active code list until 000655.07 resets.
4. Listen to flow limiter that corresponds to electronic injector #5 while turning ignition OFF.



*NOTE: It is very difficult to distinguish the difference between electronic injector #5 and the other flow limiters clicking. Make sure electronic injector #5 makes the click. It will take 5-10 seconds for the ball to reseal.*

Does electronic injector #5 flow limiter click?

**YES:** GO TO **⑤**

**NO:** Faulty flow limiter. Replace flow limiter and retest. See REMOVE AND INSTALL FLOW DAMPERS in Section 02, Group 090 earlier in this manual.

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<p><b>5 Side Feed Tube Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p> <b>CAUTION:</b> Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.</p> <p> <b>CAUTION:</b> Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, USA.</p> <ol style="list-style-type: none"> <li>1. Ignition OFF for 5 minutes.</li> <li>2. Disconnect the high pressure fuel delivery line for injector #5. Remove the side feed tube retaining nut from the cylinder head.</li> <li>3. Using a 1/2" hose grip pliers, remove the side feed tube from the cylinder head.</li> <li>4. Inspect the side feed tube for nicks, burrs, or other damage.</li> <li>5. Inspect side feed tube o-ring for damage.</li> <li>6. When inspection is completed, reinstall inspected or install new side feed tube and tighten retaining nuts to specification.</li> </ol> <p style="text-align: center;"><b>Specification</b></p> <p>Side Feed Tube Retaining Nut—Torque ..... 35 N•m (25.5 lb-ft)</p> <ol style="list-style-type: none"> <li>7. Install the high pressure fuel delivery line to the side feed tube retaining nut. Tighten to specification.</li> </ol> <p style="text-align: center;"><b>Specification</b></p> <p>High Pressure Delivery Line Fitting— Torque ..... 27 N•m (19.9 lb-ft)</p> <p>Did everything pass inspection?</p>	<p><b>YES:</b> Faulty electronic injector #5. OR Faulty ECU</p> <p><b>NO:</b> Replace side feed tube and retest.</p>
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## 000655.13 — Cylinder #5 Electronic Injector QR Code Invalid

*The ECU detects an incorrect QR Code was calibrated into the ECU.*

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### 000655.13 - Cylinder #5 Electronic Injector QR Code Invalid Diagnostic Procedure

#### Related Information:

The ECU detects an incorrect QR Code was calibrated into the ECU. If the incorrect injector QR code has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #5.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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#### ① Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ②

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000655.13 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #5 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was injector #5 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO ⑤</p> <p style="text-align: right;">-- -1/1</p>

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327

**5 Injector QR Code Check**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

1. Ignition ON, engine OFF
2. Using the diagnostic software, read and record Injector #5 QR Code.
3. If the injector information page is still available from the new injector box gather this.
4. Compare the Injector #5 QR Code from the page to that of the diagnostic software.
5. If the page is not available, Ignition OFF.
6. Remove injector #5 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.
7. Compare the QR Code etched on the side of the injector to that of the diagnostic software.

Do the injector QR coeds match?

**YES:** Faulty ECU

**NO:** Incorrect QR code input. Recalibrate injector #5 with the correct QR code.

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## 000656.02 — Cylinder #6 Electronic Injector Part Number Invalid

*The ECU detects an incorrect injector part number was installed or calibrated into cylinder #6.*

DN22556,0000259 -19-28JUL06-1/1

### 000656.02 - Cylinder #6 Electronic Injector Part Number Invalid Diagnostic Procedure

#### Related Information:

The ECU detects an incorrect part number for the injector in cylinder #6. If the incorrect injector part number has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

#### Alarm Level:

STOP

#### Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #6.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
329

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000656.02 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #6 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was injector #6 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO ⑤</p> <p style="text-align: right;">-- -1/1</p>

<p><b>5 Injector Part Number Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Using the diagnostic software, read and record Injector #6 Part Number.</li> <li>3. If the injector information page is still available from the new injector box gather this.</li> <li>4. Compare the Injector #6 Part Number from the page to that of the diagnostic software.</li> <li>5. If the page is not available, Ignition OFF.</li> <li>6. Remove injector #6 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.</li> <li>7. Compare the part number etched on the side of the injector to that of the diagnostic software.</li> </ol> <p>Do the injector part numbers match?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Incorrect part number installed. Replace injector #6 with the correct part number and recalibrate ECU.</p>
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000656.05 — Cylinder #6 Electronic Injector Circuit Open

The ECU detects an open in the cylinder #6 electronic injector circuit.

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000656.05 - Cylinder #6 Electronic Injector Circuit Open Diagnostic Procedure

Related Information:

The ECU detects an open in the cylinder #6 electronic injector circuit.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #6 will not fire.

Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000656.05 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Open in Electronic Injector Control Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Disconnect electronic injector wiring harness connector at side of cylinder head.</li> <li>3. Disconnect ECU connector #J1.</li> <li>4. Using a multimeter, measure resistance between terminal 12 in the harness end of the injector wiring harness connector and terminal C1 in the harness end of ECU connector #J1.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Open in electronic injector #6 control wire.</p>
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## Trouble Code Diagnostics and Tests

<p><b>④ Open in 90V Supply Wire Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <div style="display: flex; align-items: center;">  <div style="margin-left: 10px;"> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b> </div> </div> <ol style="list-style-type: none"> <li>2. Electronic injector wiring harness connector and ECU connector #J1 still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal 9 in the harness end of the injector wiring harness connector and terminal G2 in the harness end of ECU connector #J1.</li> </ol> <p>Is the resistance 5 ohms or less?</p>	<p><b>YES: GO TO ⑤</b></p> <p><b>NO:</b> Open in electronic injector #6 90V supply wire.</p>
<p><b>⑤ Cylinder #6 Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Both terminals on cylinder #6 electronic injector.</li> <li>• Both terminals on a known good electronic injector.</li> </ul> </li> </ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES: GO TO ⑥</b></p> <p><b>NO:</b> Faulty cylinder #6 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIs) and INSTALL ELECTRONIC INJECTORS (EIs)</p>

<b>⑥ Electronic Injector Harness in Cylinder Head Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Cylinder #6 injector wires still disconnected from injector.</li><li>3. Disconnect electronic injector wiring harness from side of cylinder head.</li><li>4. Using a multimeter, measure resistance between:<ul style="list-style-type: none"><li>• One of the cylinder #6 electronic injector harness eyelets and the corresponding terminal at the connector on the rear of the cylinder head (either terminal 9 or 12, the injectors are not polarity sensitive).</li><li>• The other cylinder #6 electronic injector harness eyelet and the corresponding terminal at the connector on the rear of the cylinder head</li></ul></li></ol> <p>Both measurements 2.0 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection. OR Faulty electronic injector wiring harness connection. OR Faulty ECU</p> <p><b>NO:</b> Open in wire(s) that measured above 2.0 ohms. Repair and retest.</p>
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## 000656.06 — Cylinder #6 Electronic Injector Circuit Shorted

*The ECU detects a short in the cylinder #6 electronic injector circuit.*

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### 000656.06 - Cylinder #6 Electronic Injector Circuit Shorted Diagnostic Procedure

#### Related Information:

The ECU detects a short in the cylinder #6 electronic injector circuit.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #6 will not fire.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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#### ① Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ②

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000656.06 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
,337

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<b>③ Short In Electronic Injector Wiring Harness Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Disconnect electronic injector wiring harness connector at side of cylinder head.</li> <li>3. Disconnect ECU connector #J1.</li> <li>4. Using a multimeter, measure resistance between terminal 12 in the harness end of electronic injector wiring connector and the following: <ul style="list-style-type: none"> <li>• Terminal 4 in the harness end of the electronic injector wiring harness connector.</li> <li>• Terminal 9 in the harness end of the electronic injector wiring harness connector.</li> </ul> </li> </ol> <p>Is the resistance greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Short in wires that measured less than 2000 ohms. Repair and retest.</p>
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## Trouble Code Diagnostics and Tests

<p><b>④ Cylinder #6 Electronic Injector Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Remove rocker arm cover.</li> <li>3. Using a multimeter, measure resistance between: <ul style="list-style-type: none"> <li>• Both terminals on cylinder #6 electronic injector.</li> <li>• Both terminals on a known good electronic injector.</li> </ul> </li> </ol> <p>Is the difference between the two electronic injector 0.1 ohms or less?</p> <p><i>NOTE: Because electronic injector resistance varies with temperature, a comparison is used to compensate for the effects of temperature. Typical injector resistance should be 0.35—0.55 ohms.</i></p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> Faulty cylinder #6 electronic injector solenoid. Replace injector and retest. See REMOVE ELECTRONIC INJECTORS (EIS) AND INSTALL ELECTRONIC INJECTORS (EIS)</p> <p style="text-align: right;">-- -1/1</p>
<p><b>⑤ Electronic Injector Harness in Cylinder Head Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Keep cylinder #6 wiring harness disconnected from electronic injector.</li> <li>3. Disconnect electronic injector wiring harness from side of cylinder head.</li> <li>4. Cylinder #6 injector wires still disconnected from injector.</li> <li>5. Using a multimeter, measure resistance between the following: <ul style="list-style-type: none"> <li>• One of the eyelets for injector #6 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> <li>• The other eyelet for injector #6 and the corresponding terminal in the electronic injector wiring harness connector on the side of cylinder head.</li> </ul> </li> </ol> <p>Is resistance 5 ohms or less?</p>	<p><b>YES:</b> Faulty ECU connection. OR Faulty ECU</p> <p><b>NO:</b> Short in wire that measured more than 5 ohms. Repair and retest.</p> <p style="text-align: right;">-- -1/1</p>

## 000656.07 — Cylinder #6 Electronic Injector Mechanical Failure

*The fuel rail pressure does not drop at the injection of fuel to cylinder #6.*

DN22556,000025C -19-28JUL06-1/1

### 000656.07 - Cylinder #6 Electronic Injector Mechanical Failure Diagnostic Procedure

#### Related Information:

The ECU does not detect a drop in fuel rail pressure when cylinder #6 injects fuel.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the engine will run rough and misfire since the injector in cylinder #6 is not injecting fuel.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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#### ① Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.




Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ②

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04  
160  
,339

<p><b>② Electronic Injector Wiring Harness Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> </ol> <p> <b>CAUTION: Possible strong electronic shock hazard if engine is cranking or running!</b></p> <ol style="list-style-type: none"> <li>2. Remove rocker arm cover with vent tube.</li> <li>3. Verify all wiring harness eyelet connector retaining nuts are tightened to specification.</li> </ol> <p style="text-align: center;"><b>Specification</b></p> <p>Injector Solenoid Wire Retaining Nut— Torque ..... 2 N•m (1.5 lb-ft)(18 lb-in)</p> <ol style="list-style-type: none"> <li>4. Install rocker arm cover with vent tube. See INSTALL ROCKER ARM COVER in Section 02, Group 021 of CTM104.</li> </ol> <p>All connections tightened per specification?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Tighten retaining nut(s) to specification and retest?</p>
<p><b>③ Electronic Injector Fuel Line Restriction Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p> <b>CAUTION: Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.</b></p> <p> <b>CAUTION: Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere &amp; Company Medical Department in Moline, Illinois, USA.</b></p> <ol style="list-style-type: none"> <li>1. Ignition OFF for 5 minutes.</li> <li>2. Disconnect the fuel line between High Pressure Common Rail (HPCR) and the inlet at electronic injector #3.</li> <li>3. Check fuel line for restrictions.</li> </ol> <p>Is the fuel line restricted?</p>	<p><b>YES:</b> Repair or replace fuel line and retest.</p> <p><b>NO:</b> GO TO ④</p>

<b>4 Flow Limiter Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition ON, engine running under condition that set 000656.07.</li><li>2. Using the ECU diagnostic software, watch for 000656.07 to set.</li><li>3. Continue to refresh the active code list until 000656.07 resets.</li><li>4. Listen to flow limiter that corresponds to electronic injector #6 while turning ignition OFF.</li></ol> <p><i>NOTE: It is very difficult to distinguish the difference between electronic injector #6 and the other flow limiters clicking. Make sure electronic injector #6 makes the click. It will take 5-10 seconds for the ball to reseal.</i></p> <p>Does electronic injector #6 flow limiter click?</p>	<p><b>YES:</b> GO TO <b>5</b></p> <p><b>NO:</b> Faulty flow limiter. Replace flow limiter and retest. See REMOVE AND INSTALL FLOW DAMPERS in Section 02, Group 090 earlier in this manual.</p>
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160  
,341

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5 Side Feed Tube Check

NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.



**CAUTION:** Fuel lines may be under high pressure. Use extreme caution while opening fuel lines. Let the engine sit for several minutes after cranking or running prior to opening fuel lines.



**CAUTION:** Escaping fluid under pressure can penetrate skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other high pressure lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids. If an accident occurs, see a doctor immediately. Any fluids injected into the skin must be surgically removed within hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, USA.

1. Ignition OFF for 5 minutes.
2. Disconnect the high pressure fuel delivery line for injector #6. Remove the side feed tube retaining nut from the cylinder head.
3. Using a 1/2" hose grip pliers, remove the side feed tube from the cylinder head.
4. Inspect the side feed tube for nicks, burrs, or other damage.
5. Inspect side feed tube o-ring for damage.
6. When inspection is completed, reinstall inspected or install new side feed tube and tighten retaining nuts to specification.

**Specification**

Side Feed Tube Retaining Nut—Torque ..... 35 N•m (25.5 lb-ft)

7. Install the high pressure fuel delivery line to the side feed tube retaining nut. Tighten to specification.

**Specification**

High Pressure Delivery Line Fitting—  
Torque ..... 27 N•m (19.9 lb-ft)

Did everything pass inspection?

**YES:** Faulty electronic injector #6.  
OR  
Faulty ECU

**NO:** Replace side feed tube and retest.

## 000656.13 — Cylinder #6 Electronic Injector QR Code Invalid

*The ECU detects an incorrect QR Code was calibrated into the ECU.*

DN22556,000025D -19-28JUL06-1/1

### 000656.13 - Cylinder #6 Electronic Injector QR Code Invalid Diagnostic Procedure

#### Related Information:

The ECU detects an incorrect QR Code was calibrated into the ECU. If the incorrect injector QR code has been installed, this engine's performance may be drastically effected. This engine will also be out of compliance with Tier 3 emission requirements resulting in large fines.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU will attempt to run the engine under normal operating conditions.

The engine may run rough due to an incorrectly calibrated injector #6.

#### Additional References:

For further electronic injector information, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
343

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the injector harness connector (located at the side of the cylinder head) looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000656.13 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Installation of New Injector #6 Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was injector #6 previously replaced with a new injector?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> GO TO <b>④</b></p> <p style="text-align: right;">-- -1/1</p>
<b>④ ECU Programming Check</b>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <p>Was the ECU reprogrammed with new software or replaced with a new ECU?</p>	<p><b>YES:</b> Verify that the correct engine serial number payload was programmed into the ECU. Compare the Engine Serial number on the side of the engine to the engine serial number inside the ECU using the engine diagnostic software.</p> <p><b>NO:</b> GO TO <b>⑤</b></p> <p style="text-align: right;">-- -1/1</p>



<p><b>5 Injector QR Code Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ELECTRONIC INJECTORS (EI) OPERATION in Section 03, Group 130 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Using the diagnostic software, read and record Injector #6 QR Code.</li> <li>3. If the injector information page is still available from the new injector box gather this.</li> <li>4. Compare the Injector #6 QR Code from the page to that of the diagnostic software.</li> <li>5. If the page is not available, Ignition OFF.</li> <li>6. Remove injector #6 from the cylinder head. See REMOVE ELECTRONIC INJECTORS (EIs) in Section 02, Group 090 earlier in this manual.</li> <li>7. Compare the QR Code etched on the side of the injector to that of the diagnostic software.</li> </ol> <p>Do the injector QR coeds match?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Incorrect QR code input. Recalibrate injector #6 with the correct QR code.</p>
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04  
160  
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000676.03 — Glow Plug Relay Voltage High

*The ECU detects the glow plug relay output is high when the ECU is not energizing the relay.*

DN22556,000025E -19-28JUL06-1/1

000676.03 Glow Plug Relay Voltage High Diagnostic Procedure

**Related Information:**

The ECU detects the glow plug relay output is high when the ECU is not energizing the relay.

**Alarm Level:**

Warning

**Control Unit Response:**

Engine may run rough or be hard to start.

**Additional References:**

For further glow plug information, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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**❶ Connection Check**

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the glow plug relay and glow plug connections looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO **❷**

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Disconnect glow plug connector on any of the glow plugs.</li> <li>3. Using a multimeter, measure voltage between glow plug connector and a good chassis ground.</li> </ol> <p>Is the voltage at or near battery voltage?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Glow Plug Relay Diagnostic Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal A4 in the harness end of the ECU connector #J1 and all terminals in all three ECU connectors.</li> </ol> <p>Are all measurements above 2000 ohms?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Glow plug relay diagnostic wire shorted to wire(s) that measured below 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Glow Plug Relay Test</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Keep all three ECU connectors disconnected</li> <li>3. Using a multimeter, measure resistance between terminal F4 in the harness end of the ECU connector #J1 and all terminals in the ECU connectors.</li> </ol> <p>Are all measurements above 2000 ohms?</p>	<p><b>YES:</b> Faulty glow plug relay</p> <p><b>NO:</b> Glow plug relay enable wire shorted to wire(s) that measured below 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,347

000676.04 — Glow Plug Relay Voltage Low

*The ECU is sending current to the glow plug relay, but does not detect 12 volts going to the glow plugs.*

DN22556,000025F -19-28JUL06-1/1

000676.04 Glow Plug Relay Voltage Low Diagnostic Procedure

**Related Information:**

The ECU is sending current to the glow plug relay, but does not detect 12 volts going to the glow plugs.

**Alarm Level:**

Warning

**Control Unit Response:**

Engine performance will not be affected while running.

The engine may start hard under extremely cold conditions.

**Additional References:**

For further glow plug information, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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**1 Connection Check**

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the glow plug relay and glow plug connections looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU communication software</li> <li>4. Make note of any DTCs, then clear all DTCs</li> <li>5. Ignition ON, engine running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000676.05 reset?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Glow Plug Relay Test</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Identify location of glow plug relay.</li> <li>2. Cycle ignition from OFF to ON.</li> <li>3. Listen to glow plug relay.</li> </ol> <p>Does the relay click?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Open in glow plug relay enable wire OR Open in glow plug relay ground OR Faulty glow plug relay</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Glow Plug Relay Voltage Test</b>	<p><i>NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. Disconnect the glow plug relay power wire from the glow plug relay.</li> <li>3. Using a multimeter, measure voltage between the glow plug relay power wire at the relay and a good chassis ground</li> </ol> <p>Is the voltage approximately battery voltage?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Open in glow plug relay power wire OR Short to ground in glow plug relay power wire</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
349

Trouble Code Diagnostics and Tests

5 Glow Plug Coil Power Test

NOTE: For wiring and theory of operation, see GLOW PLUG OPERATION in Section 03, Group 140 earlier in this manual.

- 1. Ignition ON, engine OFF
  - 2. Disconnect one glow plug connector.
  - 3. Using a multimeter, measure voltage between the disconnected glow plug connector and a good chassis ground.
- Is the voltage approximately battery voltage?

**YES:** Open in glow plug relay return wire

**NO:** Open in wire between glow plug relay and glow plugs  
OR  
Short to ground in wire between glow plug relay and glow plugs

## 000898.09 — Vehicle Speed or Torque Message Invalid

*The ECU does not receive the engine speed or torque message over CAN, or the message is not valid.*

DN22556,0000260 –19–28JUL06–1/1

### 000898.09 - Vehicle Speed or Torque Message Invalid Diagnostic Procedure

#### Related Information:

The ECU does not receive the engine speed or torque message over CAN, or the message is not valid.

#### Alarm Level:

STOP

#### Control Unit Response:

If this code sets, the engine will run at low idle only.

#### Additional References:

For further engine control unit information, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.

Refer to your vehicle or application manual for more information on wiring and controllers.

04  
160  
,351

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000898.09 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ CAN Resistance Check</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the diagnostic connector.</li> <li>3. Using a multimeter, measure resistance between terminal C and D in the harness end of the diagnostic connector.</li> </ol> <p>Does the resistance measure between 45 and 75 ohms?</p>	<p><b>YES:</b> GO TO <b>④</b></p> <p><b>NO:</b> Faulty or missing CAN terminator. OR Open or short in CAN wire(s).</p>
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<b>④ Application Check</b>	<p><i>NOTE: For wiring and theory of operation, see ENGINE CONTROL UNIT (ECU) in Section 03, Group 140 earlier in this manual.</i></p> <p>Check the following on the application wiring and controller side:</p> <ul style="list-style-type: none"> <li>• Verify that all ground connections are being properly made.</li> <li>• Verify that battery voltage is being supplied to the application controller (not the engine ECU).</li> <li>• Verify all CAN wiring and terminators are functioning properly.</li> <li>• Verify the application controller is functioning properly.</li> </ul> <p>Are all application wiring and controllers functioning properly?</p>	<p><b>YES:</b> Faulty ECU</p> <p><b>NO:</b> Application problem. Repair and retest.</p>
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## 000970.31 — Engine Shutdown - Auxiliary Request

*The ECU does not detect voltage on the engine shutdown input.*

DN22556,0000261 -19-28JUL06-1/1

### 000970.31 — Engine Shutdown - Auxiliary Request Diagnostic Procedure

#### Related Information:

On OEM applications, the engine shutdown switch is a normally open switch. When the property being measured exceeds a certain value, the switch will close. When the switch is closed, the voltage is grounded, which will cause the ECU to shutdown the engine.

**Alarm Level:**  
STOP

#### Control Unit Response:

If this code sets, the ECU will shut the engine down.

#### Additional References:

For other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual for injector wiring information.

04  
160  
,353

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<p><b>① Intermittent Fault Test</b></p>	<ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 000970.31 reoccur?</p>	<p><b>YES:</b> Check application controller to determine why request was made to ECU to shut down engine.</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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## 000971.31 — Engine Derate - Auxiliary Request

*The ECU does not detect voltage on the engine shutdown input.*

DN22556,0000262 -19-28JUL06-1/1

### 000971.31 — Engine Derate - Auxiliary Request Diagnostic Procedure

#### Related Information:

On OEM applications, the external derate switch is a normally open switch. When the property being measured exceeds a certain value, the switch will close. When the switch is closed, the voltage is grounded, which will cause the ECU to derate the engine.

#### Alarm Level:

STOP

#### Control Unit Response:

*NOTE: OEM engines are programmed using trimmable features. The customer had the option to choose the amount of engine derate to associate with this 000971.31. The amount of derate will vary between all engines.*

The ECU will derate 50% per minute until the engine is running at 50% of full power.

OR

The ECU will derate 20% per minute until the engine is running at 80% of full power.

OR

The ECU will derate 2% per minute until the engine is running at 80% of full power.

#### Additional References:

For other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 of this manual for injector wiring information.

For more information on engine protection, see ENGINE PROTECTION in Section 03, Group 140 earlier in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Intermittent Fault Test</b>	<ol style="list-style-type: none"><li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li><li>2. Ignition ON, engine OFF</li><li>3. Start the ECU diagnostic software.</li><li>4. Make note of any DTCs, then clear all DTCs.</li><li>5. Ignition ON, engine cranking or running</li><li>6. Read DTCs using SERVICE ADVISOR™.</li></ol> <p>Did 000971.31 reoccur?</p>	<p><b>YES:</b> Check application controller to determine why request was made to ECU to derate engine.</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
,355

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## 001109.31 — Engine Protection Shutdown Warning

### *Engine Protection Shutdown Warning*

#### **Engine Shutdown Warning:**

This code informs the operator that the ECU will shut the engine down because it has detected a condition such as water in fuel, low oil pressure, high engine coolant temperature, or high fuel temperature. If the ECU is programmed with engine protection with shutdown, the ECU has shut the engine down within 30 seconds. Prior to shutdown, the engine will be derated.

#### **DTC 001109.31 will set if:**

- The ECU detects water in fuel.
- The ECU detects low oil pressure.
- The ECU detects a high engine coolant temperature.
- The ECU detects a high fuel temperature.

#### **If DTC 001109.31 sets, the following will occur:**

- If the ECU has engine protection with shutdown, it will derate the engine for 30 seconds and will shut the engine down.

#### **If DTC 001109.31 sets:**

- If DTC 000097.16 is active, see DTC 000097.16 — WATER IN FUEL DETECTED DIAGNOSTIC PROCEDURE earlier in this Group.
- If DTC 000100.01 is active, see DTC 000100.01 — ENGINE OIL PRESSURE EXTREMELY LOW DIAGNOSTIC PROCEDURE earlier in this Group.
- If DTC 000110.00 is active, see DTC 000110.00 — ENGINE COOLANT TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE earlier in this Group.
- If DTC 000174.00 is active, see DTC 000174.00 — FUEL TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE earlier in this Group.

DN22556,0000263 -19-28JUL06-1/1

## 001110.31 — Engine Protection Shutdown

### *Engine Protection Shutdown*

#### **Engine Protection Shutdown:**

This code informs the operator that the ECU shut the engine down because it has detected a condition such as water in fuel, low oil pressure, high engine coolant temperature, or high fuel temperature. If the ECU is programmed with engine protection with shutdown, the ECU has shut the engine down.

#### **DTC 001110.31 will set if:**

- The ECU detects water in fuel.
- The ECU detects low oil pressure.
- The ECU detects a high engine coolant temperature.
- The ECU detects a high fuel temperature.

#### **If DTC 001110.31 sets, the following will occur:**

- The ECU will have shut the engine down.

#### **If DTC 001110.31 sets:**

- If DTC 000097.16 is active, see DTC 000097.16 — WATER IN FUEL DETECTED DIAGNOSTIC PROCEDURE earlier in this Group.
- If DTC 000100.01 is active, see DTC 000100.01 — ENGINE OIL PRESSURE EXTREMELY LOW DIAGNOSTIC PROCEDURE earlier in this Group.
- If DTC 000110.00 is active, see DTC 000110.00 — ENGINE COOLANT TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE earlier in this Group.
- If DTC 000174.00 is active, see DTC 000174.00 — FUEL TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE earlier in this Group.

04  
160  
,357

DN22556,0000264 -19-28JUL06-1/1

## 001136.00 — ECU Temperature Extremely High

*The ECU detects an internal temperature above specification.*

DN22556,0000265 -19-28JUL06-1/1

### 001136.00 — ECU Temperature Extremely High Diagnostic Procedure

#### Related Information:

The ECU senses an internal ECU temperature of 135° C (275° F) on OEM engines.

#### Alarm Level:

STOP

#### Control Unit Response:

The ECU will derate engine speed 10 rpm per second until the engine is running at 1200 rpm. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual. Key Off will reset the derate.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further ECU temperature sensor information, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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#### ① ECU Mounting Check

*NOTE: For wiring and theory of operation, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.*

Verify that all ECU mounting cap screws are torqued to specification.

#### Specification

ECU Mounting Cap Screws - Non

Isolated ECU—Torque ..... 25 N•m (18.5 lb-ft)

#### Specification

ECU Mounting Cap Screws - Isolated

ECU—Torque ..... 20 N•m (14.7 lb-ft)

Is the ECU mounted correctly?

**YES:** GO TO ②

**NO:** Tighten cap screws to specification and retest.

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## Trouble Code Diagnostics and Tests

<p><b>② ECU Cleanliness Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Verify that ECU is free from excess dirt and debris. Excess dirt and debris will act as insulation causing the ECU to overheat.</p> <p>Is the ECU clean?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Clean ECU and retest. Make checking the ECU periodically for dirt and debris a regular preventive maintenance item. If problem persists, take measures to prevent dirt and debris accumulation.</p> <p style="text-align: right;">-- -1/1</p>
<p><b>③ ECU Mounting Location Check</b></p>	<p><i>NOTE: For wiring and theory of operation, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Verify that the ECU mounting location does not have restricted air flow. Air flow is required for proper cooling.</p> <p>Is the mounting location restricting airflow?</p>	<p><b>YES:</b> Modify or move the mounting location to allow proper airflow.</p> <p><b>NO:</b> If no reason for the overheating code can be found, clear the code and continue to operate the equipment normally.</p> <p>If multiple system failures begin to occur that seem to be the result of a faulty ECU, replace the ECU.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,359

001136.16 — ECU Temperature Moderately High

The ECU detects an internal temperature above specification.

DN22556,0000266 -19-28JUL06-1/1

001136.16 — ECU Temperature Moderately High Diagnostic Procedure

Related Information:

The ECU senses an internal ECU temperature of 125° C (257° F) on OEM engines.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the ECU will control the engine to run under normal operation.

Additional References:

For further ECU temperature sensor information, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 001136.16 reoccur?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> GO TO ③</p>
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04  
160  
361

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<b>③ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running</li> <li>2. Warm engine to normal operating temperatures.</li> <li>3. Run engine under heavy load for several minutes.</li> <li>4. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 001136.00 reoccur?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>④ ECU Mounting Check</b>	<p><i>NOTE: For wiring and theory of operation, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Verify that all ECU mounting cap screws are torqued to specification.</p> <p style="text-align: center;"><b>Specification</b></p> <p>ECU Mounting Cap Screws - Non Isolated ECU—Torque ..... 25 N•m (18.5 lb-ft)</p> <p style="text-align: center;"><b>Specification</b></p> <p>ECU Mounting Cap Screws - Isolated ECU—Torque ..... 20 N•m (14.7 lb-ft)</p> <p>Is the ECU mounted correctly?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Torque cap screws to specification and retest.</p>
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## Trouble Code Diagnostics and Tests

<b>5 ECU Cleanliness Check</b>	<p><i>NOTE: For wiring and theory of operation, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Verify that ECU is free from excess dirt and debris. Excess dirt and debris will act as insulation causing the ECU to overheat.</p> <p>Is the ECU clean?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Clean ECU and modify mounting location to prevent future cleanliness problems. Retest.</p> <p>-- -1/1</p>
<b>6 ECU Mounting Location Check</b>	<p><i>NOTE: For wiring and theory of operation, see ECU TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Verify that the ECU mounting location does not have restricted air flow. Air flow is required for proper cooling.</p> <p>Is the mounting location restricting airflow?</p>	<p><b>YES:</b> Modify or move the mounting location to allow proper airflow.</p> <p><b>NO:</b> Faulty ECU</p> <p>-- -1/1</p>

## 001172.03 — Turbo Compressor Inlet Temperature Input Voltage High

*The turbo compressor inlet temperature input voltage exceeds the sensor's high voltage specification.*

DN22556,0000267 -19-28JUL06-1/1

### 001172.03 — Turbo Compressor Inlet Temperature Input Voltage High Diagnostic Procedure

#### Related Information:

The turbo compressor inlet temperature input voltage exceeds the sensor's high voltage specification. The voltage corresponds to a temperature that is lower than what is physically possible for turbo compressor inlet temperature.

For OEM applications, the high turbo compressor inlet temperature input voltage specification is 4.95 volts.

#### Alarm Level:

Warning

#### Control Unit Response:

If this code sets, the ECU uses a default turbo compressor inlet temperature of 30° C (86° F).

#### Additional References:

For further turbo compressor inlet temperature sensor information, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,363

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the turbo compressor inlet temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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## Trouble Code Diagnostics and Tests

### ② Intermittent Fault Test

*NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.*

1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.
2. Ignition ON, engine OFF
3. Start the ECU diagnostic software.
4. Make note of any DTCs, then clear all DTCs.
5. Ignition ON, engine OFF
6. Read DTCs using SERVICE ADVISOR™.

Did 001172.03 reoccur?

**YES:** GO TO ③

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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### ③ Turbo Compressor Inlet Temperature Sensor and Connector Test

*NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.*

1. Ignition OFF
2. Disconnect turbo compressor inlet temperature sensor connector
3. Install a jumper wire between both terminals in the turbo compressor inlet temperature sensor connector on the engine harness.
4. Ignition ON, engine OFF
5. Using the ECU diagnostic software, read turbo compressor inlet temperature input voltage

Is the voltage 0.25 volts or below?

**YES:** Faulty turbo compressor inlet temperature sensor connector  
OR  
Faulty turbo compressor inlet temperature sensor

**NO:** GO TO ④

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<b>4 Turbo Compressor Inlet Temperature Sensor Open Ground Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition OFF</li><li>2. Remove jumper wire between both terminals.</li><li>3. Install a jumper wire between the turbo compressor inlet temperature input terminal (terminal 1) of the sensor connector on the engine harness and a good chassis ground.</li><li>4. Ignition ON, engine OFF</li><li>5. Using the ECU diagnostic software, read turbo compressor inlet temperature input voltage.</li></ol> <p>Is the voltage 0.25 volts or below?</p>	<p><b>YES:</b> Open in turbo compressor inlet temperature sensor ground circuit OR Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Open in turbo compressor inlet temperature sensor input circuit OR Faulty ECU connection OR Faulty ECU</p>
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04  
160  
,365

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001172.04 — Turbo Compressor Inlet Temperature Input Voltage Low

The turbo compressor inlet temperature input voltage drops below the sensor's low voltage specification.

DN22556,0000268 -19-28JUL06-1/1

001172.04 — Turbo Compressor Inlet Temperature Input Voltage Low Diagnostic Procedure

Related Information:

The turbo compressor inlet temperature input voltage drops below the sensor's low voltage specification. The voltage corresponds to a temperature that is higher than what is physically possible for turbo compressor inlet temperature.

For OEM applications, the high turbo compressor inlet temperature input voltage specification is 0.25 volts.

Alarm Level:

Warning

Control Unit Response:

If this code sets, the ECU uses a default turbo compressor inlet temperature of 30° C (86° F).

Additional References:

For further turbo compressor inlet temperature sensor information, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors and the turbo compressor inlet temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 001172.04 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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04  
160  
367

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<b>③ Turbo Compressor Inlet Temperature Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the turbo compressor inlet temperature sensor connector.</li> <li>3. Ignition ON, engine OFF</li> <li>4. Using the ECU diagnostic software, read the turbo compressor inlet temperature input voltage.</li> </ol> <p>Is the voltage below 4.9 volts?</p>	<p><b>YES:</b> Short to ground in turbo compressor inlet temperature sensor input circuit. OR Faulty ECU connector OR Faulty ECU</p> <p><b>NO:</b> Faulty turbo compressor inlet temperature sensor connector. OR Faulty turbo compressor inlet temperature sensor.</p>
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001172.16 — Turbo Compressor Inlet Temperature Moderately High

The ECU senses a turbo compressor inlet temperature above specification.

DN22556,0000269 -19-28JUL06-1/1

001172.16 — Turbo Compressor Inlet Temperature Moderately High Diagnostic Procedure

Related Information:

The ECU detects a turbo compressor inlet temperature above specification.

Alarm Level:

Warning

Control Unit Response:

Additional References:

For further turbo compressor inlet temperature sensor information, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors and the turbo compressor inlet temperature sensor connector looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine running under condition that set 001172.16 to set.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 001172.16 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>③ Restricted Air Filter Check</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Check the intake air filter for excessive dirt and debris restricting air flow.</p> <p>Is the filter restricted?</p>	<p><b>YES:</b> Replace intake air filter and retest.</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Air Filter Mounting Location Check</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Make sure that the intake air filter is mounted in a location to draw fresh air. Drawing air directly from the engine is too hot causing the compressor inlet temperature to exceed specification.</p> <p>Is the intake air filter drawing fresh air?</p>	<p><b>YES:</b> GO TO ⑤</p> <p><b>NO:</b> Modify the mounting location of the air filter and retest.</p> <p style="text-align: right;">-- -1/1</p>
<b>⑤ Turbo Compressor Inlet Temperature Input Wire Test</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect the turbo compressor inlet temperature sensor.</li> <li>3. Ignition ON engine OFF</li> <li>4. Using the diagnostic software, read turbo compressor inlet temperature input voltage.</li> </ol> <p>Is the voltage greater than 4.9 volts?</p>	<p><b>YES:</b> GO TO ⑥</p> <p><b>NO:</b> Short to ground in turbo compressor inlet temperature sensor input circuit. OR Faulty ECU connection OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
369

Trouble Code Diagnostics and Tests

⑥ Turbo Compressor  
Inlet Temperature  
Ground Wire Test

NOTE: For wiring and theory of operation, see TURBO COMPRESSOR INLET TEMPERATURE SENSOR in Section 03, Group 140 earlier in this manual.

- 1. Ignition OFF
  - 2. Turbo compressor inlet temperature sensor still disconnected.
  - 3. Ignition ON engine OFF
  - 4. Probe the turbo compressor inlet temperature sensor connector ground terminal (terminal 2) on the engine harness with a test light connected to battery voltage.
- Does the light illuminate?

**YES:** Faulty turbo compressor inlet temperature sensor.

**NO:** Open in turbo compressor inlet temperature sensor ground circuit.

## 001180.00 — Turbo Turbine Inlet Temperature Extremely High

*The ECU senses a turbo turbine inlet temperature above specification.*

DN22556,000026A -19-28JUL06-1/1

### 001180.00 — Turbo Turbine Inlet Temperature Extremely High Diagnostic Procedure

#### Related Information:

The ECU senses a turbo turbine inlet temperature above specification.

For OEM applications, the high turbo turbine inlet temperature threshold is 750° C (1382° F).

#### Alarm Level:

Warning

#### Control Unit Response:

The ECU will derate 5% per minute until the engine is running at 80% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further turbo turbine inlet temperature information, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,371

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#### ① Connection Check

**IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.**

*NOTE: For wiring and theory of operation, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.*

Perform a preliminary inspection of the ECU connectors looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO ②

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## Trouble Code Diagnostics and Tests

<b>② Air Filter Check</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Check the air filter and inlet tubing for restrictions or damage.</li> </ol> <p>Was damage or restrictions found?</p>	<p><b>YES:</b> Clean or replace component that is damaged or restricted and retest.</p> <p><b>NO:</b> GO TO ③</p>
<b>③ Engine Ventilation Check</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <p>Check the engine compartment for adequate fresh air supply to the engine. If the engine compartment is dirty, fresh air restrictions can cause high turbo turbine inlet temperatures.</p> <p>Is the engine compartment receiving adequate fresh air?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Clean restriction and redesign engine compartment to allow adequate air flow.</p>
<b>④ Turbo Compressor Inlet Temperature Calculation Check</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <p><i>NOTE: The ECU uses exhaust gas recirculation mixed air temperature, manifold air pressure, fuel rail pressure, and engine speed to calculate turbo turbine inlet temperature. If one or more of these values are incorrect, an invalid turbo turbine inlet temperature will be used.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Are there any DTCs related to exhaust gas recirculation mixed air temperature, manifold air pressure, fuel rail pressure, or engine speed?</p>	<p><b>YES:</b> Diagnose that DTC first.</p> <p><b>NO:</b> GO TO ⑤</p>
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Trouble Code Diagnostics and Tests

<b>5 Charge Air System Check</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <p>Check the entire charge air system for leaks and restrictions.</p> <p>Were leak(s) or restriction(s) found?</p>	<p><b>YES:</b> Repair leak(s) or restriction(s) and retest.</p> <p><b>NO:</b> Check and adjust the timing. See CHECK AND ADJUST HIGH PRESSURE FUEL PUMP STATIC TIMING in Section 04, Group 150 earlier in this manual.</p> <p>--1/1</p>
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04  
160  
,373

001180.16 — Turbo Turbine Inlet Temperature Moderately High

The ECU senses a turbo turbine inlet temperature above specification.

DN22556,000026B -19-28JUL06-1/1

001180.16 - Turbo Turbine Inlet Temperature Moderately High Diagnostic Procedure

Related Information:

The ECU senses a turbo turbine inlet temperature above specification.

For OEM applications, the high turbo turbine inlet temperature threshold is 730° C (1346° F).

Alarm Level:

Warning

Control Unit Response:

The ECU will derate to 95% of full power immediately. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

Additional References:

For further turbo turbine inlet temperature sensor information, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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1 Connection Check

**IMPORTANT:** Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.

*NOTE:* For wiring and theory of operation, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.

Perform a preliminary inspection of the ECU connectors looking for dirty, damaged, or poorly positioned terminals.

Are there any problems with the wiring or connectors?

**YES:** Repair faulty connection(s).

**NO:** GO TO 2

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## Trouble Code Diagnostics and Tests

<b>② Air Filter Check</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Check the air filter and inlet tubing for restrictions or damage.</li> </ol> <p>Was damage or restrictions found?</p>	<p><b>YES:</b> Clean or replace component that is damaged or restricted and retest.</p> <p><b>NO:</b> GO TO ③</p> <p style="text-align: right;">-- -1/1</p>
<b>③ Engine Ventilation Check</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <p>Check the engine compartment for adequate fresh air supply to the engine. If the engine compartment is dirty, fresh air restrictions can cause high turbo turbine inlet temperatures.</p> <p>Is the engine compartment receiving adequate fresh air?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Clean restriction and redesign engine compartment to allow adequate air flow.</p> <p style="text-align: right;">-- -1/1</p>
<b>④ Turbo Compressor Inlet Temperature Calculation Check</b>	<p><i>NOTE: For wiring and theory of operation, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <p><i>NOTE: The ECU uses exhaust gas recirculation mixed air temperature, manifold air pressure, fuel rail pressure, and engine speed to calculate turbo turbine inlet temperature. If one or more of these values are incorrect, an invalid turbo turbine inlet temperature will be used.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Are there any DTCs related to exhaust gas recirculation mixed air temperature, manifold air pressure, fuel rail pressure, or engine speed?</p>	<p><b>YES:</b> Diagnose that DTC first.</p> <p><b>NO:</b> GO TO ⑤</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		

04  
160  
,375

Trouble Code Diagnostics and Tests

**5 Charge Air System Check**

*NOTE: For wiring and theory of operation, see TURBO TURBINE INLET TEMPERATURE in Section 03, Group 140 earlier in this manual.*

Check the entire charge air system for leaks and restrictions.

Were leak(s) or restriction(s) found?

**YES:** Repair leak(s) or restriction(s) and retest.

**NO:** Check and adjust the timing. See CHECK AND ADJUST HIGH PRESSURE FUEL PUMP STATIC TIMING in Section 04, Group 150 earlier in this manual.

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04  
160  
,376



## 001347.03 — Pump Control Valve Current High

*ECU detects high current in the pump control return wire.*

DN22556,000026C -19-28JUL06-1/1

### 001347.03 — Pump Control Valve Current High Diagnostic Procedure

#### Related Information:

The ECU detects high current in the pump control valve (PCV) return wire. Typically this means that there is a short to power in the PCV circuit.

#### Alarm Level:

STOP

#### Control Unit Response:

Depending on the severity of this problem, engine operation will be affected. If the PCV current is high enough, the pump will not supply the high pressure common rail enough fuel to run the engine under normal operating conditions.

#### Additional References:

For further pump control valve information, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
,377

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the pump control valve connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 001347.03 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Short in PCV Supply Wire Check</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect PCV connector and all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal H1 on the ECU connector #J1 and all other terminals in the three ECU connectors.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO ④</p> <p><b>NO:</b> Short in PCV supply wire with circuit that measured less than 2000 ohms.</p>
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<b>④ Short in PCV Return Wire Check</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. PCV and all ECU connectors still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal H2 on the ECU connector #J1 and all other terminals in the three ECU connectors.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty PCV.</p> <p><b>NO:</b> Short in PCV return wire with circuit that measured less than 2000 ohms.</p>
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## 001347.05 — Pump Control Valve Current Mismatch

*The ECU is unable to match the measured pump current with the commanded pump current.*

DN22556,000026D -19-28JUL06-1/1

### 001347.05 — Pump Control Valve Current Mismatch Diagnostic Procedure

#### Related Information:

The ECU is unable to match the measured pump current with the commanded pump current.

#### Alarm Level:

STOP

#### Control Unit Response:

The engine will increase power for a short period of time until the high pressure common rail pressure exceeds the pressure relief valve high pressure specification.

#### Additional References:

For further pump control valve information, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
379

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<p><b>❶ Connection Check</b></p>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the pump control valve sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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## Trouble Code Diagnostics and Tests

<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine cranking or running.</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 001347.05 reoccur?</p>	<p><b>YES:</b> GO TO <b>③</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
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<b>③ Open in PCV Supply Wire Check</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect PCV connector and ECU connector #J1.</li> <li>3. Using a multimeter, measure resistance of the PCV supply wire between terminal 1 of the PCV connector and H1 of the ECU connector #J1 on the engine harness.</li> </ol> <p>Does the resistance measure 5 ohms or less?</p>	<p><b>YES:</b> GO TO <b>④</b></p> <p><b>NO:</b> Open in PCV supply wire.</p>
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<b>④ Open in PCV Return Wire Check</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. PCV and all ECU connector #J1 still disconnected.</li> <li>3. Using a multimeter, measure resistance of the PCV return wire between terminal 2 of the PCV connector and H2 of the ECU connector #J1 on the engine harness.</li> </ol> <p>Does the resistance measure 5 ohms or less?</p>	<p><b>YES:</b> GO TO <b>⑤</b></p> <p><b>NO:</b> Open in PCV return wire.</p>
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## Trouble Code Diagnostics and Tests

<b>5 Short in PCV Supply Wire Check</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect PCV connector and all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal H1 on the ECU connector #J1 and all other terminals in the three ECU connectors.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> GO TO <b>6</b></p> <p><b>NO:</b> Short in PCV supply wire with circuit that measured less than 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>
<b>6 Short in PCV Return Wire Check</b>	<p><i>NOTE: For wiring and theory of operation, see PUMP CONTROL VALVE (PCV) in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. PCV and all ECU connectors still disconnected.</li> <li>3. Using a multimeter, measure resistance between terminal H2 on the ECU connector #J1 and all other terminals in the three ECU connectors.</li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty PCV.</p> <p><b>NO:</b> Short in PCV return wire with circuit that measured less than 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,381

## 001347.07 — Fuel Rail Pressure Control Error

*The ECU detects fuel rail pressure 5 MPa (50 Bar) (725 psi) above or below the expected pressure.*

DN22556,000026E -19-28JUL06-1/1

## 001347.07 — Fuel Rail Pressure Control Error Diagnostic Procedure

**NOTE:** If DTC 0001347.07 is accompanied with DTC 000157.03, 000157.04 or 000157.10, follow that diagnostic procedure first.

### Related Information:

The ECU detects fuel rail pressure 5 MPa (50 Bar) (725 psi) above or below the expected pressure.

### Alarm Level:

Warning

**Control Unit Response:** If this code sets, the ECU will command the high pressure fuel pump to increase or decrease the amount of fuel supplied to the HPCR.

The engine could miss or run rough.

Engine may have low power.

### Additional References:

For further fuel rail pressure sensor information, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and the fuel rail pressure sensor connector looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine running or cranking</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Read and compare fuel rail pressure - desired and fuel rail pressure - actual parameters using SERVICE ADVISOR™. See DATA PARAMETER DESCRIPTION earlier in this Group for an explanation of each parameter.</li> </ol> <p>Is desired and actual fuel rail pressure within 5 MPa (50 bar) (725 psi) of each other?</p>	<p><b>YES:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p><b>NO:</b> Desired is 5 MPa (50 bar) (725 psi) above Actual. GO TO ❸</p> <p><b>NO:</b> Actual is 5 MPa (50 bar) (725 psi) above Desired. GO TO ❹</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>❸ Fuel Lines/Fittings Leakage Test</b>	<p><i>NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine running or cranking.</li> <li>2. Inspect all fuel lines and fittings for leakage.</li> </ol> <p>Fuel leak(s) present?</p>	<p><b>YES:</b> Tighten loose fitting(s) to proper specification and retest.</p> <p><b>NO:</b> Check fuel supply system. See F1 - FUEL SUPPLY SYSTEM CHECK DIAGNOSTIC PROCEDURE in Section 04, Group 150 earlier in this manual.</p> <p style="text-align: right;">-- -1/1</p>

04  
160  
,383

**④ Pump Position  
Timing Check**

*NOTE: For wiring and theory of operation, see FUEL RAIL PRESSURE SENSOR in Section 03, Group 140 earlier in this manual.*

Verify pump position timing is correct. See CHECK AND ADJUST HIGH PRESSURE FUEL PUMP STATIC TIMING later in this Group.

Is pump position timing out of sync.

**YES:** Adjust timing and retest.

**NO:** Replace ECU and retest.

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**001568.02 — Torque Curve Selection Invalid**

*The ECU receives torque curve selection information over CAN, but the information received is not valid.*

**Related Information:**

The ECU has the ability operate the engine on different torque curves. Individual curves can be selected based on information sent to the ECU over CAN (Controller Area Network) by another controller.

**Alarm Level:**

Warning

**Control Unit Response:**

The ECU will select a default torque curve to continue running.

Depending on application, the selected default torque curve may be a lower power curve.

DN22556,000026F -19-28JUL06-1/1

**001568.02—Torque Curve Selection Invalid Diagnostic Procedure**

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## Trouble Code Diagnostics and Tests

<p><b>❶ Read DTCs and Store Snapshot Information</b></p>	<ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> </ol> <p><i>NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.</i></p> <ol style="list-style-type: none"> <li>2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.</li> <li>3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>4. Refresh DTC list.</li> </ol> <p>Is 001568.02 error code active?</p>	<p><b>YES:</b> GO TO ❷</p> <p><b>NO:</b> GO TO ❷</p>
<p><b>❷ Occurrence Count Check</b></p>	<ol style="list-style-type: none"> <li>1. Ignition ON, Engine OFF.</li> <li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>3. Review occurrence counts in the snapshot capture information for this code.</li> </ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> For further troubleshooting procedures see the application manual.</p>

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160  
,385

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## 001569.31 — Fuel Derate

### Fuel Derate

#### Fuel Derate

The fuel derate trouble code is information to the operator that the ECU has detected a condition such as low fuel pressure, high fuel pressure, water in fuel, low oil pressure, high exhaust gas recirculation gas mixed air temperature, high air filter restriction, high engine coolant temperature, or low coolant level, and is derating the engine by limiting the maximum amount of fuel available to the engine.

#### DTC 001569.31 will set if:

- The ECU detects water in fuel above the threshold quantity for an extended period of time.
- ECU detects a low oil pressure.
- ECU detects high turbo speed.
- ECU detects a high exhaust gas recirculation mixed air temperature.
- ECU detects a high engine coolant temperature.
- The ECU detects a loss of engine coolant.
- ECU detects an out of range voltage on the fuel rail pressure sensor.
- ECU detects a high fuel temperature.
- ECU detects high exhaust gas recirculation exhaust temperature.
- ECU detect a timing problem with the crankshaft position sensor.
- ECU detects an auxiliary request to derate engine.
- ECU detects high turbo turbine inlet temperature.
- ECU detects a high exhaust gas recirculation fresh air temperature.
- ECU detects a low exhaust gas recirculation flow rate.
- ECU detects a problem with the exhaust gas recirculation valve position.
- ECU detects an invalid turbo actuator position.

#### If DTC 001569.31 sets, the following will occur:

- The ECU will limit the amount of fuel available to the engine in an attempt to protect the engine.

#### If DTC 001569.31 sets:

- If DTC 000097.16 is active, see the following procedure earlier in this Group:
  - DTC 000097.16 WATER IN FUEL DETECTED DIAGNOSTIC PROCEDURE
- If DTC 000100.01 or DTC 000100.18 is active, see one of the following procedures earlier in this Group:
  - DTC 000100.01 ENGINE OIL PRESSURE EXTREMELY LOW DIAGNOSTIC PROCEDURE
  - DTC 000100.18 ENGINE OIL PRESSURE MODERATELY LOW DIAGNOSTIC PROCEDURE
- If DTC 000103.00 is active, see the following procedure earlier in this Group:
  - DTC 000103.00 TURBO OVERSPEED MOST SEVERE DIAGNOSTIC PROCEDURE
- If DTC 000105.00 or DTC 000105.16 is active, see one of the following procedures earlier in this Group:
  - DTC 000105.00 EXHAUST GAS RECIRCULATION MIXED AIR TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE
  - DTC 000105.16 EXHAUST GAS RECIRCULATION MIXED AIR TEMPERATURE MODERATELY HIGH DIAGNOSTIC PROCEDURE
- If DTC 000110.00 or DTC 000110.16 is active, see one of the following procedures earlier in this Group:
  - DTC 000110.00 ENGINE COOLANT TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE
  - DTC 000110.16 ENGINE COOLANT TEMPERATURE MODERATELY HIGH DIAGNOSTIC PROCEDURE
- If DTC 000111.01 is active, see DTC 000111.01 ENGINE COOLANT LEVEL LOW DIAGNOSTIC PROCEDURE earlier in this Group.

Continued on next page

DN22556.0000270 -19-28JUL06-1/2

- If DTC 000157.03 or DTC 000157.04 is active, see one of the following procedures earlier in this Group:
  - DTC 000157.03 FUEL RAIL PRESSURE INPUT VOLTAGE HIGH DIAGNOSTIC PROCEDURE
  - DTC 000157.04 FUEL RAIL PRESSURE INPUT VOLTAGE LOW DIAGNOSTIC PROCEDURE
- If DTC 000174.00 is active, see the following procedure earlier in this Group:
  - DTC 000174.00 FUEL TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE
- If DTC 000412.00 or DTC 000412.16 is active, see one of the following procedures earlier in this Group:
  - DTC 000412.00 EXHAUST GAS RECIRCULATION EXHAUST TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE
  - DTC 000412.16 EXHAUST GAS RECIRCULATION EXHAUST TEMPERATURE MODERATELY HIGH DIAGNOSTIC PROCEDURE
- If DTC 000637.02, DTC 000637.07, DTC 000637.08, or DTC 000637.10 is active, see one of the following procedures earlier in this Group:
  - DTC 000637.02 CRANK POSITION INPUT NOISE
  - DTC 000637.08 CRANK POSITION INPUT MISSING
  - DTC 000637.10 CRANK POSITION INPUT PATTERN ERROR
- If DTC 000971.31 is active, see the following procedure earlier in this Group:
  - DTC 000971.31 ENGINE DERATE - AUXILIARY REQUEST DIAGNOSTIC PROCEDURE
- If DTC 001180.00 or DTC 001180.16 is active, see one of the following procedures earlier in this Group:
  - DTC 001180.00 TURBO TURBINE INLET TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE
  - DTC 001180.16 TURBO TURBINE INLET TEMPERATURE MODERATELY HIGH DIAGNOSTIC PROCEDURE
- If DTC 002630.00 or DTC 002630.16 is active, see one of the following procedures earlier in this Group:
  - DTC 002630.00 EXHAUST GAS RECIRCULATION FRESH AIR TEMPERATURE EXTREMELY HIGH DIAGNOSTIC PROCEDURE
  - DTC 002630.16 EXHAUST GAS RECIRCULATION FRESH AIR TEMPERATURE MODERATELY HIGH DIAGNOSTIC PROCEDURE
- If DTC 002659.17 is active, see the following procedure earlier in this Group:
  - DTC 002659.17 EXHAUST GAS RECIRCULATION FLOW RATE LOW LEAST SEVERE DIAGNOSTIC PROCEDURE
- If DTC 002790.16 is active, see the following procedure earlier in this Group:
  - DTC 002790.16 TURBO COMPRESSOR OUTLET TEMPERATURE MODERATELY HIGH DIAGNOSTIC PROCEDURE
- If DTC 002791.02, 002791.13, OR 002791.14 is active, see one of the following procedure earlier in this Group:
  - DTC 002791.02 EXHAUST GAS RECIRCULATION VALVE POSITION INVALID DIAGNOSTIC PROCEDURE
  - DTC 002791.13 EXHAUST GAS RECIRCULATION VALVE LEARNED VALUE ERROR DIAGNOSTIC PROCEDURE
  - DTC 002791.02 EXHAUST GAS RECIRCULATION ACTUATOR SHUT DOWN DIAGNOSTIC PROCEDURE
- If DTC 002795.07 is active, see the following procedure earlier in this Group:
  - DTC 002795.07 TURBO ACTUATOR POSITION MISMATCH DIAGNOSTIC PROCEDURE

DN22556,0000270 -19-28JUL06-2/2

001639.01 — Fan Speed Signal Missing

The ECU detects that fan speed input is missing.

DN22556,0000271 -19-28JUL06-1/1

001639.01 — Fan Speed Signal Missing Diagnostic Procedure

Related Information:

The ECU monitors various parameters such as engine coolant temperature, oil temperature, air temperature, and other components on the engine. When these become excessive, the ECU commands the fan drive to run at a higher speed. The ECU sends a PWM signal through the fan drive solenoid control wire to energize the fan drive solenoid. This controls the fan speed. The ECU monitors fan speed through a hall effect sensor in the fan drive. This allows the ECU to determine if there is any significant difference between desired and actual fan speed.

Alarm Level:

Warning

Control Unit Response:

The ECU commands the fan to run at the highest possible speed. Code will set in 13 seconds, time to clear is 3 seconds.

-- -1/1

1 Read DTCs and Store Snapshot Information

1. Ignition ON, engine OFF  
  
*NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.*
  2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.
  3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.
  4. Refresh DTC list.
- Is 001639.01 error code active?

YES: GO TO 2

NO: Abnormal condition set code. Return to service and monitor further.

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<b>② Occurrence Count Check</b>	<ol style="list-style-type: none"> <li>1. Ignition ON, Engine OFF.</li> <li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>3. Review occurrence counts in the snapshot capture information for this code.</li> </ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> For further troubleshooting procedures see the application manual.</p> <p>-- 1/1</p>
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## 001639.16 — Fan Speed Higher Than Expected

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*The ECU detects fan speed higher than expected.*

DN22556,0000272 -19-28JUL06-1/1

### 001639.16 — Fan Speed Higher Than Expected Diagnostic Procedure

#### Related Information:

The ECU monitors various parameters such as engine coolant temperature, oil temperature, air temperature, and other components on the engine. When these become excessive, the ECU commands the fan drive to run at a higher speed. The ECU sends a PWM signal through the fan drive solenoid control wire to energize the fan drive solenoid. This controls the fan speed. The ECU monitors fan speed through a hall effect sensor in the fan drive. This allows the ECU to determine if there is any significant difference between desired and actual fan speed.

#### Alarm Level:

Warning

#### Control Unit Response:

The ECU detects fan speed 300 rpm higher than Desired Fan Speed. Time to set is 180 seconds, time to clear is 10 seconds. The code is inhibited during warm-up.

There is no change in engine performance

-- 1/1

Trouble Code Diagnostics and Tests

<b>❶ Read DTCs and Store Snapshot Information</b>	<ol style="list-style-type: none"><li>1. Ignition ON, engine OFF  <i>NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.</i></li><li>2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.</li><li>3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li><li>4. Refresh DTC list.</li></ol> <p>Is 001639.16 error code active?</p>	<p><b>YES:</b> GO TO ❷</p> <p><b>NO:</b> Abnormal condition set code. Return to service and monitor further.</p>
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<b>❷ Occurrence Count Check</b>	<ol style="list-style-type: none"><li>1. Ignition ON, Engine OFF.</li><li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li><li>3. Review occurrence counts in the snapshot capture information for this code.</li></ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Replace ECU.</p> <p><b>NO:</b> If no other active or stored codes exist, clear codes. Return to service and monitor further.</p>
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**001639.18 — Fan Speed Lower Than Expected**

*The ECU detects fan speed lower than expected.*

DN22556,0000273 -19-28JUL06-1/1

## 001639.61 — Fan Speed Lower Than Expected Diagnostic Procedure

### Related Information:

The ECU monitors various parameters such as engine coolant temperature, oil temperature, air temperature, and other components on the engine. When these become excessive, the ECU commands the fan drive to run at a higher speed. The ECU sends a PWM signal through the fan drive solenoid control wire to energize the fan drive solenoid. This controls the fan speed. The ECU monitors fan speed through a hall effect sensor in the fan drive. This allows the ECU to determine if there is any significant difference between desired and actual fan speed.

### Alarm Level:

Warning

### Control Unit Response:

The ECU detects fan speed 300 rpm lower than Desired Fan Speed. Code will set in 180 seconds. Time to clear is 10 seconds.

There is no change in engine performance

04  
160  
,391

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<p><b>① Read DTCs and Store Snapshot Information</b></p>	<ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> </ol> <p><i>NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.</i></p> <ol style="list-style-type: none"> <li>2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.</li> <li>3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>4. Refresh DTC list.</li> </ol> <p>Is 001639.18 error code active?</p>	<p><b>YES: GO TO ②</b></p> <p><b>NO:</b> Abnormal condition set code. Return to service and monitor further.</p>
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*Trouble Code Diagnostics and Tests*

**② Occurrence Count Check**

1. Ignition ON, Engine OFF.
  2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.
  3. Review occurrence counts in the snapshot capture information for this code.
- Is count greater than five?

**YES:** Replace ECU.

**NO:** If no other active or stored codes exist, clear codes. Return to service and monitor further.

--1/1

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## 002000.13 — Security Violation

*The ECU determines that it, OR another controller on the machine is not the right controller for the particular machine.*

### Security Violation

- When the ignition is first turned on, all of the controllers on the machine communicate with each other to make sure that all controllers are correct for the particular machine.

### DTC 002000.13 will set if:

- The ECU determines that it, OR another controller on the machine is not the right controller for the particular machine.

### If DTC 002000.13 sets, the following will occur:

- The ECU will allow the engine to start, but will only allow low idle engine speed.

### If DTC 002000.13 sets:

- If one of the controllers on the machine has just been replaced, make sure the correct controller was installed.
- If all controllers on the machine are the correct part numbers, check to see if any of the controllers have active or stored CAN related DTCs. If they do, go to the appropriate diagnostic procedure.

RG40854,000000B -19-28JUL06-1/1

04  
160  
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## 002005.09 — ACU Message Missing

*The ECU does not receive the torque speed select message from ACU (Armrest Control Unit, source address 5) over CAN or the message is not valid.*

DN22556,0000274 -19-28JUL06-1/1

**002005.09 — ACU Message Missing Diagnostic Procedure****Related Information:**

The CAN transmits the vehicle's desired torque speed control to the ECU from the ACU.

CAN bus communication problems can cause this code.

**Alarm Level:**

Warning

**Control Unit Response:**

Other ECU codes will be set due to loss of throttle information. ECU will respond to these codes according to its programming, such as setting engine speed to low idle.

**Additional References:**

For further ACU code information, refer to the Test Manual for the equipment on which the code set.

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**① Read DTCs and Store Snapshot Information**

1. Ignition ON, engine OFF

*NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.*

2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.
3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.
4. Refresh DTC list.

Is 002005.09 error code active?

**YES:** GO TO ③

**NO:** GO TO ②

-- -1/1

**② Occurrence Count Check**

1. Ignition ON, Engine OFF.
2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.
3. Review occurrence counts in the snapshot capture information for this code.

Is count greater than five?

**YES:** Perform Terminal Test, repair any problems.

**NO:** Further troubleshooting procedures are being developed.

-- -1/1

<p><b>③ ACU Information Check</b></p>	<p>1. Ignition ON, Engine OFF.</p> <p>2. From Service ADVISOR read the Armrest Controller Number.</p> <p>Do the numbers agree?</p>	<p><b>YES:</b> Probable CAN communication problem. Further troubleshooting procedures are being developed.</p> <p><b>NO:</b> Further troubleshooting procedures are being developed.</p> <p>-- -1/1</p>
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## 002030.09 — CAB Message Missing

*The ECU does not receive the a/c clutch status message from cab controller (source address 30) over CAN, or the message is not valid.*

DN22556,0000275 -19-28JUL06-1/1

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## 002030.09 — CAB Message Missing Diagnostic Procedure

### Related Information:

The CAN transmits the vehicle's desired a/c (air conditioner) clutch status to the ECU from the cab controller.

CAN bus communication problems can cause this code.

### Alarm Level:

Warning

### Control Unit Response:

The ECU will default the fan speed to 1200 rpm.

### Additional References:

For further CAB code information, refer to the Test Manual for the equipment on which the code set.

### Additional References:

For further ACU code information, refer to the Test Manual for the equipment on which the code set.

-- -1/1

## Trouble Code Diagnostics and Tests

<b>❶ Read DTCs and Store Snapshot Information</b>	<ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF  <i>NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.</i></li> <li>2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.</li> <li>3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>4. Refresh DTC list.</li> </ol> <p>Is 002030.09 error code active?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> GO TO ❷</p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Occurrence Count Check</b>	<ol style="list-style-type: none"> <li>1. Ignition ON, Engine OFF.</li> <li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>3. Review occurrence counts in the snapshot capture information for this code.</li> </ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> Further troubleshooting procedures are being developed.</p> <p style="text-align: right;">-- -1/1</p>
<b>❸ ACU Information Check</b>	<ol style="list-style-type: none"> <li>1. Ignition ON, Engine OFF.</li> <li>2. From Service ADVISOR read the Cab Controller Number.</li> </ol> <p>Do the numbers agree?</p>	<p><b>YES:</b> Probable CAN communication problem. Further troubleshooting procedures are being developed.</p> <p><b>NO:</b> Further troubleshooting procedures are being developed.</p> <p style="text-align: right;">-- -1/1</p>

## 002071.09 — CCU Message Missing

*The ECU does not receive the CCU (Chassis Control Unit, source address 71) messages over CAN or the messages are not valid.*

DN22556,0000276 -19-28JUL06-1/1

## 002071.09 — CCU Message Missing Diagnostic Procedure

### Related Information:

The CCU (or CCD on some equipment) transmits vehicle information such as transmission oil temperature, tire size, and vehicle speed to the ECU over CAN.

CAN bus communication problems can cause this code.

### Alarm Level:

Warning

### Control Unit Response:

The ECU will default to the highest fan speed to compensate for transmission oil temperature.

The ECU will use a default tire size.

The ECU will not allow transport boost.

### Additional References:

For further CCU code information, refer to the Test Manual for the equipment on which the code set.

### Additional References:

For further ACU code information, refer to the Test Manual for the equipment on which the code set.

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04  
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## Trouble Code Diagnostics and Tests

<b>❶ Read DTCs and Store Snapshot Information</b>	<ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF  <i>NOTE: When DTCs are cleared Snapshot information for ALL DTCs will also be cleared.</i></li> <li>2. Connect Service ADVISOR, see CONNECTING TO SERVICE ADVISOR earlier in this Group.</li> <li>3. Write down all DTCs and their occurrence count. If any DTCs have snapshot capture or snapshot recording information, save the information. For instructions on saving and using snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>4. Refresh DTC list.</li> </ol> <p>Is 002071.09 error code active?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> GO TO ❷</p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Occurrence Count Check</b>	<ol style="list-style-type: none"> <li>1. Ignition ON, Engine OFF.</li> <li>2. Retrieve snapshot information, see SNAPSHOT INSTRUCTIONS earlier in this Group.</li> <li>3. Review occurrence counts in the snapshot capture information for this code.</li> </ol> <p>Is count greater than five?</p>	<p><b>YES:</b> Perform Terminal Test, repair any problems.</p> <p><b>NO:</b> Further troubleshooting procedures are being developed.</p> <p style="text-align: right;">-- -1/1</p>
<b>❸ ACU Information Check</b>	<ol style="list-style-type: none"> <li>1. Ignition ON, Engine OFF.</li> <li>2. From Service ADVISOR read the CCU Controller Number.</li> </ol> <p>Do the numbers agree?</p>	<p><b>YES:</b> Probable CAN communication problem. Further troubleshooting procedures are being developed.</p> <p><b>NO:</b> Further troubleshooting procedures are being developed.</p> <p style="text-align: right;">-- -1/1</p>

## 002790.16 — Turbo Compressor Outlet Temperature Moderately High

*The ECU senses a turbo compressor outlet temperature above specification.*

DN22556,0000277 -19-28JUL06-1/1

### 002790.16 — Turbo Compressor Outlet Temperature Moderately High Diagnostic Procedure

*NOTE: If DTC 002790.16 is accompanied with any of the following DTCs, follow those diagnostic procedures first:*

- 001172.03
- 001172.04
- 001172.16
- 002630.00
- 002630.03
- 002630.04
- 002630.15
- 002630.16

#### Related Information:

The ECU senses a turbo compressor outlet temperature of 260° C (500° F) on OEM engines.

The ECU uses the turbo compressor inlet temperature sensor and the exhaust gas recirculation fresh air temperature sensor to calculate the turbo compressor outlet temperature.

#### Alarm Level:

Warning

#### Control Unit Response:

The ECU will derate 5% per minute until the engine is running at 80% of full power. For more information on engine protection, see ENGINE PROTECTION in Section 04, Group 140 earlier in this manual.

For derate and shutdown information on non-OEM applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

#### Additional References:

For further turbo compressor outlet temperature information, see TURBO COMPRESSOR OUTLET TEMPERATURE in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT:</b> Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</p> <p><i>NOTE: For theory of operation, see TURBO COMPRESSOR OUTLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p>
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<b>❷ DTC Check</b>	<p><i>NOTE: For theory of operation, see TURBO COMPRESSOR OUTLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Do any of the following DTCs set?</p> <ul style="list-style-type: none"> <li>• 001172.03</li> <li>• 001172.04</li> <li>• 001172.16</li> <li>• 002630.00</li> <li>• 002630.03</li> <li>• 002630.04</li> <li>• 002630.15</li> <li>• 002630.16</li> </ul>	<p><b>YES:</b> Following the diagnostic procedure for that DTC.</p> <p><b>NO:</b> GO TO ❸</p>
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<b>❸ Air Filter Check</b>	<p><i>NOTE: For theory of operation, see TURBO COMPRESSOR OUTLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Check the air filter and tubing for restrictions or damage.</li> </ol> <p>Was damage or restrictions found?</p>	<p><b>YES:</b> Clean or replace component that is damaged or restricted and retest.</p> <p><b>NO:</b> GO TO ❸</p>
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<b>4 Engine Ventilation Check</b>	<p><i>NOTE: For theory of operation, see TURBO COMPRESSOR OUTLET TEMPERATURE in Section 03, Group 140 earlier in this manual.</i></p> <p>Check the engine compartment for adequate fresh air supply to the engine. If the engine compartment is dirty, fresh air restrictions can cause high turbo compressor inlet temperatures.</p> <p>Is the engine compartment receiving adequate fresh air?</p>	<p><b>YES:</b> Faulty turbo actuator. Replace turbo actuator and retest.</p> <p><b>NO:</b> Clean restriction and redesign engine compartment to allow adequate air flow.</p> <p>--1/1</p>
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## 003509.03 — Sensor Supply #1 Voltage High

*The ECU detects a supply voltage above specification on the ECU 5 volt supply circuit.*

DN22556,0000278 -19-28JUL06-1/1

### 003509.03 — Sensor Supply #1 Voltage High Diagnostic Procedure

#### Related Information:

The ECU detects a supply voltage greater than 5.26 volts on the ECU 5 volt supply circuit.

#### Alarm Level:

STOP

#### Sensors Using Sensor Supply #1 Voltage:

The following sensors use sensor supply #1 to supply voltage and ground for proper functionality: *Fuel Rail Pressure Sensor.*

*NOTE: Some sensors are optional based on the application requirements of this engine. Not all of the sensors listed above will be present on all applications.*

#### Control Unit Response:

The ECU will try to operate the engine under normal operating conditions. Depending on the cause of the DTC, the engine performance may be significantly affected.

#### Additional References:

For further sensor supply #1 information, see SENSOR SUPPLY #1 in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY #1 in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and all of the sensor connectors using the 5V supply terminal looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY #1 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 003509.03 reoccur?</p>	<p><b>YES:</b> GO TO <b>❸</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>
<p><i>SERVICE ADVISOR is a trademark of Deere &amp; Company</i></p> <p style="text-align: right;">-- -1/1</p>		
<b>❸ Short in 5V Supply Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY #1 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal G1 in ECU connector #J3 and all other terminals in all ECU connectors.</li> </ol> <p>Is any measurement above 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Sensor 5V supply circuit shorted to wire that measured above 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>

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## 003509.04 — Sensor Supply #1 Voltage Low

*The ECU detects a supply voltage below specification on the ECU 5 volt supply circuit.*

DN22556,0000279 -19-28JUL06-1/1

### 003509.04 — Sensor Supply #1 Voltage Low Diagnostic Procedure

#### Related Information:

The ECU detects a supply voltage lower than 4.59 volts on the ECU 5 volt supply circuit.

#### Alarm Level:

STOP

#### Sensors Using Sensor Supply #1 Voltage:

The following sensors use sensor supply #1 to supply voltage and ground for proper functionality: *Fuel Rail Pressure Sensor.*

*NOTE: Some sensors are optional based on the application requirements of this engine. Not all of the sensors listed above will be present on all applications.*

#### Control Unit Response:

The ECU will try to operate the engine under normal operating conditions. Depending on the cause of the DTC, the engine performance may be significantly affected.

#### Additional References:

For further sensor supply #1 information, see SENSOR SUPPLY #1 in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Connection Check</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY #1 in Section 03, Group 140 earlier in this manual.</i></p> <p>Perform a preliminary inspection of the ECU connectors and all of the sensor connectors using the 5V supply terminal looking for dirty, damaged, or poorly positioned terminals.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p>
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<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY #3 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect SERVICE ADVISOR™. For instructions on connecting to SERVICE ADVISOR™, see CONNECTING SERVICE ADVISOR earlier in this Group.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition OFF</li> <li>6. Disconnect all components supplied voltage by ECU terminal G1 in ECU connector #J3.</li> <li>7. Ignition ON, engine OFF</li> <li>8. Read DTCs using SERVICE ADVISOR™.</li> </ol> <p>Did 003509.04 reoccur?</p>	<p><b>YES:</b> GO TO <b>❸</b></p> <p><b>NO:</b> GO TO <b>❹</b></p>
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## Trouble Code Diagnostics and Tests

<p><b>③ 5V Supply Circuit Shorted to Ground Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY #1 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal G1 in ECU connector #J3 and: <ul style="list-style-type: none"> <li>• Good chassis ground.</li> <li>• Terminal B2 in ECU connector #J1</li> <li>• Terminal L2 in ECU connector #J2</li> <li>• Terminal L3 in ECU connector #J2</li> <li>• Terminal M2 in ECU connector #J2</li> <li>• Terminal C3 in ECU connector #J2</li> <li>• Terminal G3 in ECU connector #J2</li> <li>• Terminal H3 in ECU connector #J2</li> <li>• Terminal A3 in ECU connector #J3</li> <li>• Terminal G2 in ECU connector #J3</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Sensor 5V supply circuit shorted to wire that measured above 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>
<p><b>④ Faulty Sensor Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY #1 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. While reconnecting each component connector one at a time, monitor DTCs using the ECU diagnostic software.</li> </ol> <p><i>NOTE: Make sure you refresh the DTC screen after each connection. Software may not automatically refresh.</i></p> <p>Does 003509.04 set after making a component connection?</p>	<p><b>YES:</b> Sensor that caused 003509.04 to reoccur when connected is faulty. Replace sensor and retest.</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>

## 003510.03 — Sensor Supply 2 Voltage High

*The ECU detects a supply voltage above specification on the ECU 5 volt supply circuit.*

DN22556,000027A -19-28JUL06-1/1

### 003510.03 — Sensor Supply 2 Voltage High Diagnostic Procedure

#### Related Information:

The ECU detects a supply voltage greater than 5.26 volts on the ECU 5 volt supply circuit.

#### Alarm Level:

Warning

#### Sensors Using Sensor Supply 2 Voltage:

The following sensors use sensor supply 2 to supply voltage and ground for proper functionality: *Turbo Compressor Inlet Temperature Sensor, Engine Coolant Temperature Sensor, Exhaust Pressure Sensor, Fuel Temperature Sensor, Fuel Transfer Pump Pressure Sensor, Manifold Air Pressure Sensor, Oil Pressure Sensor, Oil Temperature Sensor, Water in Fuel Sensor.*

*NOTE: Some sensors are optional based on the application requirements of this engine. Not all of the sensors listed above will be present on all applications.*

#### Control Unit Response:

If this code sets, the ECU will try to operate the engine under normal operating conditions. Depending on the cause of the DTC, the engine performance may be significantly affected.

#### Additional References:

For further sensor supply 2 information, see SENSOR SUPPLY 2 in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
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## Trouble Code Diagnostics and Tests

<b>❶ Visual Inspection of Connectors and Wiring</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 2 in Section 03, Group 140 earlier in this manual.</i></p> <p>Without disconnecting, visually inspect the ECU connectors and all of the sensor connectors using the 5V supply terminal looking for contamination, damage, or poor positioning.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 2 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs.</li> </ol> <p>Did 000620.03 reoccur?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>
<b>❸ Short in 5V Supply Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 2 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between the following: <ul style="list-style-type: none"> <li>• Terminal A3 in ECU connector J1 and all other terminals in all three ECU connectors.</li> <li>• Terminal H4 in ECU connector J3 and all other terminals in all three ECU connectors.</li> </ul> </li> </ol> <p>Is any measurement below 2000 ohms?</p>	<p><b>YES:</b> Sensor 5V supply circuit shorted to wire that measured less than 2000 ohms.</p> <p><b>NO:</b> Faulty ECU connection OR Faulty ECU</p> <p style="text-align: right;">-- -1/1</p>



## 003510.04 — Sensor Supply 2 Voltage Low

*The ECU detects a supply voltage below specification on the ECU 5 volt supply circuit.*

DN22556,000027B -19-28JUL06-1/1

### 003510.04 — Sensor Supply 2 Voltage Low Diagnostic Procedure

#### Related Information:

The ECU detects a supply voltage lower than 4.59 volts on the ECU 5 volt supply circuit.

#### Alarm Level:

Warning

#### Sensors Using Sensor Supply 2 Voltage:

The following sensors use sensor supply 2 to supply voltage and ground for proper functionality: *Turbo Compressor Inlet Temperature Sensor, Engine Coolant Temperature Sensor, Exhaust Pressure Sensor, Fuel Temperature Sensor, Fuel Transfer Pump Pressure Sensor, Manifold Air Pressure Sensor, Oil Pressure Sensor, Oil Temperature Sensor, Water in Fuel Sensor.*

*NOTE: Some sensors are optional based on the application requirements of this engine. Not all of the sensors listed above will be present on all applications.*

#### Control Unit Response:

If this code sets, the ECU will try to operate the engine under normal operating conditions. Depending on the cause of the DTC, the engine performance may be significantly affected.

#### Additional References:

For further sensor supply 2 information, see SENSOR SUPPLY 2 in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

04  
160  
409

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## Trouble Code Diagnostics and Tests

<b>❶ Visual Inspection of Connectors and Wiring</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 2 in Section 03, Group 140 earlier in this manual.</i></p> <p>Without disconnecting, visually inspect the ECU connectors and all of the sensor connectors using the 5V supply terminal looking for contamination, damage, or poor positioning.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p> <p>---1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 2 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li><li>2. Ignition ON, engine OFF</li><li>3. Start the ECU diagnostic software.</li><li>4. Make note of any DTCs, then clear all DTCs.</li><li>5. Ignition OFF</li><li>6. Disconnect all components supplied voltage by ECU terminal H4 in ECU connector J3 and/or terminal A3 in ECU connector J1.</li><li>7. Ignition ON, engine OFF</li><li>8. Read DTCs.</li></ol> <p>Did 000620.04 reoccur?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> GO TO ❹</p> <p>---1/1</p>

<p><b>③ 5V Supply Circuit Shorted to Ground Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 2 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal H4 in ECU connector J3 and: <ul style="list-style-type: none"> <li>• Good chassis ground.</li> <li>• Terminal B2 in ECU connector J1</li> <li>• Terminal L2 in ECU connector J2</li> <li>• Terminal L3 in ECU connector J2</li> <li>• Terminal M2 in ECU connector J2</li> <li>• Terminal C3 in ECU connector J2</li> <li>• Terminal G3 in ECU connector J2</li> <li>• Terminal H3 in ECU connector J2</li> <li>• Terminal A3 in ECU connector J3</li> <li>• Terminal G2 in ECU connector J3</li> </ul> </li> <li>4. Using a multimeter, measure resistance between terminal A3 in ECU connector J1 and: <ul style="list-style-type: none"> <li>• Good chassis ground.</li> <li>• Terminal B2 in ECU connector J1</li> <li>• Terminal L2 in ECU connector J2</li> <li>• Terminal L3 in ECU connector J2</li> <li>• Terminal M2 in ECU connector J2</li> <li>• Terminal C3 in ECU connector J2</li> <li>• Terminal G3 in ECU connector J2</li> <li>• Terminal H3 in ECU connector J2</li> <li>• Terminal A3 in ECU connector J3</li> <li>• Terminal G2 in ECU connector J3</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Sensor 5V supply circuit shorted to wire that measures less than 2000 ohms.</p>
<p><b>④ Faulty Sensor Test</b></p>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 2 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition ON, engine OFF</li> <li>2. While reconnecting each component connector one at a time, monitor DTCs using the ECU diagnostic software.</li> </ol> <p><i>NOTE: Make sure you refresh the DTC screen after each connection. Software may not automatically refresh.</i></p> <p>Does 000620.04 set after making a component connection?</p>	<p><b>YES:</b> Sensor that caused 000620.04 to reoccur when connected is faulty. Replace sensor and retest.</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p>

## 003511.03 — Sensor Supply 3 Voltage High

*The ECU detects a supply voltage above specification on the ECU 5 volt supply circuit.*

DN22556,000027C -19-28JUL06-1/1

### 003511.03 — Sensor Supply 3 Voltage High Diagnostic Procedure

#### Related Information:

The ECU detects a supply voltage greater than 5.26 volts on the ECU 5 volt supply circuit.

#### Alarm Level:

Warning

#### Sensors Using Sensor Supply 3 Voltage:

The following sensors use sensor supply 3 to supply voltage and ground for proper functionality: *Analog Throttle (A) Sensor.*

*NOTE: Some sensors are optional based on the application requirements of this engine. Not all of the sensors listed above will be present on all applications.*

#### Control Unit Response:

The ECU will try to operate the engine under normal operating conditions. Depending on the cause of the DTC, the engine performance may be significantly affected.

#### Additional References:

For further sensor supply 3 information, see SENSOR SUPPLY 3 in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Visual Inspection of Connectors and Wiring</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 3 in Section 03, Group 140 earlier in this manual.</i></p> <p>Without disconnecting, visually inspect the ECU connectors and all of the sensor connectors using the 5V supply terminal looking for contamination, damage, or poor positioning.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 3 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs.</li> </ol> <p>Did 001079.03 reoccur?</p>	<p><b>YES:</b> GO TO <b>❸</b></p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>
<b>❸ Short in 5V Supply Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 3 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal A3 in ECU connector J2 and all other terminals in all ECU connectors.</li> </ol> <p>Is any measurement above 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Sensor 5V supply circuit shorted to wire that measured above 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>

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## 003511.04 — Sensor Supply 3 Voltage Low

*The ECU detects a supply voltage below specification on the ECU 5 volt supply circuit.*

DN22556,000027D -19-28JUL06-1/1

### 003511.04 — Sensor Supply 3 Voltage Low Diagnostic Procedure

#### Related Information:

The ECU detects a supply voltage lower than 4.59 volts on the ECU 5 volt supply circuit.

#### Alarm Level:

Warning

#### Sensors Using Sensor Supply 3 Voltage:

The following sensors use sensor supply 3 to supply voltage and ground for proper functionality: *Analog Throttle (A) Sensor.*

*NOTE: Some sensors are optional based on the application requirements of this engine. Not all of the sensors listed above will be present on all applications.*

#### Control Unit Response:

The ECU will try to operate the engine under normal operating conditions. Depending on the cause of the DTC, the engine performance may be significantly affected.

#### Additional References:

For further sensor supply 3 information, see SENSOR SUPPLY 3 in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>① Visual Inspection of Connectors and Wiring</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 3 in Section 03, Group 140 earlier in this manual.</i></p> <p>Without disconnecting, visually inspect the ECU connectors and all of the sensor connectors using the 5V supply terminal looking for contamination, damage, or poor positioning.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ②</p> <p style="text-align: right;">-- -1/1</p>
<b>② Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 3 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition OFF</li> <li>6. Disconnect all components supplied voltage by ECU terminal A3 in ECU connector J2.</li> <li>7. Ignition ON, engine OFF</li> <li>8. Read DTCs.</li> </ol> <p>Did 001079.04 reoccur?</p>	<p><b>YES:</b> GO TO ③</p> <p><b>NO:</b> GO TO ④</p> <p style="text-align: right;">-- -1/1</p>
<b>③ 5V Supply Circuit Shorted to Ground Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 3 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal A3 in ECU connector J2 and: <ul style="list-style-type: none"> <li>• Good chassis ground.</li> <li>• Terminal B2 in ECU connector J1</li> <li>• Terminal L2 in ECU connector J2</li> <li>• Terminal L3 in ECU connector J2</li> <li>• Terminal M2 in ECU connector J2</li> <li>• Terminal C3 in ECU connector J2</li> <li>• Terminal G3 in ECU connector J2</li> <li>• Terminal H3 in ECU connector J2</li> <li>• Terminal A3 in ECU connector J3</li> <li>• Terminal G2 in ECU connector J3</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Sensor 5V supply circuit shorted to ground circuit.</p> <p style="text-align: right;">-- -1/1</p>

04  
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415

Trouble Code Diagnostics and Tests

4 Faulty Sensor Test

*NOTE: For wiring and theory of operation, see SENSOR SUPPLY 3 in Section 03, Group 140 earlier in this manual.*

1. Ignition ON, engine OFF
2. While reconnecting each component connector one at a time, monitor DTCs using the ECU diagnostic software.

*NOTE: Make sure you refresh the DTC screen after each connection. Software may not automatically refresh.*

Does 001079.04 set after making a component connection?

**YES:** Sensor that caused 001079.04 to reoccur when connected is faulty. Replace sensor and retest.

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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## 003512.03 — Sensor Supply 4 Voltage High

*The ECU detects a supply voltage above specification on the ECU 5 volt supply circuit.*

DN22556,000027E -19-28JUL06-1/1

## 003512.03 — Sensor Supply 4 Voltage High Diagnostic Procedure

### Related Information:

The ECU detects a supply voltage greater than 5.26 volts on the ECU 5 volt supply circuit.

### Alarm Level:

Warning

### Sensors Using Sensor Supply 4 Voltage:

The following sensors use sensor supply 4 to supply voltage and ground for proper functionality: *Analog Throttle (B) Sensor, Multi-state Throttle Switch, all Cruise Control Switch features, External Shutdown Switch, External Derate Switch, and Override Shutdown Switch*

*NOTE: Some sensors are optional based on the wants and needs of the application using this engine. Not all of the sensors listed above will be present on all applications.*

### Control Unit Response:

The ECU will try to operate the engine under normal operating conditions. Depending on the cause of the DTC, the engine performance may be significantly affected.

### Additional References:

For further sensor supply 4 information, see SENSOR SUPPLY 4 in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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## Trouble Code Diagnostics and Tests

<b>❶ Visual Inspection of Connectors and Wiring</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 4 in Section 03, Group 140 earlier in this manual.</i></p> <p>Without disconnecting, visually inspect the ECU connectors and all of the sensor connectors using the 5V supply terminal looking for contamination, damage, or poor positioning.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 4 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs.</li> </ol> <p>Did 523229.03 reoccur?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>
<b>❸ Short in 5V Supply Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 4 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal G2 in ECU connector J2 and all other terminals in all ECU connectors.</li> </ol> <p>Is any measurement above 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Sensor 5V supply circuit shorted to wire that measured above 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>

## 003512.04 — Sensor Supply 4 Voltage Low

*The ECU detects a supply voltage below specification on the ECU 5 volt supply circuit.*

DN22556,000027F -19-28JUL06-1/1

## 003512.04 — Sensor Supply 4 Voltage Low Diagnostic Procedure

### Related Information:

The ECU detects a supply voltage lower than 4.59 volts on the ECU 5 volt supply circuit.

### Alarm Level:

Warning

### Sensors Using Sensor Supply 4 Voltage:

The following sensors use sensor supply 4 to supply voltage and ground for proper functionality: *Analog Throttle (B) Sensor, Multi-state Throttle Switch, all Cruise Control Switch features, External Shutdown Switch, External Derate Switch, and Override Shutdown Switch*

*NOTE: Some sensors are optional based on the wants and needs of the application using this engine. Not all of the sensors listed above will be present on all applications.*

### Control Unit Response:

The ECU will try to operate the engine under normal operating conditions. Depending on the cause of the DTC, the engine performance may be significantly affected.

### Additional References:

For further sensor supply 4 information, see SENSOR SUPPLY 4 in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

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04  
160  
419

## Trouble Code Diagnostics and Tests

<b>❶ Visual Inspection of Connectors and Wiring</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 4 in Section 03, Group 140 earlier in this manual.</i></p> <p>Without disconnecting, visually inspect the ECU connectors and all of the sensor connectors using the 5V supply terminal looking for contamination, damage, or poor positioning.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO <b>❷</b></p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 4 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition OFF</li> <li>6. Disconnect all components supplied voltage by ECU terminal G2 in ECU connector J2.</li> <li>7. Ignition ON, engine OFF</li> <li>8. Read DTCs.</li> </ol> <p>Did 523229.04 reoccur?</p>	<p><b>YES:</b> GO TO <b>❸</b></p> <p><b>NO:</b> GO TO <b>❹</b></p> <p style="text-align: right;">-- -1/1</p>
<b>❸ 5V Supply Circuit Shorted to Ground Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 4 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal G2 in ECU connector J2 and: <ul style="list-style-type: none"> <li>• Good chassis ground.</li> <li>• Terminal B2 in ECU connector J1</li> <li>• Terminal L2 in ECU connector J2</li> <li>• Terminal L3 in ECU connector J2</li> <li>• Terminal M2 in ECU connector J2</li> <li>• Terminal C3 in ECU connector J2</li> <li>• Terminal G3 in ECU connector J2</li> <li>• Terminal H3 in ECU connector J2</li> <li>• Terminal A3 in ECU connector J3</li> <li>• Terminal G2 in ECU connector J3</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Sensor 5V supply circuit shorted to ground circuit.</p> <p style="text-align: right;">-- -1/1</p>

<b>4 Faulty Sensor Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 4 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"><li>1. Ignition ON, engine OFF</li><li>2. While reconnecting each component connector one at a time, monitor DTCs using the ECU diagnostic software.</li></ol> <p><i>NOTE: Make sure you refresh the DTC screen after each connection. Software may not automatically refresh.</i></p> <p>Does 523229.04 set after making a component connection?</p>	<p><b>YES:</b> Sensor that caused 523229.04 to reoccur when connected is faulty. Replace sensor and retest.</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p>--1/1</p>
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## 003513.03 — Sensor Supply 5 Voltage High

*The ECU detects a supply voltage above specification on the ECU 5 volt supply circuit.*

DN22556,0000280 -19-28JUL06-1/1

### 003513.03 — Sensor Supply 5 Voltage High Diagnostic Procedure

#### Related Information:

The ECU detects a supply voltage greater than 5.26 volts on the ECU 5 volt supply circuit.

#### Alarm Level:

Warning

#### Sensors Using Sensor Supply 5 Voltage:

The following sensors use sensor supply 5 to supply voltage and ground for proper functionality: *Exhaust Gas Recirculation Valve*.

*NOTE: Some sensors are optional based on the wants and needs of the application using this engine. Not all of the sensors listed above will be present on all applications.*

#### Control Unit Response:

The ECU will try to operate the engine under normal operating conditions. Depending on the cause of the DTC, the engine performance may be significantly affected.

#### Additional References:

For further sensor supply 5 information, see SENSOR SUPPLY 5 in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

-- -1/1

## Trouble Code Diagnostics and Tests

<b>❶ Visual Inspection of Connectors and Wiring</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 5 in Section 03, Group 140 earlier in this manual.</i></p> <p>Without disconnecting, visually inspect the ECU connectors and all of the sensor connectors using the 5V supply terminal looking for contamination, damage, or poor positioning.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p> <p style="text-align: right;">-- -1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 5 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition ON, engine OFF</li> <li>6. Read DTCs.</li> </ol> <p>Did 523222.03 reoccur?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.</p> <p style="text-align: right;">-- -1/1</p>
<b>❸ Short in 5V Supply Circuit Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 5 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal A2 in ECU connector J3 and all other terminals in all ECU connectors.</li> </ol> <p>Is any measurement above 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Sensor 5V supply circuit shorted to wire that measured above 2000 ohms.</p> <p style="text-align: right;">-- -1/1</p>

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423

## 003513.04 — Sensor Supply 5 Voltage Low

*The ECU detects a supply voltage below specification on the ECU 5 volt supply circuit.*

DN22556,0000281 -19-28JUL06-1/1

### 003513.04 — Sensor Supply 5 Voltage Low Diagnostic Procedure

#### Related Information:

The ECU detects a supply voltage lower than 4.59 volts on the ECU 5 volt supply circuit.

#### Alarm Level:

Warning

#### Sensors Using Sensor Supply 5 Voltage:

The following sensors use sensor supply 5 to supply voltage and ground for proper functionality: *Exhaust Gas Recirculation Valve*.

*NOTE: Some sensors are optional based on the wants and needs of the application using this engine. Not all of the sensors listed above will be present on all applications.*

#### Control Unit Response:

The ECU will try to operate the engine under normal operating conditions. Depending on the cause of the DTC, the engine performance may be significantly affected.

#### Additional References:

For further sensor supply 5 information, see SENSOR SUPPLY 5 in Section 03, Group 140 earlier in this manual.

For wiring information related to other applications, see APPLICATION SPECIFICATIONS in Section 06, Group 210 later in this manual.

-- -1/1



## Trouble Code Diagnostics and Tests

<b>❶ Visual Inspection of Connectors and Wiring</b>	<p><b>IMPORTANT: Do not force probes into connector terminals or damage will result. Use JT07328 Connector Adapter Test Kit to make measurements in connectors. This will ensure that terminal damage does not occur.</b></p> <p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 5 in Section 03, Group 140 earlier in this manual.</i></p> <p>Without disconnecting, visually inspect the ECU connectors and all of the sensor connectors using the 5V supply terminal looking for contamination, damage, or poor positioning.</p> <p>Are there any problems with the wiring or connectors?</p>	<p><b>YES:</b> Repair faulty connection(s).</p> <p><b>NO:</b> GO TO ❷</p> <p style="text-align: right;">-- 1/1</p>
<b>❷ Intermittent Fault Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 5 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Connect Service ADVISOR (see CONNECTING TO SERVICE ADVISOR earlier in this Group) or use the diagnostic gage.</li> <li>2. Ignition ON, engine OFF</li> <li>3. Start the ECU diagnostic software.</li> <li>4. Make note of any DTCs, then clear all DTCs.</li> <li>5. Ignition OFF</li> <li>6. Disconnect all components supplied voltage by ECU terminal A2 in ECU connector J3.</li> <li>7. Ignition ON, engine OFF</li> <li>8. Read DTCs.</li> </ol> <p>Did 523222.04 reoccur?</p>	<p><b>YES:</b> GO TO ❸</p> <p><b>NO:</b> GO TO ❹</p> <p style="text-align: right;">-- 1/1</p>
<b>❸ 5V Supply Circuit Shorted to Ground Test</b>	<p><i>NOTE: For wiring and theory of operation, see SENSOR SUPPLY 5 in Section 03, Group 140 earlier in this manual.</i></p> <ol style="list-style-type: none"> <li>1. Ignition OFF</li> <li>2. Disconnect all three ECU connectors.</li> <li>3. Using a multimeter, measure resistance between terminal A2 in ECU connector J3 and: <ul style="list-style-type: none"> <li>• Good chassis ground.</li> <li>• Terminal B2 in ECU connector J1</li> <li>• Terminal L2 in ECU connector J2</li> <li>• Terminal L3 in ECU connector J2</li> <li>• Terminal M2 in ECU connector J2</li> <li>• Terminal C3 in ECU connector J2</li> <li>• Terminal G3 in ECU connector J2</li> <li>• Terminal H3 in ECU connector J2</li> <li>• Terminal A3 in ECU connector J3</li> <li>• Terminal G2 in ECU connector J3</li> </ul> </li> </ol> <p>All measurements greater than 2000 ohms?</p>	<p><b>YES:</b> Faulty ECU connection OR Faulty ECU</p> <p><b>NO:</b> Sensor 5V supply circuit shorted to ground circuit.</p> <p style="text-align: right;">-- 1/1</p>

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Trouble Code Diagnostics and Tests

4 Faulty Sensor Test

*NOTE: For wiring and theory of operation, see SENSOR SUPPLY 5 in Section 03, Group 140 earlier in this manual.*

1. Ignition ON, engine OFF
2. While reconnecting each component connector one at a time, monitor DTCs using the ECU diagnostic software.

*NOTE: Make sure you refresh the DTC screen after each connection. Software may not automatically refresh.*

Does 523222.04 set after making a component connection?

**YES:** Sensor that caused 523222.04 to reoccur when connected is faulty. Replace sensor and retest.

**NO:** Problem is intermittent. If no other codes are present, see INTERMITTENT FAULT DIAGNOSTICS earlier in this Group.

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04  
160  
,426

Section 05  
Tools

Contents

	Page
<b>Group 180—Diagnostic Service Tools</b>	
Electronic and Fuel Control System	
Diagnostic Tools . . . . .	05-180-1



## Electronic and Fuel Control System Diagnostic Tools

**NOTE:** Order tools (non-ECU communication parts and kits) according to information given in the U.S. SERVICEGARD™ Catalog or in the European Microfiche Tool Catalog (MTC) unless otherwise noted.

**NOTE:** ECU communication parts and kits are available from John Deere Distribution Service

Center (DSC). **United States and Canadian Agricultural dealers DO NOT ORDER without first contacting your Branch or TAM.**

SERVICEGARD is a trademark of Deere & Company.

RG41221,00001CB -19-23FEB06-1/9

### Universal Pressure Test Kit . . . . . JT05412

Used for testing engine oil pressure, intake manifold pressure (turbo boost), and fuel transfer pump pressure.



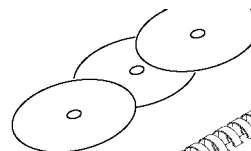
JT05412

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### ECU Communication Software . . . . .

Please refer to your John Deere Dealer website for information on obtaining the latest version of software.



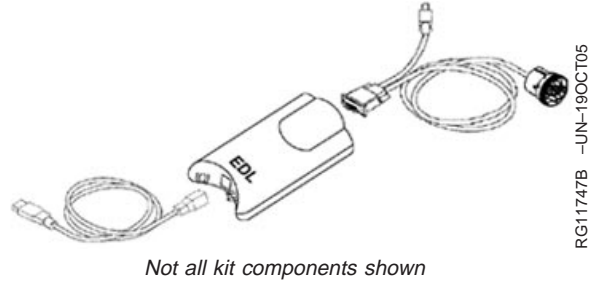
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## ECU Communication Hardware Full Kit . . . . . DS10118

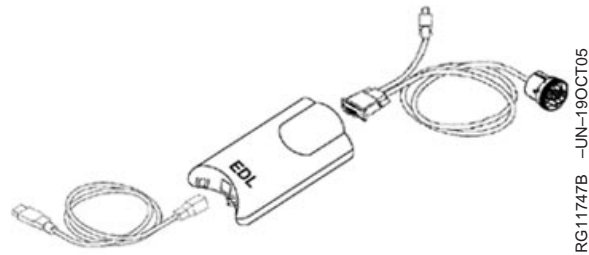
Used with ECU Communication Software Kit, this kit enables a Windows-compatible computer to read information from the Engine Control Unit (ECU). The computer must be at least a Pentium 1 with 512 MB of RAM and a USB port. In addition to the USB cable, Electronic Data Link (EDL), and cable to connect to the 9-pin diagnostic connector on the engine harness, this kit allows communication with applications that use the black 9-pin Deutsch diagnostic connector, gray 9-pin Deutsch diagnostic connector (early 8000 series tractors), and the flat 6-pin Weatherpack diagnostic connector (Lucas controllers). Kit parts may be purchased separately.



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## ECU Communication Hardware Mini Kit . . . . . DS10117

Used with ECU Communication Software Kit, this kit enables a Windows-compatible computer to read information from the Engine Control Unit (ECU). The computer must be at least a Pentium 1 with 512 of RAM and a USB port. This kit allows communication with applications that use the black 9-pin Deutsch diagnostic connector. Kit includes USB cable, Electronic Data Link (EDL), and cable to connect to the 9-pin diagnostic connector on the engine harness. Kit parts may be purchased separately.

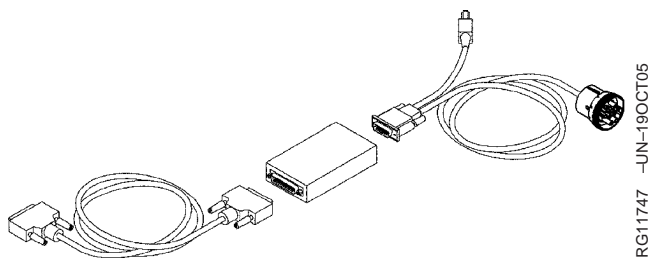


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### ECU Communication Hardware Kit (Discontinued) . . . . . JDIS121

Used with ECU Communication Software Kit, this kit enables a Windows-compatible computer to read information from the Engine Control Unit (ECU). The computer must be at least a Pentium 1 with 512 of RAM and an IEEE 1284 compliant parallel port. This kit allows communication with applications that use one of the following diagnostic connectors: black 9-pin Deutsch diagnostic connector, gray 9-pin Deutsch diagnostic connector (early 8000 series tractors), or the flat 6-pin Weatherpack diagnostic connector (Lucas controllers).

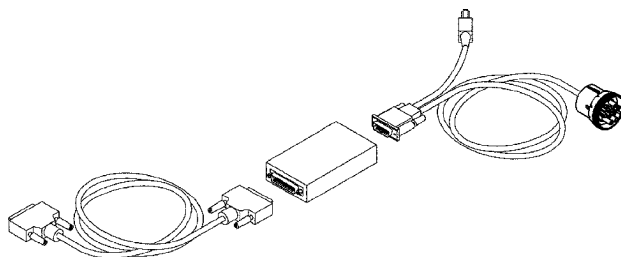


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RG41221,00001CB -19-23FEB06-6/9

### ECU Communication Hardware Kit (Discontinued) . . . . . DS10023

Used with ECU Communication Software Kit, this kit enables a Windows-compatible computer to read information from the Engine Control Unit (ECU). The computer must be at least a Pentium 1 with 512 of RAM and an IEEE 1284 compliant parallel port. This kit allows communication with applications that use the black 9-pin Deutsch diagnostic connector.



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RG41221,00001CB -19-23FEB06-7/9

### Digital Multimeter . . . . . JT07306

Test electrical components for voltage, resistance, current flow, or temperature. It is especially good for measuring low voltage or high resistance circuits.



*JT07306 - Digital Multimeter*

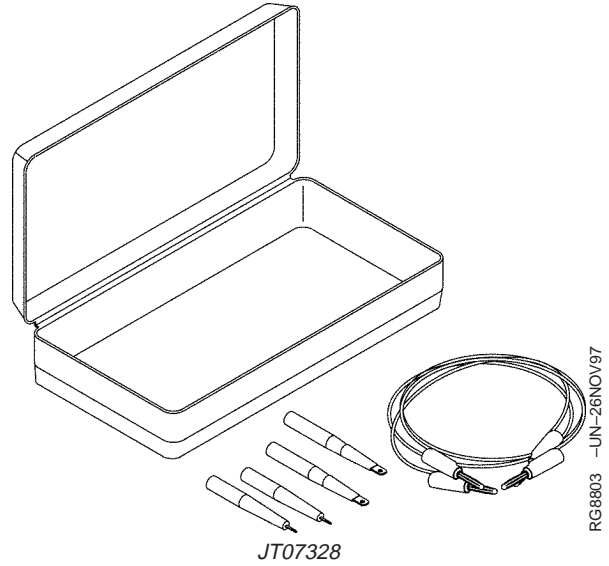
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RG41221,00001CB -19-23FEB06-8/9

Connector Adapter Test Kit . . . . . JT07328

Used with JT05791 Digital Multimeter to make voltage and resistance measurements in control system wiring harness connectors. Can also be used to test terminals for proper fit.



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# Section 06

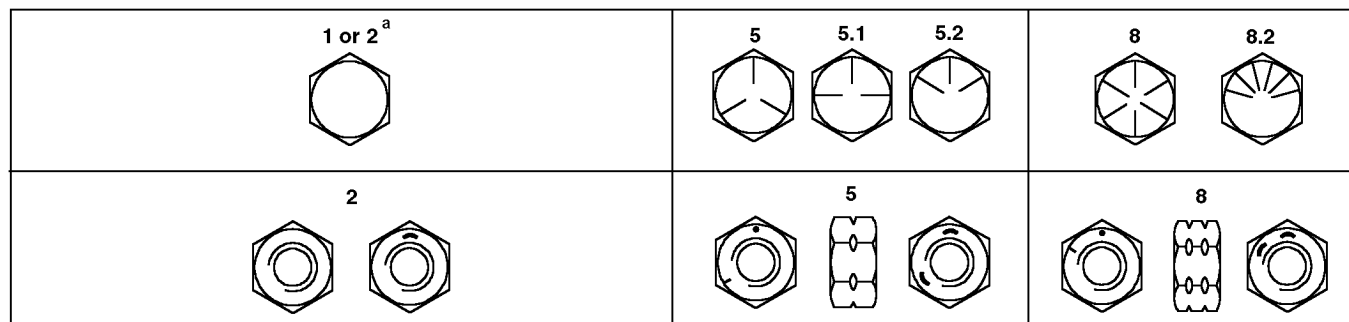
## Specifications

### Contents

	Page
<b>Group 200—Repair Specifications</b>	
Unified Inch Bolt and Cap Screw Torque Values . . . . .	06-200-1
Metric Bolt and Cap Screw Torque Values . . . . .	06-200-2
Electronic Fuel System Repair and Adjustment Specifications . . . . .	06-200-3
Electronic Engine Control Repair and Adjustment Specifications . . . . .	06-200-5
<b>Group 210—Diagnostic Specifications</b>	
Fuel System Diagnostic Specifications . . . . .	06-210-1
Application Specifications . . . . .	06-210-3
OEM Engines - Derate Specifications . . . . .	06-210-4
OEM Engines - Torque Curve Selection . . . . .	06-210-7
OEM Engines - Governor Mode Selection . . . . .	06-210-8
OEM Engines - Glow Plug Specifications . . . . .	06-210-9
ECU/Engine Wiring Schematic . . . . .	06-210-10
OEM Instrument Panel / Engine Start Components Electrical Wiring Diagram . . . . .	06-210-12
OEM Instrument Panel / Engine Start Components Electrical Wiring Diagram - Continued . . . . .	06-210-13



## Unified Inch Bolt and Cap Screw Torque Values



Top, SAE Grade and Head Markings; Bottom, SAE Grade and Nut Markings

Size	Grade 1 (No Mark)		Grade 2 <sup>a</sup> (No Mark)		Grade 5, 5.1 or 5.2		Grade 8 or 8.2	
	Lubricated <sup>b</sup> N•m(lb-ft)	Dry <sup>c</sup> N•m(lb-ft)	Lubricated <sup>b</sup> N•m(lb-ft)	Dry <sup>c</sup> N•m(lb-ft)	Lubricated <sup>b</sup> N•m(lb-ft)	Dry <sup>c</sup> N•m(lb-ft)	Lubricated <sup>b</sup> N•m(lb-ft)	Dry <sup>c</sup> N•m(lb-ft)
1/4	3.8 (2.8)	4.7 (3.5)	6 (4.4)	7.5 (5.5)	9.5 (7)	12 (9)	13.5 (10)	17 (12.5)
5/16	7.7 (5.7)	9.8 (7.2)	12 (9)	15.5 (11.5)	19.5 (14.5)	25 (18.5)	28 (20.5)	35 (26)
3/8	13.5 (10)	17.5 (13)	22 (16)	27.5 (20)	35 (26)	44 (32.5)	49 (36)	63 (46)
7/16	22 (16)	28 (20.5)	35 (26)	44 (32.5)	56 (41)	70 (52)	80 (59)	100 (74)
1/2	34 (25)	42 (31)	53 (39)	67 (49)	85 (63)	110 (80)	120 (88)	155 (115)
9/16	48 (35.5)	60 (45)	76 (56)	95 (70)	125 (92)	155 (115)	175 (130)	220 (165)
5/8	67 (49)	85 (63)	105 (77)	135 (100)	170 (125)	215 (160)	240 (175)	305 (225)
3/4	120 (88)	150 (110)	190 (140)	240 (175)	300 (220)	380 (280)	425 (315)	540 (400)
7/8	190 (140)	240 (175)	190 (140)	240 (175)	490 (360)	615 (455)	690 (510)	870 (640)
1	285 (210)	360 (265)	285 (210)	360 (265)	730 (540)	920 (680)	1030 (760)	1300 (960)
1-1/8	400 (300)	510 (375)	400 (300)	510 (375)	910 (670)	1150 (850)	1450 (1075)	1850 (1350)
1-1/4	570 (420)	725 (535)	570 (420)	725 (535)	1280 (945)	1630 (1200)	2050 (1500)	2600 (1920)
1-3/8	750 (550)	950 (700)	750 (550)	950 (700)	1700 (1250)	2140 (1580)	2700 (2000)	3400 (2500)
1-1/2	990 (730)	1250 (930)	990 (730)	1250 (930)	2250 (1650)	2850 (2100)	3600 (2650)	4550 (3350)

<sup>a</sup> Grade 2 applies for hex cap screws (not hex bolts) up to 6 in. (152 mm) long. Grade 1 applies for hex cap screws over 6 in. (152 mm) long, and for all other types of bolts and screws of any length.

<sup>b</sup> "Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings.

<sup>c</sup> "Dry" means plain or zinc plated without any lubrication.

DO NOT use these values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only. Check tightness of fasteners periodically.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical grade.

Fasteners should be replaced with the same or higher grade. If higher grade fasteners are used, these should only be tightened to the strength of the original.

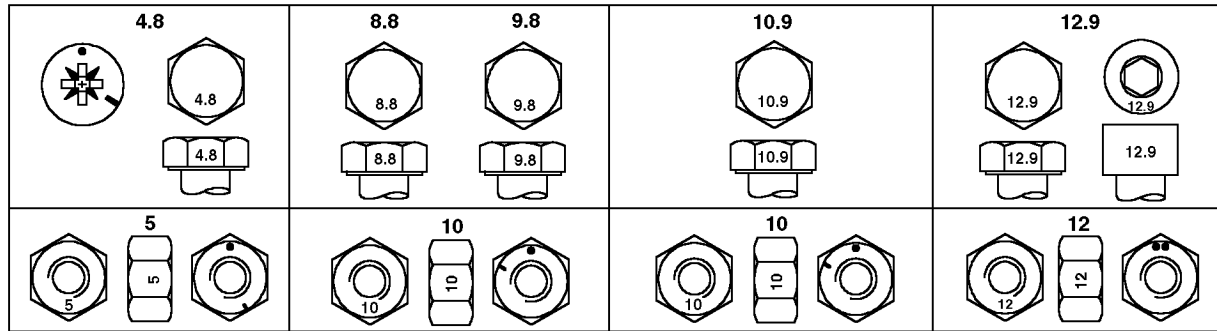
Make sure fastener threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.

Tighten plastic insert or crimped steel-type lock nuts to approximately 50 percent of the dry torque shown in the chart, applied to the nut, not to the bolt head. Tighten toothed or serrated-type lock nuts to the full torque value.

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## Metric Bolt and Cap Screw Torque Values



Top, Property Class and Head Markings; Bottom, Property Class and Nut Markings

Size	Class 4.8		Class 8.8 or 9.8		Class 10.9		Class 12.9	
	Lubricated <sup>a</sup> N•m(lb-ft)	Dry <sup>b</sup> N•m(lb-ft)	Lubricated <sup>a</sup> N•m(lb-ft)	Dry <sup>b</sup> N•m(lb-ft)	Lubricated <sup>a</sup> N•m(lb-ft)	Dry <sup>b</sup> N•m(lb-ft)	Lubricated <sup>a</sup> N•m(lb-ft)	Dry <sup>b</sup> N•m(lb-ft)
M6	4.7 (3.5)	6 (4.4)	9 (6.6)	11.5 (8.5)	13 (9.5)	16.5 (12.2)	15.5 (11.5)	19.5 (14.5)
M8	11.5 (8.5)	14.5 (10.7)	22 (16)	28 (20.5)	32 (23.5)	40 (29.5)	37 (27.5)	47 (35)
M10	23 (17)	29 (21)	43 (32)	55 (40)	63 (46)	80 (59)	75 (55)	95 (70)
M12	40 (29.5)	50 (37)	75 (55)	95 (70)	110 (80)	140 (105)	130 (95)	165 (120)
M14	63 (46)	80 (59)	120 (88)	150 (110)	175 (130)	220 (165)	205 (150)	260 (190)
M16	100 (74)	125 (92)	190 (140)	240 (175)	275 (200)	350 (255)	320 (235)	400 (300)
M18	135 (100)	170 (125)	265 (195)	330 (245)	375 (275)	475 (350)	440 (325)	560 (410)
M20	190 (140)	245 (180)	375 (275)	475 (350)	530 (390)	675 (500)	625 (460)	790 (580)
M22	265 (195)	330 (245)	510 (375)	650 (480)	725 (535)	920 (680)	850 (625)	1080 (800)
M24	330 (245)	425 (315)	650 (480)	820 (600)	920 (680)	1150 (850)	1080 (800)	1350 (1000)
M27	490 (360)	625 (460)	950 (700)	1200 (885)	1350 (1000)	1700 (1250)	1580 (1160)	2000 (1475)
M30	660 (490)	850 (625)	1290 (950)	1630 (1200)	1850 (1350)	2300 (1700)	2140 (1580)	2700 (2000)
M33	900 (665)	1150 (850)	1750 (1300)	2200 (1625)	2500 (1850)	3150 (2325)	2900 (2150)	3700 (2730)
M36	1150 (850)	1450 (1075)	2250 (1650)	2850 (2100)	3200 (2350)	4050 (3000)	3750 (2770)	4750 (3500)

<sup>a</sup> "Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings.

<sup>b</sup> "Dry" means plain or zinc plated without any lubrication.

DO NOT use these values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only. Check tightness of fasteners periodically.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical property class.

Fasteners should be replaced with the same or higher property class. If higher property class fasteners are used, these should only be tightened to the strength of the original.

Make sure fastener threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.

Tighten plastic insert or crimped steel-type lock nuts to approximately 50 percent of the dry torque shown in the chart, applied to the nut, not to the bolt head. Tighten toothed or serrated-type lock nuts to the full torque value.

TORQ -UN-07SEP99

**Electronic Fuel System Repair and Adjustment Specifications**

Item	Measurement	Specification
Pre-filter Inlet and Outlet Lines	Torque	9 N•m (6.6 lb-ft)
Pre-filter Mounting Bracket-to-Cylinder Head Cap Screws	Torque	73 N•m (53.8 lb-ft)
Pre-filter Fuel Filter Base-to-Bracket Cap Screws	Torque	50 N•m (36.9 lb-ft)
Final Fuel Filter Inlet and Outlet Lines	Torque	9 N•m (6.6 lb-ft)
Final Fuel Filter Outlet Line	Torque	9 N•m (6.6 lb-ft)
Air Bleed Valve Fitting (Combine engines)	Torque	20 N•m (14.8 lb-ft)
Final Fuel Filter Base-to-Bracket	Torque	50 N•m (36.9 lb-ft)
Final Fuel Filter Bracket to Cylinder Head	Torque	73 N•m (53.4 lb-ft)
Fuel Transfer Pump Cap Screws (OEM engines only)	Torque	30 N•m (22 lb-ft)
High Pressure Fuel Pump to Adapter Plate	Torque	40 N•m (29.5 lb-ft)
High Pressure Fuel Pump Gear Nut	Torque	68 N•m (50.1 lb-ft)
High Pressure Fuel Pump Adapter Plate to Front Cover	Torque	40 N•m (29.5 lb-ft)
High Pressure Fuel Lines - Injection Pump Fitting	Torque	27 N•m (19.9 lb-ft)
High Pressure Fuel Lines - High Pressure Common Rail Fitting	Torque	27 N•m (19.9 lb-ft)
High Pressure Fuel Pump Leak-off Line Fitting	Torque	6 N•m (4.4 lb-ft)
High Pressure Fuel Pump Inlet Filter Plug	Torque	18 N•m (13.3 lb-ft)

06  
200  
3

Continued on next page

RG41221,00001CE -19-23FEB06-1/2

## Repair Specifications

Item	Measurement	Specification
High Pressure Common Rail Bracket to Engine	Torque	52 N•m (38.4 lb-ft)
High Pressure Common Rail to Bracket	Torque	52 N•m (38.4 lb-ft)
High Pressure Common Rail - Delivery Lines to Electronic Injectors	Torque	27 N•m (19.9 lb-ft)
High Pressure Common Rail - Fuel Inlet Lines	Torque	27 N•m (20 lb-ft)
High Pressure Pump - Fuel Outlet Lines	Torque	27 N•m (20 lb-ft)
High Pressure Rail Leak-off Line Fitting	Torque	6 N•m (4.4 lb-ft)
Flow Damper	Torque	176 N•m (130 lb-ft)
Fitting - High Pressure Injection Line to High Pressure Common Rail	Torque	27 N•m (20 lb-ft)
High Pressure Rail Delivery Fuel Line - Fitting at Side Feed Tube Retaining Nut	Torque	27 N•m (20 lb-ft)
First Torque - Side Feed Tube Retaining Nut	Torque	5 N•m (3.7 lb-ft)
Hold Down Clamp Bolt	Torque	47 N•m (34.7 lb-ft)
Second Torque - Side Feed Tube Retaining Nut	Torque	35 N•m (25.8 lb-ft)
High Pressure Delivery Line Fitting	Torque	27 N•m (19.9 lb-ft)
Injector Solenoid Wire Retaining Nut	Torque	2 N•m (1.5 lb-ft) (18 lb-in.)
Heat Shield Cylinder Head Cap Screws	Torque	60 N•m (44 lb-ft)
Heat Shield Rocker Arm Carrier Cap Screws	Torque	10 N•m (7.4 lb-ft)
Injector Leak-off Fitting	Torque	18 N•m (13.3 lb-ft)

RG41221,00001CE -19-23FEB06-2/2

**Electronic Engine Control Repair and Adjustment Specifications**

Item	Measurement	Specification
Fuel Temperature Sensor	Torque	10 N•m (7 lb-ft)
Manifold Air Temperature (MAT) Sensor	Torque	10 N•m (7 lb-ft)
EGR Exhaust Temperature Sensor	Torque	60 N•m (44 lb-ft)
Oil Pressure Sensor	Torque	9 N•m (7 lb-ft)
Fuel Rail Pressure Sensor	Torque	98 N•m (72 lb-ft)
Crankshaft Position Sensor	Torque	14 N•m (10 lb-ft)
Pump Position Sensor	Torque	14 N•m (10 lb-ft)
Glow Plug	Torque	15 N•m (11 lb-ft)
Heat Shield Cylinder Head Cap Screws	Torque	60 N•m (44 lb-ft)
Heat Shield Rocker Arm Carrier Cap Screws	Torque	10 N•m (7.4 lb-ft)

06  
200  
5

RG41221,00001CF -19-28JUN06-1/1

06  
200  
6



Fuel System Diagnostic Specifications

Item	Measurement	Specification
Minimum Fuel Transfer Pump Pressure	Cranking	30 kPa (0.3 bar) (4.4 psi)
	Running (Low Idle)	40 kPa (0.4 bar) (5.8 psi)
Minimum Fuel Rail Pressure	Cranking	20 MPa (200 bar) (2900 psi)
	Running (Low Idle)	35 MPa (350 bar) (5076 psi)

RG41221,00001D0 -19-02APR05-1/1

06  
210  
2

## Application Specifications

Below is an overview of the specifications listed for applications in the next few pages.

- **OEM Engines**

- Sensor Specifications - See OEM ENGINES - SENSOR SPECIFICATIONS later in this Group.
- Torque Curve Selection - See OEM ENGINES - TORQUE CURVE SELECTION later in this Group.
- Governor Mode Selection - See OEM ENGINES - GOVERNOR MODE SELECTION later in this Group.
- Glow Plug Specifications - See OEM ENGINES - GLOW PLUG SPECIFICATIONS later in this Group.
- ECU Terminal Identification - See OEM ENGINES - ECU TERMINAL IDENTIFICATION later in this Group.
- Electronic Control System Wiring Diagram - See OEM ENGINES - ELECTRONIC CONTROL SYSTEM WIRING DIAGRAM later in this Group.
- 4.5L & 6.8L OEM Application Instrument Panel/Engine Start Components Electrical Wiring Diagram - See OEM ENGINES - 4.5L & 6.8L INSTRUMENT PANEL/ENGINE START COMPONENTS ELECTRICAL WIRING DIAGRAM later in this Group.

RG41221,00001D1 -19-02APR05-1/1

06  
210  
3

## **OEM Engines - Derate Specifications**

Shown below are parameters and values that the Engine Control Unit (ECU) uses to determine if an engine must be derated.

Continued on next page

RG41221,00001D2 -19-23JUN06-1/4

**IMPORTANT:** The values are those displayed in Service ADVISOR, not read with a meter.

Sensor or Fault Name	SPN-FMI	Parameter	Value that Triggers Fault	Derate
Analog Throttle (B)	000028.03	Input Voltage	Above 4.5 Volts	If no other throttle is available, engine will run at idle speed.
	000028.04	Input Voltage	Below 0.5 Volts	If no other throttle is available, engine will run at idle speed.
Analog Throttle (A)	000029.03	Input Voltage	Above 4.5 Volts	If no other throttle is available, engine will run at idle speed.
	000029.04	Input Voltage	Below 0.5 Volts	If no other throttle is available, engine will run at idle speed.
Fuel Transfer Pump Pressure	000094.03	Input Voltage	Above 4.9 Volts	ECU uses default pressure of 101 kPa (1.1 bar) (14.6 psi)
	000094.04	Input Voltage	Below 0.1 Volts	ECU uses default pressure of 101 kPa (1.1 bar) (14.6 psi)
Water-in-Fuel	000097.16		Water Detected	50% of full power
Oil Pressure	000100.01	Oil Pressure	1kPa at <700 rpm 146 kPa at >700 rpm 284 kPa at >2000 rpm	40% of full power
	000100.03	Input Voltage	Above 4.95 Volts	ECU uses default pressure of 500 kPa (5.0 bar) (72.5 psi). Low oil pressure engine protection disabled.
	000100.04	Input Voltage	Below 0.125 Volts	ECU uses default pressure of 500 kPa (5.0 bar) (72.5 psi). Low oil pressure engine protection disabled.
	000100.18	Moderately Low Pressure	1kPa at <700 rpm 202 kPa at >700 rpm 311 kPa at >2000 rpm	80% of full power
Manifold Air Pressure	000102.03	Input Voltage	Above 4.9 Volts	ECU uses a default pressure model to calculate MAP.
	000102.04	Input Voltage	Below 0.1 Volts	ECU uses a default pressure model to calculate MAP.
Turbo Speed	000103.00	Turbo Overspeed	Extremely High	80% of full power

## Diagnostic Specifications

	000103.02	ECU/Turbo Speed Mismatch		ECU uses model based on MAP.
Manifold Air Temperature	000105.00	Temperature	Above 123°C (253°F)	40% of full power.
	000105.03	Input Voltage	Above 4.95 Volts	ECU uses default temperature of 60°C (140°F). High Manifold Air temperature protection disabled.
	000105.04	Input Voltage	Below 0.15 Volts	ECU uses default temperature of 60°C (140°F). High Manifold Air temperature protection disabled.
	000105.15	Temperature	Above 120°C (248°F)	No derate.
	000105.16	Temperature	Above 121°C (250°F)	80% of full power
Engine Coolant Temperature (ECT)	000110.00	Temperature	Above 111°C (232°F)	40% of full power
	000110.03	Input Voltage	Above 4.95 Volts	ECU uses default temperature of 90°C (194°F). High ECT engine protection disabled.
	000110.04	Input Voltage	Below 0.15 Volts	ECU uses default temperature of 90°C (194°F). High ECT engine protection disabled.
	000110.15	Temperature	Above 110°C (230°F)	No derate.
	000110.16	Temperature	Above 111°C (232°F)	80% of full power
Coolant Level	000111.01	Coolant Level in Overflow Container	Switch On	50% of full power
Fuel Rail Pressure	000157.03	Input Voltage	Above 4.99 Volts	50% of full power
	000157.04	Input Voltage	Below 0.1 Volts	50% of full power
Fuel Temperature	000174.00	Temperature	Above 100°C (220°F)	80% of full power
	000174.03	Input Voltage	Above 4.9 Volts	ECU uses default temperature of 40°C (104°F). High fuel temperature engine protection disabled.
	000174.04	Input Voltage	Below 0.1 Volts	ECU uses default temperature of 40°C (104°F). High fuel temperature engine protection disabled.
	000174.16	Temperature	Above 95°C (203°F)	No derate.
Crankshaft Sensor Faults	000637.02000637.08000637.30	Signal Quality (noise, pattern, or missing)		50% of full power
Injector Part Number Invalid	00065x.02	Part number		
External Engine Shutdown Request	000971.31	Activated Request		20% or 50%

Continued on next page

RG41221,00001D2 -19-23JUN06-3/4

## Diagnostic Specifications

ECU Temperature	001136.00	Temperature	Above 135°C (275°F)	1200 rpm
	001136.16	Temperature	Above 125°C (257°F)	No derate.
Turbo Compressor Temperature	001172.03	Input Voltage	Above 4.95 Volts	ECU uses default temperature of 30°C (86°F).
		Input Voltage	Below 0.25 Volts	ECU uses default temperature of 30°C (86°F).
Turbo Turbine Inlet Temperature	001180.00	Temperature	Above 750°C (1382°F)	50% of full power
	001180.16	Temperature	Above 730°C (1346°F)	95% of full power
Exhaust Pressure	001209.03	Input Voltage	Above 4.9 Volts	ECU uses a default exhaust pressure model.
	001209.04	Input Voltage	Below 0.1 Volts	ECU uses a default exhaust pressure model.
Charge Air Cooler Outlet Temperature	002630.00	Temperature	Above 91°C (195°F)	40% of full power
	002630.03	Input Voltage	Above 4.95 Volts	ECU uses default temperature of 50°C (122°F). High Charge Air Cooler OutletTemperature engine protection disabled.
	002630.04	Input Voltage	Below 0.15 Volts	ECU uses default temperature of 50°C (122°F). High Charge Air Cooler OutletTemperature engine protection disabled.
	002630.15	Temperature	Above 91°C (195°F)	No derate.
	002630.16	Temperature	Above 89.5°C (193°F)	80% of full power
Turbo Compressor Outlet Temperature	002790.16	Temperature	Above 260°C (500°F)	50% of full power

RG41221,00001D2 -19-23JUN06-4/4

06  
210  
7

## OEM Engines - Torque Curve Selection

Torque Curve Selection for OEM Engines	
Torque Curve # on SERVICE ADVISOR™	Conditions for Torque Curve
1	Normal Curve

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RG41221,00001D3 -19-15NOV05-1/1

**OEM Engines - Governor Mode Selection**

Desired Speed Governor Selection for OEM Engines	
Mode Selected on SERVICE ADVISOR™	Conditions
0	Normal Droop (Default Gainset)
1	Isochronous Droop (Default Gainset)
2	Normal Droop (Selectable Gainset)
3	Isochronous Droop (Selectable Gainset)
6	Engine Cruise

Max. Speed Governor Selection for OEM Engines	
Mode Selected on SERVICE ADVISOR™	Conditions:
9	Normal droop with default gainset
10	Isochronous droop with default gainset
11	Normal droop with selectable gainset
12	Isochronous droop with selectable gainset
15	Absolute Maxspeed (used for speed derates)

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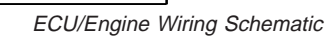
OEM Engines - Glow Plug Specifications

NOTE: Preheat time has an additional 5 seconds after the light turns off.

Glow Plug Operating Conditions - OEM -Glow Plug Operation - OEM		
Fuel Temperature	Preheat Time	Reheat Time
-30°C (-22°F)	15 seconds	10 seconds
-25°C (-13°F)	15 seconds	10 seconds
-20°C (-4°F)	15 seconds	10 seconds
-15°C (5°F)	15 seconds	10 seconds
-10°C (14°F)	10 seconds	10 seconds
-5°C (23°F)	5 seconds	10 seconds
0°C (32°F)	0 seconds	0 seconds

RG41221,00001D9 –19–02APR05–1/1

06  
210  
9



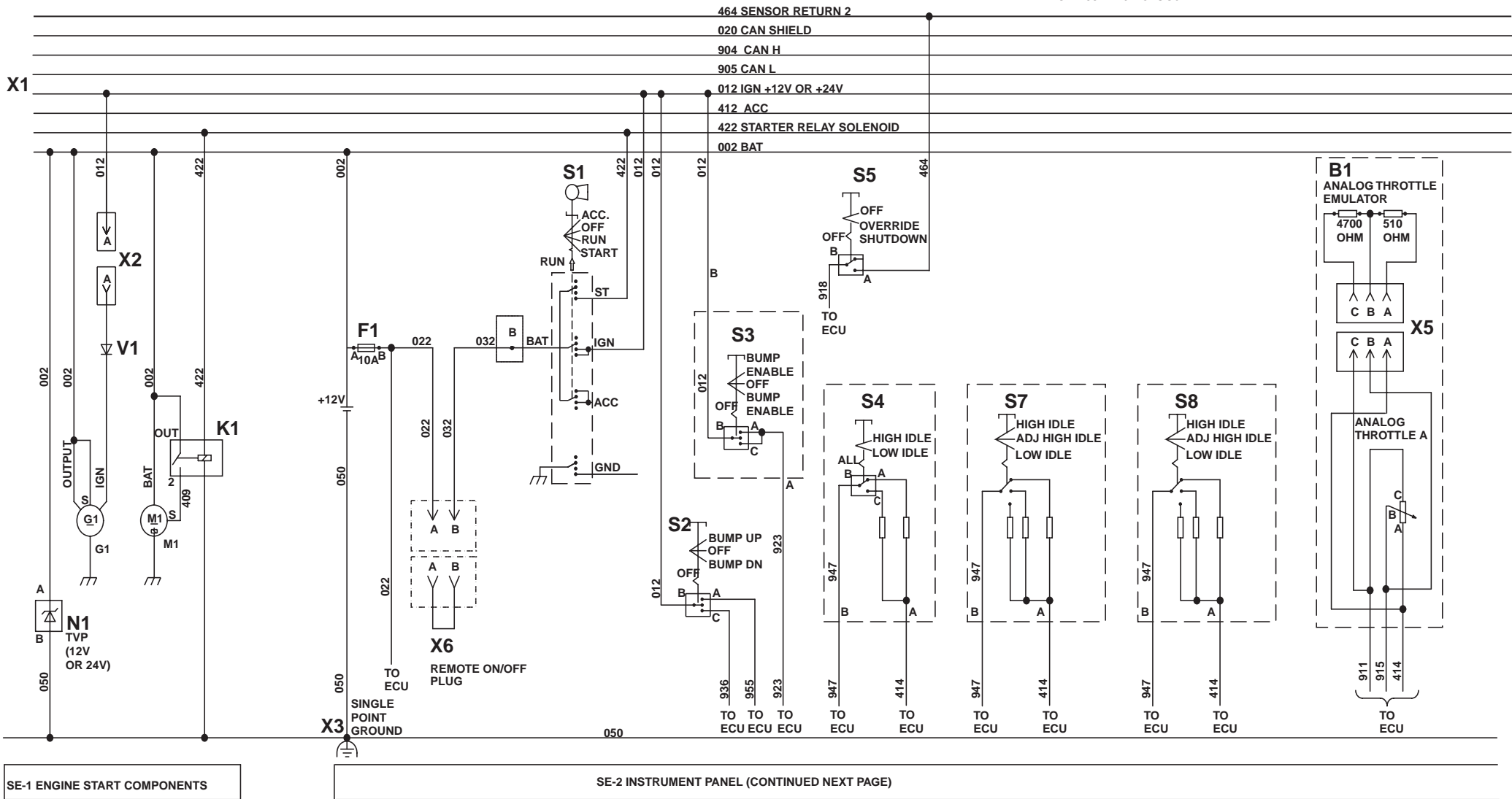
C01—Fuel Injector Solenoid Connectors: 4.5L Engine (DT06-6S-CE05); or 6.8L Engine (DT06-12SA-CE05)	P03—Fuel Pressure Sensor	5427—Excitation Return No 1	5714—External Derate, Sensor, and Override Shutdown Common Return
C02-B—Plug Connector, Single-Point Ground Pin	P04—Oil Pressure Sensor (Clean Side)	5428—Analog 2, Fuel Pump	5814—Sensor Return
C02-C—Plug Connector, SE1 Power Pin	P05—Rail Pressure Sensor	5429—Air Heater	5904—CAN High
C03—Air Heater Connector	SE2—FOCUS 14 (ECU	5436—Air Filter Restriction Switch	5905—CAN Low
C07-B—Receptacle Connector, Single-Point Ground Socket	SE3—Fuel Heater Option REXXXXXX (12V) and REXXXXXX (24V)	5439—Tachometer	5911—CAN Low
C07-C—Receptacle Connector, SE1 Power Socket	T02— Manifold Temperature Sensor	5443—Engine Cam Sensor Return	5913—Secondary Analog Throttle
C08—Auxiliary Connector	T04—Coolant Temperature Sensor	5445—Engine Cam Sensor Signal Input	5915—Analog Voltage
C09—Control Panel Connector	T05—Fuel Temperature Sensor	5447—Engine Crank Sensor Signal Input	5916—Warning Lamp
C10—Deutsch Terminal/Connector (located near ECU)	X01—Engine Crank Sensor (6.8L Engine)	5448—Engine Crank Sensor Return	5917—Remote Cruise
C11—Diagnostic Connector	X02—Engine CAM Sensor (6.8L Engine)	5453—WIF Sensor Signal Input	5918—Override Shutdown
C18—Fuel Pump Supply Relay Connector	Y01—Pump Control Valve 1 (12V or 24V)	5461—Analog 8, Coolant Temp	5923—Bump Enable
D01—Water-in-Fuel Sensor	5002—Auxiliary Battery + to SE3	5463—Analog 13, Manifold Temperature	5936—Resume Coast/Bump Down
J1—32-Position, Black Left-Hand, CAN, Cinch Connector; or 32-Position, Black Right-Hand, CAN, Cinch Connector	5012—Switched Power, Ignition, Cruise, and Stop Lamp Power Common	5467—Analog 4, Oil Pressure	5937—Isochronous Governor
J2—40-Position, Brown Left-Hand, CAN, Cinch Connector; or 40-Position, Brown Right-Hand, CAN, Cinch Connector	5020—CAN Shield	5469—Analog 5, Fuel Pressure	5939—External Derate
J3—32-Position, Black Left-Hand, CAN, Cinch Connector; or 32-Position, Black Right-Hand, CAN, Cinch Connector	5032—Fused, Unswitched Power	5473—Stop Lamp	5941—External Shutdown
	5050—Single-Point Ground	5474—Wait To Start	5943—Cruise Brake
	5070—Fuel Heater Power	5491—Cyl. No's 1 and 4 Return (4.5)	5946—Excitation Voltage No 1
	5412—SE1 Accelerate	5491—Cyl. No's 1 - 3 Return (6.8L)	5947—Throttle Switch
	5413—Relay Diagnostic (C05	5493—Cyl. No. 1 Power (4.5L)	5948—Customer Loss Of Coolant
	5414—Excitation Return No 2	5494—Cyl. No. 1 Power (6.8L)	5954—Cruise On
	5416—Excitation Voltage No 2	5495—Cyl. No. 4 Power (4.5L)	5955—Set Accelerate/Bump Up
	5419—Pump Control Valve Driver Low	5495—Cyl. No. 3 Power (6.8L)	5971—Cruise Cancel Resume
	5422—SE2 Start	5496—Cyl. No's 2 and 3 Return (4.5)	5981—PWM Throttle
	5424—Pump Control Valve Driver High	5496—Cyl. No's 4 - 6 Return (6.8L)	A—Twisted Pair (Typical 5 Places)
		5497—Cyl. No. 4 Power (6.8L)	B—Mating View of Rail Pressure Connector
		5498—Cyl. No.5 Power (6.8L)	C—Increase Pressure
		5498—Cyl. No. 6 Power (6.8L)	D—Fuel Pump Supply Relay
		5511—Excitation Voltage No 5	E—Fuel Heater (Option)
		5516—Excitation Voltage (+5V)	F—Glow Plug Relay Coil
			G—FOCUS 14 6.8L 4-Valve Engine Control Unit (ECU)
			H—Shielded, Twisted Pair

DB92450,0000082 -19-23JUN06-2/2

06  
210  
11

OEM Instrument Panel / Engine Start Components Electrical Wiring Diagram

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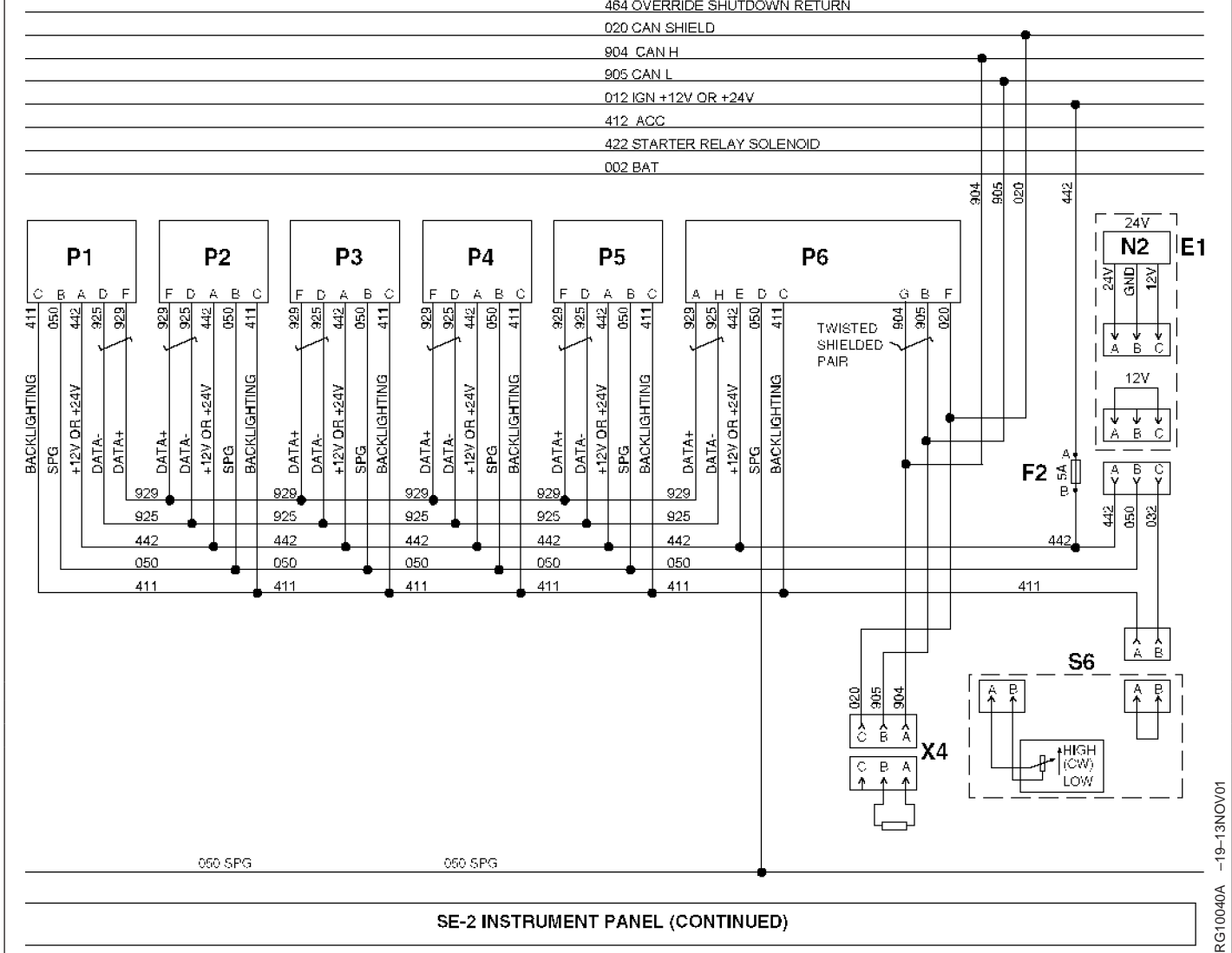


SE-1 ENGINE START COMPONENTS

SE-2 INSTRUMENT PANEL (CONTINUED NEXT PAGE)

- |   |                                    |   |                                 |
|---|------------------------------------|---|---------------------------------|
| B1—Analog Throttle Emulator                 | P1—Optional Gauge                  | S3—Bump Enable Switch (Momentary)       | X1—Vehicle Harness Connector    |
| E1—Back Light Regulator (24V) or Plug (12V) | P2—Optional Gauge                  | S4—Dual State Throttle Switch           | X2—Alternator Harness Connector |
| F1—Fuse (10 Amp)                            | P3—Oil Pressure Gauge              | S5—Override Shutdown Switch (Momentary) | X3—Single Point Ground          |
| F2—Fuse (5 Amp)                             | P4—Coolant Temperature Gauge       | S6—Dimmer Control or Jumper Plug        | X4—CAN Terminator               |
| G1—Alternator                               | P5—Tachometer Display              | S7—Tri-state Throttle Switch            | X5—Analog Throttle Connector    |
| K1—Starter Relay                            | P6—Hourmeter/Diagnostic Meter      | S8—Ramp Throttle Switch                 | X6—Remote On/Off Plug           |
| M1—Starter Motor                            | S1—Ignition Key Switch             | V1—Diode                                |                                 |
| N1—Transient Voltage Protector              | S2—Speed Select Switch (Momentary) |   |                                 |
| N2—Voltage Regulator (for 24V Operation)    |                                    |   |                                 |

## OEM Instrument Panel / Engine Start Components Electrical Wiring Diagram - Continued



06  
210  
13

- |   |  |   |                                 |
|---|--|---|---------------------------------|
| B1—Analog Throttle or Emulator              | N2—Voltage Regulator (for 24V Operation) | R1—Resistor                             | X1—Vehicle Harness Connector    |
| E1—Back Light Regulator (24V) or Plug (12V) | P1—Optional Gauge                        | S1—Ignition Key Switch                  | X2—Alternator Harness Connector |
| F1—Fuse (30 Amp)                            | P2—Optional Gauge                        | S2—Speed Select Switch (Momentary)      | X3—Single Point Ground          |
| F2—Fuse (5 amp)                             | P3—Oil Pressure Gauge                    | S3—Bump Enable Switch (Momentary)       | X4—CAN Terminator               |
| G1—Alternator                               | P4—Coolant Temperature Gauge             | S4—High-Low Speed Switch                | X5—Analog Throttle Connector    |
| K1—Starter Relay                            | P5—Tachometer Display                    | S5—Override Shutdown Switch (Momentary) |                                 |
| M1—Starter Motor                            | P6—Hourmeter/Diagnostic Meter            | S6—Dimmer Control or Jumper Plug        |                                 |
| N1—Transient Voltage Protector              |  |   |                                 |

06  
210  
14

# Index

	Page		Page
<b>A</b>			
Air heater		Control system	
Glow plugs . . . . .	03-140-29	Operation . . . . .	03-140-4
AMP		Overview . . . . .	03-140-5
Repair . . . . .	02-110-34	Controller	
Analog throttle . . . . .	03-140-16	Maintenance . . . . .	02-110-1
Application chart . . . . .	01-001-4	Controller Area Network (CAN)	
		operation . . . . .	03-140-28
<b>B</b>			
BAP		Coolant . . . . .	01-002-1
Sensor . . . . .	03-140-11	Diesel engine . . . . .	01-002-13
Barometric air pressure		Coolant Level Switch . . . . .	03-140-22
Sensor . . . . .	03-140-11	Coolant temperature sensor	
Bleed fuel system . . . . .	04-150-50	Remove and install . . . . .	02-110-2
Break-in engine oil . . . . .	01-002-10	Crank position	
		Sensor . . . . .	03-140-20
<b>C</b>			
CAN		Crank position sensor	
Definition of . . . . .	03-140-2	Remove and install . . . . .	02-110-8
Operation . . . . .	03-140-28	Cruise control operation . . . . .	03-140-29
Cinch connectors		Cylinder Cutout Test . . . . .	04-160-34
Repair . . . . .	02-110-20	Cylinder head	
Circuit malfunctions		Wiring harness connector . . . . .	03-140-25
Locations . . . . .	04-160-5	Cylinder Misfire Test . . . . .	04-160-32
Troubleshooting . . . . .	04-160-6		
Communication Tool		<b>D</b>	
Connecting to . . . . .	04-160-14	Dampers	
Compression Test		Remove and install . . . . .	02-090-15
Engine Test Instructions . . . . .	04-160-33	Data parameter description	
Conectors		Service ADVISOR . . . . .	04-160-22
Repair		Derate programs	
AMP connectors . . . . .	02-110-34	Operation . . . . .	03-140-30
Deutsch connectors . . . . .	02-110-31	Deutsch	
Sumitomo connectors . . . . .	02-110-36	Repair . . . . .	02-110-31
Weatherpack connectors . . . . .	02-110-11	Diagnostic gauge	
Yazaki connectors . . . . .	02-110-38	Clearing stored codes . . . . .	04-160-21
Connecting PC to the ECU . . . . .	04-160-14	Diagnostics	
Connecting to Service ADVISOR . . . . .	04-160-10, 04-160-12	ACP-Err/Bus EP . . . . .	04-150-35
Connectors		ACP-Err/Bus Error . . . . .	04-150-35
Remove blade terminals from connector		Does not communicate with ECU . . . . .	04-150-35
body . . . . .	02-110-27	EE-error . . . . .	04-150-35
Repair		Viewing active codes . . . . .	04-160-15
Cinch connectors . . . . .	02-110-20	Viewing stored codes . . . . .	04-160-19
Connectors, electrical		Diagnostic Trouble Codes (DTCs)	
General information . . . . .	02-110-10	Active vs. inactive . . . . .	03-140-32
METRI-PACK, push type . . . . .	02-110-28	Clearing stored codes . . . . .	04-160-42
		Diagnostic gauge	
		Clearing stored codes . . . . .	04-160-21
		Viewing active codes . . . . .	04-160-15
		Viewing stored codes . . . . .	04-160-19
		Intermittent fault diagnostics . . . . .	04-160-46
		SPN/FMI	
		000028.03 . . . . .	04-160-77

	Page		Page
000028.04 . . . . .	04-160-78	000611.03 . . . . .	04-160-196
000028.14 . . . . .	04-160-79	000611.04 . . . . .	04-160-199
000029.03 . . . . .	04-160-80	000627.16 . . . . .	04-160-203
000029.04 . . . . .	04-160-81	000627.18 . . . . .	04-160-205
000029.14 . . . . .	04-160-82	000629.13 . . . . .	04-160-208
000091.03 . . . . .	04-160-83	000636.02 . . . . .	04-160-210
000091.04 . . . . .	04-160-84	000636.05 . . . . .	04-160-212
000091.09 . . . . .	04-160-84	000636.06 . . . . .	04-160-214
000091.14 . . . . .	04-160-85	000636.08 . . . . .	04-160-216
000094.03 . . . . .	04-160-86	000636.10 . . . . .	04-160-219
000094.04 . . . . .	04-160-88	000637.02 . . . . .	04-160-223
000097.03 . . . . .	04-160-91	000637.05 . . . . .	04-160-225
000097.04 . . . . .	04-160-93	000637.06 . . . . .	04-160-227
000097.16 . . . . .	04-160-95	000637.07 . . . . .	04-160-229
000100.01 . . . . .	04-160-98	000637.08 . . . . .	04-160-234
000100.03 . . . . .	04-160-101	000637.10 . . . . .	04-160-238
000100.04 . . . . .	04-160-103	000640.11 . . . . .	04-160-241
000100.18 . . . . .	04-160-106	000640.31 . . . . .	04-160-242
000100.31 . . . . .	04-160-108	000651.02 . . . . .	04-160-244
000102.02 . . . . .	04-160-111	000651.05 . . . . .	04-160-247
000102.03 . . . . .	04-160-114	000651.06 . . . . .	04-160-251
000102.04 . . . . .	04-160-116	000651.07 . . . . .	04-160-254
000103.00 . . . . .	04-160-119	000651.13 . . . . .	04-160-258
000103.02 . . . . .	04-160-123	000652.02 . . . . .	04-160-261
000103.05 . . . . .	04-160-127	000652.05 . . . . .	04-160-264
000103.06 . . . . .	04-160-129	000652.06 . . . . .	04-160-268
000103.08 . . . . .	04-160-131	000652.07 . . . . .	04-160-271
000103.31 . . . . .	04-160-135	000652.13 . . . . .	04-160-275
000107.00 . . . . .	04-160-137	000653.02 . . . . .	04-160-278
000108.02 . . . . .	04-160-139	000653.05 . . . . .	04-160-281
000108.31 . . . . .	04-160-141	000653.06 . . . . .	04-160-285
000110.00 . . . . .	04-160-143	000653.07 . . . . .	04-160-288
000110.03 . . . . .	04-160-145	000653.13 . . . . .	04-160-292
000110.04 . . . . .	04-160-148	000654.02 . . . . .	04-160-295
000110.15 . . . . .	04-160-150	000654.05 . . . . .	04-160-298
000110.16 . . . . .	04-160-152	000654.06 . . . . .	04-160-302
000110.17 . . . . .	04-160-154	000654.07 . . . . .	04-160-305
000111.01 . . . . .	04-160-156	000654.13 . . . . .	04-160-309
000157.03 . . . . .	04-160-160	000655.02 . . . . .	04-160-312
000157.04 . . . . .	04-160-163	000655.05 . . . . .	04-160-315
000157.10 . . . . .	04-160-166	000655.06 . . . . .	04-160-319
000157.17 . . . . .	04-160-169	000655.07 . . . . .	04-160-322
000158.17 . . . . .	04-160-174	000655.13 . . . . .	04-160-326
000174.00 . . . . .	04-160-176	000656.02 . . . . .	04-160-329
000174.03 . . . . .	04-160-179	000656.05 . . . . .	04-160-332
000174.04 . . . . .	04-160-182	000656.06 . . . . .	04-160-336
000174.16 . . . . .	04-160-184	000656.07 . . . . .	04-160-339
000189.00 . . . . .	04-160-187	000656.13 . . . . .	04-160-343
000190.00 . . . . .	04-160-188	000676.03 . . . . .	04-160-346
000190.16 . . . . .	04-160-189	000676.04 . . . . .	04-160-348
000237.02 . . . . .	04-160-189	000898.09 . . . . .	04-160-351
000237.13 . . . . .	04-160-191	000970.31 . . . . .	04-160-353
000237.31 . . . . .	04-160-193	000971.31 . . . . .	04-160-354



Page	Page
001109.31 . . . . .	04-160-356
001110.31 . . . . .	04-160-357
001136.00 . . . . .	04-160-358
001136.16 . . . . .	04-160-360
001172.03 . . . . .	04-160-363
001172.04 . . . . .	04-160-366
001172.16 . . . . .	04-160-368
001180.00 . . . . .	04-160-371
001180.16 . . . . .	04-160-374
001347.03 . . . . .	04-160-377
001347.05 . . . . .	04-160-379
001347.07 . . . . .	04-160-382
001568.02 . . . . .	04-160-384
001569.31 . . . . .	04-160-386
001639.01 . . . . .	04-160-388
002000.13 . . . . .	04-160-393
002790.16 . . . . .	04-160-399
003509.03 . . . . .	04-160-402
003509.04 . . . . .	04-160-404
003510.03 . . . . .	04-160-407
003510.04 . . . . .	04-160-409
003511.03 . . . . .	04-160-412
003511.04 . . . . .	04-160-414
003512.03 . . . . .	04-160-417
003512.04 . . . . .	04-160-419
003513.03 . . . . .	04-160-422
003513.04 . . . . .	04-160-424
SPN/FMI vs. 2-Digit codes . . . . .	04-160-42
Warning light. . . . .	03-140-32
Diagnostics	
Communication malfunctions	
ECU does not communicate with Service	
ADVISOR. . . . .	04-150-31
Diagnostic Gauge Does Not Communicate With	
ECU . . . . .	04-150-35
Fuel system	
Excessive fuel consumption. . . . .	04-150-30
Fuel in oil . . . . .	04-150-30
Supply system check. . . . .	04-150-24
Glow plug check . . . . .	04-150-39
Observable	
Abnormal engine noise . . . . .	04-150-20
Analog throttle (A) does not	
respond . . . . .	04-150-22
Analog throttle (B) does not	
respond . . . . .	04-150-22
Engine cranks/won't start. . . . .	04-150-2
Engine does not develop full power. . . . .	04-150-9
Engine emits excessive black or gray exhaust	
smoke . . . . .	04-150-17
Engine emits excessive white exhaust	
smoke . . . . .	04-150-15
Engine idles poorly . . . . .	04-150-19
Engine misfires/runs irregularly . . . . .	04-150-5
Engine will not crank . . . . .	04-150-19
Diesel engine oil. . . . .	01-002-9
Diesel fuel . . . . .	01-002-7, 01-002-12
Digital multimeter, how to use . . . . .	04-160-2
Downloading Payload Files	
Electronic Injector Calibration Files . . . . .	04-160-38
Service ADVISOR. . . . .	04-160-41
DTC	
Definition of. . . . .	03-140-2
Dual-state throttle . . . . .	03-140-17
<b>E</b>	
ECT	
Definition of. . . . .	03-140-2
ECU	
Definition of. . . . .	03-140-2
Engine Control Unit	
Self-diagnosis . . . . .	03-140-32
Maintenance . . . . .	02-110-1
Operation . . . . .	03-140-26
ECU Temperature Sensor . . . . .	03-140-8
ECU Terminal Identification	
Application Specifications . . . . .	06-210-3
EGR mixed air temperature sensor	
Replace . . . . .	02-110-3
EI	
Clean injector body . . . . .	02-090-20
Clean injector bore . . . . .	02-090-20
Clean injector orifice . . . . .	02-090-20
Definition of. . . . .	03-140-2
Inspect injector body . . . . .	02-090-20
Install . . . . .	02-090-21
Operation . . . . .	03-130-8
Remove . . . . .	02-090-19
Wiring harness connector . . . . .	03-140-25
Electrical circuit	
Diagnosis . . . . .	04-160-3
Malfunctions . . . . .	04-160-3
Troubleshooting . . . . .	04-160-6
Electrical Concepts. . . . .	04-160-2
Electrical connectors	
Remove blade terminals . . . . .	02-110-27
Electrical Connectors	
Repair Metri-Pack Push Type . . . . .	02-110-28
Electronic control system	
Cruise control operation . . . . .	03-140-29
Derate programs. . . . .	03-140-30
Glow plug operation . . . . .	03-140-29
Governor modes. . . . .	03-140-31

F

## G

H

	Page		Page
High Pressure Common Rail (HPCR)		Fuel transfer pump pressure . . . . .	02-110-6
Install . . . . .	02-090-13	Manifold air pressure . . . . .	02-110-7
Operation . . . . .	03-130-7	Oil pressure . . . . .	02-110-4
Remove . . . . .	02-090-13	Pump position . . . . .	02-110-8
High pressure fuel pump		Rail pressure . . . . .	02-110-5
Inlet filter		Water in fuel (WIF) . . . . .	02-110-9
Remove and install . . . . .	02-090-12	Instrument panel (OEM)	
Operation . . . . .	03-130-6	Clearing stored codes . . . . .	04-160-21
Pump control valve . . . . .	03-140-22	Viewing active codes . . . . .	04-160-15
Remove and install . . . . .	02-090-10	Viewing stored codes . . . . .	04-160-19
Static Timing . . . . .	04-150-51	Wiring diagram . . . . .	06-210-12
High pressure pump		Intermittent fault, diagnosing . . . . .	04-160-46
Operation . . . . .	03-130-6		
Pump control valve . . . . .	03-140-22		
HPCR			
Definition of . . . . .	03-140-2	<b>J</b>	
Install . . . . .	02-090-13	John Deere Custom Performance	
Operation . . . . .	03-130-7	Downloading Payload Files . . . . .	04-160-38
Remove . . . . .	02-090-13		
HPCR pressure sensor			
Remove and install . . . . .	02-110-5		
		<b>L</b>	
<b>I</b>		Label	
Inch torque values . . . . .	06-200-1	Option codes . . . . .	01-001-3
Injector bore		Leak-off Line	
Clean . . . . .	02-090-20	Remove and install . . . . .	02-090-24
Injector, electronic		Lift pump	
Body, clean . . . . .	02-090-20	Install . . . . .	02-090-9
Body, inspect . . . . .	02-090-20	Operation . . . . .	03-130-4
Bore, clean . . . . .	02-090-20	Remove . . . . .	02-090-8
Install . . . . .	02-090-21	Lift pump pressure	
Operation . . . . .	03-130-8	Sensor . . . . .	03-140-14
Orifice, clean . . . . .	02-090-20	Limiter	
Remove . . . . .	02-090-19	Remove and install . . . . .	02-090-17
Wiring harness connector . . . . .	03-140-25	Low power	
Install		Engine does not develop full power . . . . .	04-150-9
Final filter . . . . .	02-090-5	Lubricants . . . . .	01-002-1
Flow dampers . . . . .	02-090-15	Lubricity of diesel fuel . . . . .	01-002-7
Fuel transfer pump . . . . .	02-090-9		
Glow plugs . . . . .	02-110-9		
High pressure common rail . . . . .	02-090-13	<b>M</b>	
High pressure fuel pump . . . . .	02-090-10	Manifold air pressure	
Filter . . . . .	02-090-12	Sensor . . . . .	03-140-14
Prefilter . . . . .	02-090-2	Manifold air pressure (MAP) sensor	
Pressure limiter . . . . .	02-090-17	Remove and install . . . . .	02-110-7
Sensors		MAP	
Crank position . . . . .	02-110-8	Sensor . . . . .	03-140-14
EGR mixed air temperature . . . . .	02-110-3	MAT	
Engine coolant temperature . . . . .	02-110-2	Definition of . . . . .	03-140-2
Fuel temperature . . . . .	02-110-3		

[illegible]

	Page		Page
Rail pressure		Supply Voltage	
Sensor . . . . .	03-140-13	Number 1 . . . . .	03-140-23
Rail pressure sensor		Number 2 . . . . .	03-140-23
Remove and install . . . . .	02-110-5	Number 3 . . . . .	03-140-24
Ramp throttle . . . . .	03-140-18	Number 4 . . . . .	03-140-24
Regulations		Number 5 . . . . .	03-140-25
Emissions . . . . .	01-001-3	Sensor Specifications	
Relieve pressure		Application Specifications . . . . .	06-210-3
Fuel system . . . . .	02-090-1	Sensors	
Remove		Crank position	
Final filter . . . . .	02-090-5	Remove and install . . . . .	02-110-8
Flow dampers . . . . .	02-090-15	EGR mixed air temperature	
Fuel transfer pump . . . . .	02-090-8	Remove and install . . . . .	02-110-3
Glow plugs . . . . .	02-110-9	Engine coolant temperature	
High pressure common rail . . . . .	02-090-13	Remove and install . . . . .	02-110-2
High pressure fuel pump . . . . .	02-090-10	Fuel rail pressure	
Filter . . . . .	02-090-12	Remove and install . . . . .	02-110-5
Prefilter . . . . .	02-090-2	Fuel system . . . . .	02-110-2
Pressure limiter . . . . .	02-090-17	Fuel temperature	
Sensors		Remove and install . . . . .	02-110-3
Crank position . . . . .	02-110-8	Fuel transfer pump pressure	
EGR mixed air temperature . . . . .	02-110-3	Remove and install . . . . .	02-110-6
Engine coolant temperature . . . . .	02-110-2	Manifold air pressure (MAP)	
Fuel temperature . . . . .	02-110-3	Remove and install . . . . .	02-110-7
Fuel transfer pump pressure . . . . .	02-110-6	Measuring pressure . . . . .	03-140-11
Manifold air pressure . . . . .	02-110-7	Barometric air pressure . . . . .	03-140-11
Oil pressure . . . . .	02-110-4	Exhaust pressure . . . . .	03-140-12
Pump position . . . . .	02-110-8	Fuel rail pressure . . . . .	03-140-13
Rail pressure . . . . .	02-110-5	Fuel transfer pump pressure . . . . .	03-140-14
Water in fuel (WIF) . . . . .	02-110-9	Manifold air pressure . . . . .	03-140-14
Repair		Oil pressure . . . . .	03-140-15
Connectors		Measuring speed	
AMP . . . . .	02-110-34	Crank position . . . . .	03-140-20
Cinch . . . . .	02-110-20	Pump position . . . . .	03-140-21
Deutsch . . . . .	02-110-31	Turbo speed . . . . .	03-140-21
Sumitomo . . . . .	02-110-36	Measuring temperature . . . . .	03-140-7
Weatherpack . . . . .	02-110-11	Engine coolant temperature . . . . .	03-140-8
Yazaki . . . . .	02-110-38	Fuel temperature . . . . .	03-140-9
Reprogramming ECU . . . . .	04-160-42	Turbo compressor inlet	
Downloading Injector Calibration Files		temperature . . . . .	03-140-10
John Deere Custom Performance . . . . .	04-160-38	Measuring temperature	
Downloading Payload Files		ECU temperature . . . . .	03-140-8
Service ADVISOR . . . . .	04-160-41	Measuring throttle position . . . . .	03-140-16
Electronic Injector Calibration . . . . .	04-160-39	Analog throttle . . . . .	03-140-16
Restricted fuel leak-off line . . . . .	04-150-48	Multi-state throttle . . . . .	03-140-17
Return fuel line		Dual-state . . . . .	03-140-17
Remove and install . . . . .	02-090-24	Ramp . . . . .	03-140-18
		Tri-state . . . . .	03-140-18
		Oil pressure	
		Remove and install . . . . .	02-110-4
		Pump position	
		Remove and install . . . . .	02-110-8

## S

Sensor	
Speed . . . . .	03-140-19



Indx  
9

	Page		Page
ECU temperature. . . . .	03-140-8	Torque values	
Engine coolant temperature. . . . .	03-140-8	Inch. . . . .	06-200-1
Exhaust pressure. . . . .	03-140-12	Metric . . . . .	06-200-2
Fuel rail pressure. . . . .	03-140-13	Transfer pump	
Fuel temperature. . . . .	03-140-9	Install . . . . .	02-090-9
Fuel transfer pump pressure . . . . .	03-140-14	Operation . . . . .	03-130-4
Manifold air pressure. . . . .	03-140-14	Remove . . . . .	02-090-8
Oil pressure. . . . .	03-140-15	Tri-state throttle . . . . .	03-140-18
Pump position . . . . .	03-140-21	Trim Options. . . . .	04-160-47
Ramp throttle. . . . .	03-140-18	Turbo compressor inlet temperature	
Tri-state throttle . . . . .	03-140-18	Sensor . . . . .	03-140-10
Turbo compressor inlet		Turbo speed	
temperature . . . . .	03-140-10	Sensor . . . . .	03-140-21
Turbo speed . . . . .	03-140-21	Turbo turbin inlet temperature . . . . .	03-140-10
Sensor supply voltage. . . . .	03-140-23, 03-140-24, 03-140-25	Turbocharger Learn Value Reset	
Turbo turbin inlet temperature. . . . .	03-140-10	Engine Test Instructions . . . . .	04-160-37
Water in fuel sensor . . . . .	03-140-22	TWV	
Throttle Diagnostic Trouble Code		Definition of. . . . .	03-140-2
T01 - Multi-state throttle input high . . . . .	04-160-48		
T02 - Multi-state throttle input low . . . . .	04-160-51	<b>V</b>	
T03 - Analog throttle (A) input high . . . . .	04-160-54	Voltage supply	
T04 - Analog throttle (A) input low . . . . .	04-160-57	Number 1 . . . . .	03-140-23
T05 - Analog throttle (B) input high . . . . .	04-160-61	Number 2 . . . . .	03-140-23
T06 - Analog throttle (B) input low . . . . .	04-160-64	Number 3 . . . . .	03-140-24
T22 - Analog throttle (A) input voltage out of		Number 4 . . . . .	03-140-24
range. . . . .	04-160-68	Number 5 . . . . .	03-140-25
T23 - Multi-state throttle voltage out of		Voltmeter, how to use. . . . .	04-160-2
range. . . . .	04-160-71		
T24 - Analog throttle (B) input voltage out of		<b>W</b>	
range. . . . .	04-160-74	Water in Fuel Sensor	
Throttle operation		Operation . . . . .	03-140-22
Analog . . . . .	03-140-16	Water in fuel (WIF) sensor	
Multi-state throttle . . . . .	03-140-17	Remove and install . . . . .	02-110-9
Dual-state . . . . .	03-140-17	Weatherpack Connectors	
Ramp . . . . .	03-140-18	Repair. . . . .	02-110-11
Tri-state . . . . .	03-140-18	White Exhaust Smoke . . . . .	04-150-15
Throttle position . . . . .	03-140-16	WIF . . . . .	03-140-22
Timing		Wiring diagram	
High pressure fuel pump. . . . .	04-150-51	Instrument panel (OEM) . . . . .	06-210-12
Timing Sensors			
Crank position		<b>Y</b>	
Remove and install . . . . .	02-110-8	Yazaki	
Pump position		Repair. . . . .	02-110-38
Remove and install . . . . .	02-110-8		
Tools			
Control system diagnostics . . . . .	05-180-1		
Fuel system diagnostics . . . . .	05-180-1		
Torque curve Selection			
Application Specifications . . . . .	06-210-3		
Torque curve selection			
Operation, theory of . . . . .	03-140-31		





