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LIST OF ERROR CODES
Error codes

DESCRIPTION

When working, the computers permanently monitor correct system operation. If a defect occurs, an error code is displayed to the driver.
Depending on the severity of the defect, the computers may in certain circumstances switch to a degraded mode.
These error codes can be viewed using the diagnostic tool METADIAG ©
On the tractor, the error codes are visible via the following displays:

"Cebis" Panel

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

All error codes present on the tractor are not displayed on the terminal Cebis (no point for the user).
Only error codes for regulated A/C are not displayed on the terminal Cebis.
If for example a temperature probe is faulty, an error code and "service" are displayed. The system maintains its operation, in the degraded mode.

List of A/C error codes

<table>
<thead>
<tr>
<th>Error</th>
<th>Component concerned</th>
<th>Type of fault</th>
<th>&quot;CLAAS component number&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>E0</td>
<td>Sensor for air temperature inside the cab</td>
<td>Open circuit</td>
<td>B086</td>
</tr>
<tr>
<td>E1</td>
<td>Pulsed air temperature sensor</td>
<td>Open circuit</td>
<td>B087</td>
</tr>
<tr>
<td>E2</td>
<td>Solar sensor</td>
<td>Open circuit</td>
<td>B224</td>
</tr>
<tr>
<td>E3</td>
<td>Pressure switch</td>
<td>Open circuit</td>
<td>Z021</td>
</tr>
<tr>
<td>E4</td>
<td>Outside air temperature switch</td>
<td>Open circuit</td>
<td>B088</td>
</tr>
<tr>
<td>E5</td>
<td>Sensor for air temperature inside the cab</td>
<td>Short circuit</td>
<td>B086</td>
</tr>
<tr>
<td>E6</td>
<td>Pulsed air temperature sensor</td>
<td>Short circuit</td>
<td>B087</td>
</tr>
<tr>
<td>E7</td>
<td>Solar sensor</td>
<td>Short circuit</td>
<td>B224</td>
</tr>
<tr>
<td>E8</td>
<td>Compressor</td>
<td>Open circuit</td>
<td>Y032</td>
</tr>
<tr>
<td>E9</td>
<td>Outside air temperature switch</td>
<td>Short circuit</td>
<td>B088</td>
</tr>
<tr>
<td>EA</td>
<td>Heating power valve</td>
<td>Valve locked</td>
<td>V020</td>
</tr>
<tr>
<td>EB</td>
<td>Heating power valve</td>
<td>Bad connection</td>
<td>V020</td>
</tr>
<tr>
<td>EE</td>
<td>Motor fan regulator</td>
<td>Overheating</td>
<td>V020</td>
</tr>
</tbody>
</table>
"Cebis" Panel (MFT A30)

DESCRIPTION

Error code
Code designating an anomaly detected by one of the tractor's electronic modules. This code can be displayed on the Cebis terminal and/or in the memory of the module having issued the code. This code is expressed under the form: Id75C0h
– Id means Identifier
– 75C0 designates the error code
– h means hexadecimal (error code encoding).

Native code
Source error code generated by:
– The engine module ENG (A15).
– The TR1 (A57-1), TR2 (A57-2), TR3 (A57-3) transmission modules.
– The lifting module REH (A58).
– The SFA (A102) suspended axle module.
These native codes are reconverted into error codes.
Example: 301 → 75C0h.

Sender module
Module having issued the error code.

Designation
Description of the defect detected.

Cause
These elements are listed per CCN component.
For each of them, please:
– Check the connectors and continuity of harnesses linking each component.
– Check any short-circuits, open circuit.
– Check, if required, the component's resistance.
– Check, if required, the component's adjustment.
– Check the sources of energy (fuses, supply, and ground).
– Check the component's operating conditions (pressure, temperature, mechanical seizing, etc.).
– Check the CAN networks using the METADIAG 2007© tool.
– Check, if required, compatibility of programme versions, settings, and calibration.
– Replace the component if required.
These checking values are defined in the test and measurement files.
Comment
It defines the user effect obtained, as well as the operations to be performed.

Note: Particularity of the TR1 (A57-1), TR2 (A57-2), TR3 (A57-3) transmission modules:
– Audio warning: A sound alarm will sound in certain cases requiring the tractor to be stopped.
– "ISC" reset requested: In certain cases, the reverser requires to be reset. To do this, proceed as follows: With the engine running, depress the clutch pedal.
List of error codes

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

<table>
<thead>
<tr>
<th>Decimal</th>
<th>0</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
<th>13</th>
<th>14</th>
<th>15</th>
<th>16</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hexadecimal</td>
<td>0</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td>E</td>
<td>F</td>
<td>10</td>
</tr>
</tbody>
</table>

Reminder:
– Note the error codes present on the tractor.
– Identify the nature of each error code.
– Analyze the interaction between these error codes (an error code can generate another).
– Identify the error code at the origin of the anomaly.
– Perform the tests and measurements required to resolve the anomaly.
– If necessary, clear all error codes, then try the tractor again until the anomaly appears again.
# MFA (A100)

<table>
<thead>
<tr>
<th>Error code</th>
<th>Native code</th>
<th>Sender module</th>
<th>Designation</th>
<th>Cause/System response</th>
<th>Comment/Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Id7500h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Unable to read tractor-specific parameters in EEPROM memory.</td>
<td>The multifunction armrest runs in degraded mode (all options).</td>
<td>Check: The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7502h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Stabilized power supply 10V of contacts too low.</td>
<td>The contacts of the multifunction armrest are inactive</td>
<td>Check: The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7503h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Stabilized power supply 5V too low.</td>
<td>The multifunction armrest is inactive. The current gear is maintained. After restarting, the gears available are (C1) and (B1), according to the work/transport mode selected.</td>
<td>Check: The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7504h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Signal voltage specified with the Drivestick too high.</td>
<td>The multifunction armrest is inactive. The current gear is maintained. After restarting, the gears available are (C1) and (B1), according to the work/transport mode selected.</td>
<td>Check: – the Drivestick (R74). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7505h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Signal voltage specified with the Drivestick too low.</td>
<td>The multifunction armrest is inactive. The current gear is maintained. After restarting, the gears available are (C1) and (B1), according to the work/transport mode selected.</td>
<td>Check: – the Drivestick (R74). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7506h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Signal voltage specified by hand accelerator too high.</td>
<td>The hand accelerator is inactive.</td>
<td>Check: – The position potentiometer of the hand accelerator (R72). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7507h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Signal voltage specified by the hand accelerator too low.</td>
<td>The hand accelerator is inactive.</td>
<td>Check: – The position potentiometer of the hand accelerator (R72). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7508h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Signal voltage specified by the position instruction knob too high.</td>
<td>Lifting is locked. Use external controls.</td>
<td>Check: – The lifting position instruction potentiometer (R77). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7509h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Signal voltage specified by the position instruction knob too low.</td>
<td>Lifting is locked. Use external controls.</td>
<td>Check: – The lifting position instruction potentiometer (R77). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
<tr>
<td>------------</td>
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</tr>
</tbody>
</table>
| Id750Ah    | –           | MFA (A100)    | Signal voltage specified with the distributor control on line 1 too high. | Online command 1 is inactive. | Check: 
- Online command of electrodistributor n°1 (R76-1). 
- The MFA (A100) armrest multifunction module. |
| Id750Bh    | –           | MFA (A100)    | Signal voltage specified with the online command distributor 1 too low. | Online command 1 is inactive. | Check: 
- Online command of electrodistributor n°1 (R76-1). 
- The MFA (A100) armrest multifunction module. |
| Id750Ch    | –           | MFA (A100)    | Signal voltage specified with the distributor control on line 2 too high. | Online command 2 is inactive. | Check: 
- Online command of electrodistributor n°2 (R76-2). 
- The MFA (A100) armrest multifunction module. |
| Id750Dh    | –           | MFA (A100)    | Signal voltage specified with the online command distributor 2 too low. | Online command 2 is inactive. | Check: 
- Online command of electrodistributor n°2 (R76-2). 
- The MFA (A100) armrest multifunction module. |
| Id750 Eh   | –           | MFA (A100)    | Signal voltage specified with the distributor control on line 3 too high. | Online command 3 is inactive. | Check: 
- Online command of electrodistributor n°3 (R76-3). 
- The MFA (A100) armrest multifunction module. |
| Id750Fh    | –           | MFA (A100)    | Signal voltage specified with the online command distributor 3 too low. | Online command 3 is inactive. | Check: 
- Online command of electrodistributor n°3 (R76-3). 
- The MFA (A100) armrest multifunction module. |
| Id7510h    | –           | MFA (A100)    | Signal voltage specified with the distributor control on line 5 too high. | Axis 5 of the cross command (Electropilot) is inactive. | Check: 
- Cross command (Electropilot) electrodistributor n° 5 (R75). 
- The MFA (A100) armrest multifunction module. |
| Id7511h    | –           | MFA (A100)    | Signal voltage specified by the cross distributor command 5 too low. | Axis 5 of the cross command (Electropilot) is inactive. | Check: 
- Cross command (Electropilot) electrodistributor n° 5 (R75). 
- The MFA (A100) armrest multifunction module. |
| Id7512h    | –           | MFA (A100)    | Signal voltage specified with the distributor control on line 4 too high. | Axis 4 of the cross command (Electropilot) is inactive. | Check: 
- Cross command (Electropilot) electrodistributor n° 4 (R75). 
- The MFA (A100) armrest multifunction module. |
<table>
<thead>
<tr>
<th>Error code</th>
<th>Native code</th>
<th>Sender module</th>
<th>Designation</th>
<th>Cause/System response</th>
<th>Comment/Solution</th>
</tr>
</thead>
</table>
| Id7513h    | –           | MFA (A100)    | Signal voltage specified by the cross distributor command 4 too low. | Axis 4 of the cross command (Electropilot) is inactive. | Check:  
– Cross command (Electropilot) electrodistributor n° 4 (R75).  
– The MFA (A100) armrest multifunction module. |
| Id7514h    | –           | MFA (A100)    | Voltage of the signal specified by the stop lifting too high command. | Lifting is locked. Use external controls. | Check:  
– The stop lifting contact (S184).  
– The MFA (A100) armrest multifunction module. |
| Id7515h    | –           | MFA (A100)    | Voltage of the signal specified by the stop lifting too low command. | Lifting is locked. Use external controls. | Check:  
– The stop lifting contact (S184).  
– The MFA (A100) armrest multifunction module. |
| Id7516h    | –           | MFA (A100)    | Voltage of the signal specified by the stop lifting incoherent command. | Lifting is locked. Use external controls. | Check:  
– The stop lifting contact (S184).  
– The MFA (A100) armrest multifunction module. |
| Id7517h    | –           | MFA (A100)    | Voltage of the signal specified by the lifting up too high command. | The lifting up mode is inactive. | Check:  
– The lifting up contact (S181).  
– The MFA (A100) armrest multifunction module. |
| Id7518h    | –           | MFA (A100)    | Voltage of the signal specified by the lifting up too low command. | The lifting up mode is inactive. | Check:  
– The lifting up contact (S181).  
– The MFA (A100) armrest multifunction module. |
| Id7519h    | –           | MFA (A100)    | Voltage of the signal specified by the lifting up command incoherent. | The lifting up mode is inactive. | Check:  
– The lifting up contact (S181).  
– The MFA (A100) armrest multifunction module. |
| Id751Ah    | –           | MFA (A100)    | Voltage of the signal specified by the lifting down command too high. | Lifting is locked. Use external controls. | Check:  
– The lifting down contact (S182).  
– The MFA (A100) armrest multifunction module. |
| Id751Bh    | –           | MFA (A100)    | Voltage of the signal specified by the lifting down too low signal. | Lifting is locked. Use external controls. | Check:  
– The lifting down contact (S182).  
– The MFA (A100) armrest multifunction module. |
| Id751Ch    | –           | MFA (A100)    | Voltage of the signal specified by the lifting down command incoherent. | Lifting is locked. Use external controls. | Check:  
– The lifting down contact (S182).  
– The MFA (A100) armrest multifunction module. |
<table>
<thead>
<tr>
<th>Error code</th>
<th>Native code</th>
<th>Sender module</th>
<th>Designation</th>
<th>Cause/System response</th>
<th>Comment/Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Id751Dh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the Hexactiv contact too high.</td>
<td>The Hexactiv function is inactive.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The Hexactiv automation contact (S192).</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id751Eh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the Hexactiv contact too low.</td>
<td>The Hexactiv function is inactive.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The Hexactiv automation contact (S192).</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td>– The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id751Fh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the Hexactiv contact incoherent.</td>
<td>The Hexactiv function is inactive.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The Hexactiv automation contact (S192).</td>
</tr>
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<td></td>
<td></td>
<td>– The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7520h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the transmission neutral contact too high.</td>
<td>The transmission neutral contact is inactive.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The transmission neutral contact (S180).</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>– The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7521h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the transmission neutral contact too low.</td>
<td>The transmission neutral contact is inactive.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The transmission neutral contact (S180).</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7522h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the transmission neutral contact incoherent.</td>
<td>The transmission neutral contact is inactive.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The transmission neutral contact (S180).</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>– The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7523h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the 1 engine speed memory too high contact.</td>
<td>The engine speed memory 1 is inactive</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The engine speed memory 1 contact (S178).</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7524h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the engine speed memory 1 too low contact.</td>
<td>The engine speed memory 1 is inactive</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The engine speed memory 1 contact (S178).</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7525h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the engine speed memory 1 incoherent contact.</td>
<td>The engine speed memory 1 is inactive</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The engine speed memory 1 contact (S178).</td>
</tr>
<tr>
<td></td>
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<td></td>
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<td></td>
<td>– The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7526h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the 2 engine speed memory too high contact.</td>
<td>The engine speed memory 2 is inactive</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The engine speed memory 2 contact (S179).</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
<tr>
<td>------------</td>
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<td>------------------</td>
</tr>
<tr>
<td>Id7527h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the engine speed memory 2 too low contact.</td>
<td>The engine speed memory 2 is inactive</td>
<td>Check: – The engine speed memory 2 contact (S179). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7528h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the engine speed memory 2 incoherent contact.</td>
<td>The engine speed memory 2 is inactive</td>
<td>Check: – The engine speed memory 2 contact (S179). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7529h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the engine speed + too high contact.</td>
<td>The engine speed + contact is inactive.</td>
<td>Check: – The + engine speed contact (S188). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id752Ah</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the engine speed + too low contact.</td>
<td>The engine speed + contact is inactive.</td>
<td>Check: – The + engine speed contact (S188). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id752Bh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the engine speed + incoherent contact.</td>
<td>The engine speed + contact is inactive.</td>
<td>Check: – The + engine speed contact (S188). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id752Ch</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the engine speed – too high contact.</td>
<td>The engine speed – contact is inactive.</td>
<td>Check: – The – engine speed contact (S189). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id752Dh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the engine speed – too low contact.</td>
<td>The engine speed – contact is inactive.</td>
<td>Check: – The – engine speed contact (S189). – The MFA (A100) armrest multifunction module.</td>
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<tr>
<td>Id752Eh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the engine speed – incoherent contact.</td>
<td>The engine speed – contact is inactive.</td>
<td>Check: – The – engine speed contact (S189). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id752Fh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the stop sequence too high contact.</td>
<td>The Claas Sequence Management is inactive.</td>
<td>Check: – The stop sequence contact (S185). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7530h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the stop sequence too low contact.</td>
<td>The Claas Sequence Management is inactive.</td>
<td>Check: – The stop sequence contact (S185). – The MFA (A100) armrest multifunction module.</td>
</tr>
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<td>Id7531h</td>
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<td>MFA (A100)</td>
<td>Voltage of the signal specified by the stop sequence incoherent contact.</td>
<td>The Claas Sequence Management is inactive.</td>
<td>Check: – The stop sequence contact (S185). – The MFA (A100) armrest multifunction module.</td>
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<tr>
<td>Id7532h</td>
<td></td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the sequence 1 too high contact.</td>
<td>The Claas Sequence Management is inactive.</td>
<td>Check: – The sequence 1 contact (S186). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7533h</td>
<td></td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the sequence 1 too low contact.</td>
<td>The Claas Sequence Management is inactive.</td>
<td>Check: – The sequence 1 contact (S186). – The MFA (A100) armrest multifunction module.</td>
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<tr>
<td>Id7534h</td>
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<td>MFA (A100)</td>
<td>Voltage of the signal specified by the sequence 1 incoherent contact.</td>
<td>The Claas Sequence Management is inactive.</td>
<td>Check: – The sequence 1 contact (S186). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7535h</td>
<td></td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the sequence 2 too high contact.</td>
<td>The Claas Sequence Management is inactive.</td>
<td>Check: – The sequence 2 contact (S187). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7536h</td>
<td></td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the sequence 2 too low contact.</td>
<td>The Claas Sequence Management is inactive.</td>
<td>Check: – The sequence 2 contact (S187). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7537h</td>
<td></td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the sequence 2 incoherent contact.</td>
<td>The Claas Sequence Management is inactive.</td>
<td>Check: – The sequence 2 contact (S187). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7538h</td>
<td></td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the Auto pilot contact too high.</td>
<td>Autopilot is inactive.</td>
<td>Check: – The Auto pilot contact. – The MFA (A100) armrest multifunction module.</td>
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<tr>
<td>Id7839h</td>
<td></td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the Auto pilot contact too low.</td>
<td>Autopilot is inactive.</td>
<td>Check: – The Auto pilot contact. – The MFA (A100) armrest multifunction module.</td>
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<tr>
<td>Id753Ah</td>
<td></td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the Auto pilot contact incoherent.</td>
<td>Autopilot is inactive.</td>
<td>Check: – The Auto pilot contact. – The MFA (A100) armrest multifunction module.</td>
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</table>
| Id753Bh    | –           | MFA (A100)    | Voltage of the signal specified by the function F1 too high contact. | The function F1 contact is inactive. | Check:  
– The function F1 contact (S190).  
– The MFA (A100) armrest multifunction module. |
| Id753Ch    | –           | MFA (A100)    | Voltage of the signal specified by the function F1 too low contact. | The function F1 contact is inactive. | Check:  
– The function F1 contact (S190).  
– The MFA (A100) armrest multifunction module. |
| Id753Dh    | –           | MFA (A100)    | Voltage of the signal specified by the function F1 incoherent function. | The function F1 contact is inactive. | Check:  
– The function F1 contact (S190).  
– The MFA (A100) armrest multifunction module. |
| Id753Eh    | –           | MFA (A100)    | Voltage of the signal specified by the function F2 too high contact. | The function F2 contact is inactive. | Check:  
– The function F2 contact (S191).  
– The MFA (A100) armrest multifunction module. |
| Id753Fh    | –           | MFA (A100)    | Voltage of the signal specified by the function F2 too low contact. | The function F2 contact is inactive. | Check:  
– The function F2 contact (S191).  
– The MFA (A100) armrest multifunction module. |
| Id7540h    | –           | MFA (A100)    | Voltage of the signal specified by the function F2 incoherent function. | The function F2 contact is inactive. | Check:  
– The function F2 contact (S191).  
– The MFA (A100) armrest multifunction module. |
| Id7541h    | –           | MFA (A100)    | Signal voltage returned by the (+) contact for speed range shifting too high. | The (+) contact for speed range shifting inactive (C-Matic). | Check:  
– The (+) contact on speed range shifting (S200).  
– The MFA (A100) armrest multifunction module. |
| Id7542h    | –           | MFA (A100)    | Voltage of the signal sent by the (+) contact for speed range shifting too low. | The (+) contact for speed range shifting inactive (C-Matic). | Check:  
– The (+) contact on speed range shifting (S200).  
– The MFA (A100) armrest multifunction module. |
| Id7543h    | –           | MFA (A100)    | Voltage of the signal sent by the (+) contact for speed range shifting incoherent. | The (+) contact for speed range shifting inactive (C-Matic). | Check:  
– The (+) contact on speed range shifting (S200).  
– The MFA (A100) armrest multifunction module. |
| Id7544h    | –           | MFA (A100)    | Signal voltage returned by the (-) contact for speed range shifting too high. | The (+) contact for speed range shifting inactive (C-Matic). | Check:  
– The (-) contact on speed range shifting (S201).  
– The MFA (A100) armrest multifunction module. |
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<tr>
<td>Id7545h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal sent by the (-) contact for speed range shifting too low.</td>
<td>The (+) contact for speed range shifting is inactive (C-Matic).</td>
<td></td>
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<tr>
<td>Id7546h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal sent by the (-) contact for speed range shifting incoherent.</td>
<td>The (+) contact for speed range shifting is inactive (C-Matic).</td>
<td></td>
</tr>
<tr>
<td>Id7547h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the manoeuvering gear too high contact.</td>
<td>The manoeuvering gear function is inactive.</td>
<td></td>
</tr>
<tr>
<td>Id7548h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the manoeuvering gear too low contact.</td>
<td>The manoeuvering gear function is inactive.</td>
<td></td>
</tr>
<tr>
<td>Id7549h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the manoeuvering gear incoherent contact.</td>
<td>The manoeuvering gear function is inactive.</td>
<td></td>
</tr>
<tr>
<td>Id754Ah</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the function F3 too high contact.</td>
<td>The F3 function is inactive.</td>
<td></td>
</tr>
<tr>
<td>Id754Bh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the function F3 too low contact.</td>
<td>The F3 function is inactive.</td>
<td></td>
</tr>
<tr>
<td>Id754Ch</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the function F3 incoherent function.</td>
<td>The F3 function is inactive.</td>
<td></td>
</tr>
<tr>
<td>Id754Dh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the function F4 too high contact.</td>
<td>The F4 function is inactive.</td>
<td></td>
</tr>
<tr>
<td>Id754Eh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the function F4 too low contact.</td>
<td>The F4 function is inactive.</td>
<td></td>
</tr>
</tbody>
</table>
### Error code Native code Sender module Designation Cause/System response Comment/Solution

<table>
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<tr>
<th>Error code</th>
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<tbody>
<tr>
<td>Id754Fh</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the function F4 incoherent function.</td>
<td>The F4 function is inactive.</td>
<td>Check: – The function F4 contact (S199). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7550h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the cross control locking Electropilot too high contact.</td>
<td>The Electropilot cross control is inactive.</td>
<td>Check: – The Electropilot cross control locking contact (S183). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7551h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the Electropilot cross control locking too low contact.</td>
<td>The Electropilot cross control is inactive.</td>
<td>Check: – The Electropilot cross control locking contact (S183). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7552h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>Voltage of the signal specified by the Electropilot cross control locking incoherent contact.</td>
<td>The Electropilot cross control is inactive.</td>
<td>Check: – The Electropilot cross control locking contact (S183). – The MFA (A100) armrest multifunction module.</td>
</tr>
<tr>
<td>Id7554h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>The multifunction armrest does not receive the CAN message for backlighting and activation lamps.</td>
<td>The backlighting of the multifunction armrest is activated by default.</td>
<td>Check: – The CLAAS vehicle CAN bus network. – The CAN bus network communication module BDG (A103). – The instrument panel module DBD (A101).</td>
</tr>
<tr>
<td>Id7556h</td>
<td>–</td>
<td>MFA (A100)</td>
<td>The multifunction armrest no longer emits the message over the CLAAS vehicle CAN bus due to too many CAN error frames over the CLAAS vehicle CAN bus.</td>
<td>The multifunction armrest is inactive. The current gear is maintained. After restarting, the gears available are C1 and B1, according to the work/transport mode selected.</td>
<td>Check: The MFA (A100) armrest multifunction module.</td>
</tr>
</tbody>
</table>
### TR1 (A57-1)

<table>
<thead>
<tr>
<th>Error code</th>
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</thead>
<tbody>
<tr>
<td>Id75C0h</td>
<td>301</td>
<td>TR1 (A57-1)</td>
<td>Inconsistent current measurements obtained on the forward gear solenoid valve. A different value is received from each of the two measuring points on the return. The “Auto 5” working with the estimated current.</td>
<td>Audio warning:: No. “ISC” reset requested: No.</td>
<td>Check: The “Auto 5” module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id75C1h</td>
<td>302</td>
<td>TR1 (A57-1)</td>
<td>Inconsistent current measurements obtained on the reverse gear solenoid valve. A different value is received from each of the two measuring points on the return. The “Auto 5” working with the estimated current.</td>
<td>Audio warning:: Yes. “ISC” reset requested: Yes.</td>
<td></td>
</tr>
<tr>
<td>Id75C2h</td>
<td>303</td>
<td>TR1 (A57-1)</td>
<td>Supply voltage measured on the forward gear solenoid valve when the driver is not controlled (setpoint PWM = 0).</td>
<td></td>
<td>Check: – For a possible 12 V short circuit on the solenoid valve power supply harness. – The “Auto 5” module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id75C3h</td>
<td>304</td>
<td>TR1 (A57-1)</td>
<td>Supply voltage measured on the reverse gear solenoid valve when the driver is not controlled (setpoint PWM = 0).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Id75C4h</td>
<td>305</td>
<td>TR1 (A57-1)</td>
<td>Actual current measured on the return of the forward gear solenoid valve is too high relative to the setpoint.</td>
<td></td>
<td>Check: – For a possible 12 V short circuit on the solenoid valve power supply harness. – The resistance of the solenoid valve winding. – The “Auto 5” module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id75C5h</td>
<td>306</td>
<td>TR1 (A57-1)</td>
<td>Actual current measured on the return of the reverse gear solenoid valve is too high relative to the setpoint.</td>
<td></td>
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<tr>
<td>Id75C6h</td>
<td>307</td>
<td>TR1 (A57-1)</td>
<td>The current consumed by the forward gear solenoid valve is greater than 1.4 A (maximum allowable).</td>
<td></td>
<td>Check: – The solenoid valve if 301/302 are not shown. – For a possible 12 V short circuit on the solenoid valve power supply harness. – The resistance of the solenoid valve winding. – The “Auto 5” module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id75C7h</td>
<td>308</td>
<td>TR1 (A57-1)</td>
<td>The current consumed by the reverse gear solenoid valve is greater than 1.4 A (maximum allowable).</td>
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</tr>
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</table>
| Id75C8h    | 309         | TR1 (A57-1)   | The actual current measured on the forward gear solenoid valve return is less than the setpoint value. | Audio warning: Yes. "ISC" reset requested: Yes. | Check:  
– For a possible open circuit in the solenoid valve supply harness.  
– For a possible short circuit to earth on the solenoid valve.  
– The resistance of the solenoid valve winding.  
– The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id75C9h    | 310         | TR1 (A57-1)   | The actual current measured on the reverse gear solenoid valve return is less than the setpoint value. |                               |                  |
| Id75CAh    | 311         | TR1 (A57-1)   | The current sent to the forward gear solenoid valve is insufficient (current regulation problem). | Audio warning: No. "ISC" reset requested: No. | Check:  
– The battery voltage.  
– For a possible resistance on the solenoid valve supply.  
– The solenoid valve winding. |
| Id75CBh    | 312         | TR1 (A57-1)   | The current sent to the reverse gear solenoid valve is insufficient (current regulation problem). |                               |                  |
| Id75CCh    | 313         | TR1 (A57-1)   | Loss of shuttle reverser output speed information (knowing that the theoretical speed is indicated). | Audio warning: Yes. "ISC" reset requested: No. | Check:  
The reverser exit speed sensor under torque (B229). |
| Id75CDh    | 314         | TR1 (A57-1)   | Loss of the ENG module engine speed information (knowing the units are supplied with 12V after ignition and a theoretical speed of > 1 km/h is specified). |                               | Check:  
The Powertrain CAN bus network.  
The engine module (A15). |
| Id75CEh    | 315         | TR1 (A57-1)   | Loss of theoretical speed information (knowing that the shuttle reverser output speed is indicated). This fault not detected when changing range or a slow range is engaged. | Audio warning: No. "ISC" reset requested: No. | Check:  
The theoretical speed sensor (B227). |
| Id75CFh    | 316         | TR1 (A57-1)   | The voltage of the signal provided by the clutch pedal sensor is < 0.3 V or > 4.8 V. | Audio warning: No. "ISC" reset requested: Yes. | Check:  
The clutch pedal position potentiometer (R73). |
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<tr>
<td>Id75D0h</td>
<td>317</td>
<td>TR1 (A57-1)</td>
<td>The voltage of the signal provided by the accelerator pedal sensor is &lt; 0.3 V or &gt; 4.8 V.</td>
<td>Audio warning: No. &quot;ISC&quot; reset requested: No. The Hexactiv function is inactive. The engine remains in idle speed.</td>
<td>Check: The clutch pedal position potentiometer (R71).</td>
</tr>
<tr>
<td>Id75D1h</td>
<td>318</td>
<td>TR1 (A57-1)</td>
<td>Loss of the theoretical forward speed information on the Powertrain CAN bus or inconsistency between the theoretical forward speed information on the Powertrain CAN bus and the information from the theoretical forward speed sensor.</td>
<td>Audio warning: No. &quot;ISC&quot; reset requested: No. The REH (A58) lifting module and its associated functions may be lost.</td>
<td>Check: – The instrument panel module (A101). – The Powertrain CAN bus network. – The &quot;Auto 5&quot; module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id75D2h</td>
<td>319</td>
<td>TR1 (A57-1)</td>
<td>Inconsistency between the information from the crawler range engaging contact and the mechanical status of the crawler range.</td>
<td></td>
<td>Check: – The theoretical speed sensor (B227). – The slow range contact (Z150). – Status of the crawler range. – Status of the range module. – The &quot;Auto 5&quot; module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id75D4h</td>
<td>321</td>
<td>TR1 (A57-1)</td>
<td>The information provided by the reverser lever is inconsistent (several states simultaneously).</td>
<td>Audio warning: Yes or no. &quot;ISC&quot; reset requested: Yes if sound alarm.</td>
<td>Check: – The reverser lever (S171). – The &quot;Auto 5&quot; module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
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</table>
| Id75D6h   | 323         | TR1 (A57-1)   | The position of the clutch pedal and the status of the end-of-travel switch (BOC) are inconsistent. There are three possible cases: The pedal is fully released (angle sensor signal) but the "BOC" is closed (12 V on terminal pin 30 of the "Auto 5.51"). The "BOC" indicates that the pedal is not fully released (12 V on terminal pin 30 of the "Auto 5.51") but the reverse controller is in neutral (12 V on terminal pin 19 of the "Auto 5.51"). The reverse controller is not in neutral (zero voltage on terminal pin 19 of the "Auto 5.51"), the clutch pedal is depressed more than 50 % (angle sensor signal) but the pedal arm sensor remains open (0 V on terminal pin 30 of the "Auto 5.51"). | Audio warning:: Yes or no. "ISC" reset requested: Yes if sound alarm. | Check:  
- The clutch pedal position potentiometer (R73).  
- The "BOC" clutch pedal low contact (Z152).  
- The neutral position of the reverse lever (S171).  
- For a possible short circuit on 12 V on the harnesses of terminal pins 30 or 19.  
- For a possible open circuit on the harness of terminal pin 30.  
- The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
<p>| Id75D7h   | 324         | TR1 (A57-1)   | The status of the engaged range does not correspond to the range engaged. | Audio warning:: No. &quot;ISC&quot; reset requested: Yes if tractor stopped. | |
| Id75D8h   | 325         | TR1 (A57-1)   | A minimum of 2 range sensors are simultaneously open (normally only 1). | | |
| Id75D9h   | 326         | TR1 (A57-1)   | The comparison of the information from the reverse output speed sensor and the theoretical speed sensor is inconsistent. | Audio warning:: Yes. &quot;ISC&quot; reset requested: Yes. | Check: The Powertrain CAN bus network. |
| Id75DAh   | 327         | TR1 (A57-1)   | Physical error on the CAN network. At least one of the tractor computers is not detected or CAN network overload. | | |</p>
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<tr>
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<th>Cause/System response</th>
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</thead>
<tbody>
<tr>
<td>Id75DBh</td>
<td>328</td>
<td>TR1 (A57-1)</td>
<td>Unable to read tractor-specific parameters in EEPROM memory.</td>
<td>Audio warning:: No. &quot;ISC&quot; reset requested: No.</td>
<td>Configure the &quot;Auto 5&quot; modules using Win Metadiag© otherwise change the &quot;Auto 5&quot;.</td>
</tr>
<tr>
<td>Id75DCh</td>
<td>329</td>
<td>TR1 (A57-1)</td>
<td>Problem saving parameters when placing units on standby.</td>
<td></td>
<td>Check: For a possible loss of the permanent 12 V supply prior to 12 V shut off after switching on the ignition, otherwise change the &quot;Auto 5&quot;.</td>
</tr>
<tr>
<td>Id75DDh</td>
<td>330</td>
<td>TR1 (A57-1)</td>
<td>The unit 12 V supply voltage is less than 7 V after switching on the ignition.</td>
<td></td>
<td>Check: – The battery voltage. – The 12V harnesses and connections after contact of the &quot;Auto 5&quot; modules.</td>
</tr>
<tr>
<td>Id75DEh</td>
<td>331</td>
<td>TR1 (A57-1)</td>
<td>The 10 V supply to the sensors is not within the ± 5 % tolerance.</td>
<td></td>
<td>Check: – For a possible short circuit (harnesses or sensors). – The harnesses and their connections. – The &quot;Auto 5&quot; module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
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</table>
| Id75DFh    | 332         | TR1 (A57-1)   | Short circuit or open circuit on range A solenoid valve (SVA). | Audio warning: Yes. "ISC" reset requested: No. | Check:  
  - Solenoid valve of (SVA) (Y339-1) robotized range.  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id75E0h    | 333         | TR1 (A57-1)   | Short circuit or open circuit on range B solenoid valve (SVB). | Check:  
  - Solenoid valve of (SVB) (Y339-2) robotized range.  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id75E1h    | 334         | TR1 (A57-1)   | Short circuit or open circuit on range C solenoid valve (SVC). | Check:  
  - Solenoid valve of (SVC) (Y339-3) robotized range.  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id75E2h    | 335         | TR1 (A57-1)   | Short circuit or open circuit on range D solenoid valve (SVD). | Check:  
  - Solenoid valve of (SVD) (Y339-4) robotized range.  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id75E3h    | 336         | TR1 (A57-1)   | Inconsistant "Auto 5" analog readings. | Audio warning: No. "ISC" reset requested: No. | Check:  
  - For a possible short circuit between the accelerator sensor harness and range sensor A, B.  
  - For a possible short circuit between the clutch sensor harness and C, D range sensor.  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id75E4h    | 337         | TR1 (A57-1)   | Inconsistency between the selected gear and the measured ratio. | Audio warning: Yes. "ISC" reset requested: Yes. The Powershift 4 gear is reached gradually by default. | Check:  
  - Engine speed data.  
  - The reverser exit speed sensor under torque (B229).  
  - For a possible seizure of the forward/reverse or "Hexashift" solenoid valves (PSV1, PSV2, PSV3).  
  - For a possible mechanical problem on the forward/reverse or "Hexashift" clutches (slippage). |
<table>
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<tr>
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</thead>
</table>
| Id75F5h    | 354         | TR1 (A57-1)   | Short circuit on range A sensor.                                                      | Audio warning:: No. “ISC” reset requested: No.                                    | Check:  
  - The A range engaged contact (Z153-1).  
  - The B range engaged contact (Z153-2).  
  - The C range engaged contact (Z153-3).  
  - The D range engaged contact (Z153-4).  
  - Warning: During voltage control as the “Auto 5” fuse is burnt out. |
| Id75F6h    | 355         | TR1 (A57-1)   | Short circuit on range B sensor.                                                      |                                                                                  |                                                                                  |
| Id75F7h    | 356         | TR1 (A57-1)   | Short circuit on range C sensor.                                                      |                                                                                  |                                                                                  |
| Id75F8h    | 357         | TR1 (A57-1)   | Short circuit on range D sensor.                                                      |                                                                                  |                                                                                  |
| Id75F9h    | 358         | TR1 (A57-1)   | Calibration of the Revershift ongoing.                                                |                                                                                  |                                                                                  |
| Id75FAh    | 359         | TR1 (A57-1)   | Stack overload.                                                                      |                                                                                  |                                                                                  |
| Id75FBh    | 360         | TR1 (A57-1)   | Paddle in forward gear (or reverse) and paddle up at the same time.                  | Audio warning:: Yes or no. “ISC” reset requested: Yes if sound alarm.              | Check:  
  - The reverser lever (S171).  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
<p>| Id75FCh    | 361         | TR1 (A57-1)   | Paddle in forward gear (or reverse) and paddle in neutral at the same time.          |                                                                                  |                                                                                  |
| Id75FDh    | 362         | TR1 (A57-1)   | Paddle in forward gear and reverse at the same time.                                 |                                                                                  |                                                                                  |
| Id75FEh    | 363         | TR1 (A57-1)   | Palette position not detected.                                                       |                                                                                  |                                                                                  |</p>
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<tbody>
<tr>
<td>Id7620h</td>
<td>401</td>
<td>TR2 (A57-2)</td>
<td>Pressure of high-pressure brakes &lt; 70 bar at initialisation.</td>
<td>Audio warning:: Yes. Brake indicator light: Steady &quot;on&quot;.</td>
<td>Check:</td>
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<td></td>
<td>– The hydraulic circuit (valve, pipes, switch...).</td>
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<td>– Braking pressure sensor (B233).</td>
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<td>– High pressure braking solenoid valve (Y329).</td>
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<td></td>
<td>– Voltage delivered by the transformer (V24).</td>
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<td></td>
<td>– The “Auto 5” module using tool n” 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7621h</td>
<td>402</td>
<td>TR2 (A57-2)</td>
<td>Pressure of high-pressure brakes &lt; 70 bar during &lt; 2 seconds, during operation.</td>
<td></td>
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</tr>
<tr>
<td>Id7622h</td>
<td>403</td>
<td>TR2 (A57-2)</td>
<td>Pressure of high-pressure brakes does not drop, or too high.</td>
<td>Audio warning:: No. Brake indicator light: BLINKING.</td>
<td>Check:</td>
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<td></td>
<td>– The hydraulic circuit (valve, pipes, switch...).</td>
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<td>– Braking pressure sensor (B233).</td>
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<td>– High pressure braking solenoid valve (Y329).</td>
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<td></td>
<td>– The “Auto 5” module using tool n” 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7623h</td>
<td>404</td>
<td>TR2 (A57-2)</td>
<td>Supply problem with high-pressure brake sensor.</td>
<td>Audio warning:: Yes. Brake indicator light: Steady &quot;on&quot;.</td>
<td>Check:</td>
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<td>– Voltage delivered by the transformer (V24).</td>
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<td></td>
<td>– The “Auto 5” module using tool n” 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7624h</td>
<td>405</td>
<td>TR2 (A57-2)</td>
<td>78 bar &lt; pressure of high-pressure brakes &lt; 98 bar at initialisation.</td>
<td>Audio warning:: No. Brake indicator light: BLINKING.</td>
<td>Check:</td>
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<tr>
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<td>Instead of 98 bar &lt; pressure of high-pressure brakes &lt; 120 bar.</td>
<td></td>
<td>– The hydraulic circuit (valve, pipes, switch...).</td>
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<td></td>
<td>The pressure value filled in by the sensor is greater than around 2 to 4 bar of the real pressure in the circuit.</td>
<td></td>
<td>– Braking pressure sensor (B233).</td>
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<td></td>
<td>– High pressure braking solenoid valve (Y329).</td>
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<td>– Voltage delivered by the transformer (V24).</td>
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<td></td>
<td>– The “Auto 5” module using tool n” 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7625h</td>
<td>406</td>
<td>TR2 (A57-2)</td>
<td>High-pressure brake accumulator inflates too often (leak on energy reserve).</td>
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<td>Check:</td>
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<td></td>
<td></td>
<td>The hydraulic circuit (valve, pipes, switch...).</td>
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<tr>
<td>Error code</td>
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</tbody>
</table>
| Id7626h    | 407         | TR2 (A57-2)   | High-pressure brake sensor disconnected. | Audio warning: Yes. Brake indicator light: Steady "on". | Check:  
  - Braking pressure sensor (B233).  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id7627h    | 408         | TR2 (A57-2)   | High-pressure brake accumulator faulty, torn. | Audio warning: Yes. | Check:  
  - Cumulator (5016). |
| Id7628h    | 409         | TR2 (A57-2)   | Loss of the Hexactiv function engaged on the Powertrain CAN bus information or Hexactiv function engaged information exceeds 10 seconds. | Audio warning: No. "ISC" reset requested: Yes. The Hexactiv function is inactive. | Check:  
  - Hexactiv engaged function contact (S192).  
  - The Armrest (A30) module.  
  - The Powertrain CAN bus network.  
  - The CLAAS vehicle CAN bus network.  
  - The Bridge (A103) module.  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id7629h    | 410         | TR2 (A57-2)   | Full left steering position not validated when configuring the steering angle sensor (B117). | Return to normal mode by pressing the differential lock button. | Turn the wheels fully to the left. Validate by pressing the differential locking button. Do not forget to validate the wheel in line position of the steering. |
| Id762Ah    | 411         | TR2 (A57-2)   | Wheel in line position not validated when configuring the steering angle sensor (B117). | Return to normal mode by pressing the differential lock button. | Set the wheels straight. Validate by pressing the differential locking button. Do not forget to validate the right-hand mechanical stop position of the steering. |
| Id762Bh    | 412         | TR2 (A57-2)   | Steering right-hand mechanical stop position not validated when configuring the steering angle sensor (B117) | Return to normal mode by pressing the differential lock button. | Turn the wheels fully to the right. Validate by pressing the differential locking button. Do not forget to validate the right-hand steering mechanical stop position to finish calibration. |
| Id762Ch    | 413         | TR2 (A57-2)   | Voltage of the steering angle sensor (B117) outside 0.5V and 4.5V. The transmission module TR2 (A57-2) considers that the steering angle is 0° | – | Diagnostic lamp blinks.  
  Check:  
  The steering angle sensor (B117) and the wiring between sensor and module. |
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<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Id762Dh</td>
<td>414</td>
<td>TR2 (A57-2)</td>
<td>Loss of the ENG module engine speed information (knowing the units are supplied with 12V after ignition and a theoretical speed of &gt; 1 km/h is specified).</td>
<td>Audio warning:: Yes. &quot;ISC&quot; reset requested: No.</td>
<td>Check: The Powertrain CAN bus network. The engine module ENG (A15).</td>
</tr>
</tbody>
</table>
| Id762Eh    | 415         | TR2 (A57-2)   | Loss of the theoretical forward speed on the Powertrain CAN bus information although the gearbox intermediate speed information (on Revershift output) is present on Powertrain CAN bus. | Audio warning:: Yes. "ISC" reset requested: No. | Check:  
  - The instrument panel module DBD (A101).  
  - Status of the crawler range.  
  - Status of the range module.  
  - The Powertrain CAN bus network.  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id762Fh    | 416         | TR2 (A57-2)   | Error on high pressure braking. | Pressure < 70 bar during initialization. The tractor is limited to gear B6. Engine speed 300 rpm. | Pump for 15 seconds. Start the tractor. |
| Id7630h    | 417         | TR2 (A57-2)   | Error on high pressure braking. | Pressure < 70 bar at least 2 seconds during operation. The tractor is limited to gear B6. Engine speed 300 rpm. | Pump for 15 seconds. Start the tractor. |
| Id7631h    | 418         | TR2 (A57-2)   | Loss of gear upshift control information on the Powertrain CAN bus. | Audio warning:: Yes. "ISC" reset requested: No. Return to the default start gear after shifting to transmission neutral. | Check:  
  - the Drivestick (R74).  
  - The Armrest (A30) module.  
  - The Powertrain CAN bus network.  
  - The CLAAS vehicle CAN bus network.  
  - The Bridge (A103) module.  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
<p>| Id7632h    | 419         | TR2 (A57-2)   | Loss of the downshifting control on Powertrain CAN bus information. |  |
| Id7633h    | 420         | TR2 (A57-2)   | Loss of the up and down shifting control of ranges on Powertrain CAN bus information. |  |
| Id7634h    | 421         | TR2 (A57-2)   | Error on high pressure braking. | Pressure exceeds the maximum threshold during initialization. Engine speed is limited at 300 rev/min. | Pump for 15 seconds. Start the tractor. |</p>
<table>
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<tr>
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</thead>
</table>
| Id7635h    | 422         | TR2 (A57-2)   | The transmission oil temperature provided by the temperature sensor is < 24 °C or > 150 °C. | Audio warning: Yes. "ISC" reset requested: No. | Check:  
  – The transmission temperature sensor (B123).  
  – The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id7636h    | 423         | TR2 (A57-2)   | Error on high pressure braking. | Pressure ranges between 78 and 98 bars during initialization. Engine speed is limited at 300 rev/min. | Pump for 15 seconds. Start the tractor. |
| Id7637h    | 424         | TR2 (A57-2)   | Error on high pressure braking. | The accumulator inflates too often (risk of leaks). | Cancel the fault, If the error appears again, Restart the tractor. |
| Id7638h    | 425         | TR2 (A57-2)   | Error on high pressure braking. | The pressure sensor (B233) is disconnected | Pump for 15 seconds. Start the tractor. |
| Id7639h    | 426         | TR2 (A57-2)   | Error on high pressure braking. | Pressure < 70 bars during 0.2 to 2 seconds. | Pump for 15 seconds. Start the tractor. |
| Id763Ah    | 427         | TR2 (A057-2)  | Physical error on the CAN network. At least one of the tractor computers is not detected or CAN network overload. | Audio warning: Yes. "ISC" reset requested: Yes. | Check:  The Powertrain CAN bus network. |
| Id763Bh    | 428         | TR2 (A57-2)   | Unable to read tractor-specific parameters in EEPROM memory. | Audio warning: No. "ISC" reset requested: No. | Configure the "Auto 5" modules using Win Metadiag© otherwise change the "Auto 5". |
| Id763Ch    | 429         | TR2 (A57-2)   | Problem saving parameters when placing units on standby. | | Check:  For a possible loss of the permanent 12 V supply prior to 12 V shutoff after switching on the ignition, otherwise change the "Auto 5". |
| Id763Dh    | 430         | TR2 (A57-2)   | The unit 12 V supply voltage is less than 7 V after switching on the ignition. | | Check:  
  – The battery voltage.  
  – The 12V harnesses and connections after contact of the "Auto 5" modules. |
| Id763 Eh   | 431         | TR2 (A57-2)   | The 10 V supply to the sensors is not within the ± 5 % tolerance. | | Check:  
  – For a possible short circuit (harnesses or sensors).  
  – The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
<table>
<thead>
<tr>
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</tr>
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<tbody>
<tr>
<td>Id7640h</td>
<td>433</td>
<td>TR2</td>
<td>(A57-2)</td>
<td>Calibration of the Power Boost failed, Power Boost only in C and D</td>
<td>Bad measurement. Engine speed sensor 1 of 2 disconnected</td>
</tr>
<tr>
<td>Id7641h</td>
<td>434</td>
<td>TR2</td>
<td>(A57-2)</td>
<td>During operation Powerboost only in C and D</td>
<td>Engine speed sensor 1 of 2 disconnected</td>
</tr>
<tr>
<td>Id7643h</td>
<td>436</td>
<td>TR2</td>
<td>(A57-2)</td>
<td>Inconsistent &quot;Auto 5&quot; analog readings.</td>
<td>Audio warning:: No. &quot;ISC&quot; reset requested: No. Check: – For a possible short circuit between the accelerator sensor harness and range sensor A, B (S1, S2). – For a possible short circuit between the clutch sensor harness and C, D (S3, S4) range sensor. – The &quot;Auto 5&quot; module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7645h</td>
<td>438</td>
<td>TR2</td>
<td>(A57-2)</td>
<td>Supply voltage measured on solenoid valve SV3 when the driver is not controlled (setpoint PWM = 0).</td>
<td>Audio warning:: Yes. &quot;ISC&quot; reset requested: Yes. Check: – For a possible 12 V short circuit on the solenoid valve power supply harness. – The &quot;Auto 5&quot; module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7646h</td>
<td>439</td>
<td>TR2</td>
<td>(A57-2)</td>
<td>Actual current measured on the return of solenoid valve SV3 is too high relative to the setpoint.</td>
<td>Check: – For a possible 12 V short circuit on the solenoid valve power supply harness. – The &quot;Auto 5&quot; module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7647h</td>
<td>440</td>
<td>TR2</td>
<td>(A57-2)</td>
<td>The current consumed by solenoid valve SV3 is greater than 1,4 A (maximum allowable).</td>
<td>Audio warning:: Yes. &quot;ISC&quot; reset requested: Yes. Check: – For a possible 12 V short circuit on the solenoid valve power supply harness. – The solenoid valve SV3 (Y335-3) – The &quot;Auto 5&quot; module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7648h</td>
<td>441</td>
<td>TR2</td>
<td>(A57-2)</td>
<td>The actual current measured on the solenoid valve SV3 return is less than the setpoint value.</td>
<td>Check: – For a possible open circuit in the solenoid valve supply harness. – For a possible short circuit to earth on the solenoid valve. – The solenoid valve SV3 (Y335-3) – The &quot;Auto 5&quot; module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
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</tbody>
</table>
| Id7649h    | 442         | TR2 (A57-2)   | The current sent to solenoid valve SV3 is insufficient (current regulation problem). | Audio warning: Yes. "ISC" reset requested: Yes. | Check:  
  - The battery voltage.  
  - For a possible resistance on the solenoid valve supply.  
  - The solenoid valve SV3 (Y335-3) |
| Id764Ah    | 443         | TR2 (A57-2)   | Supply voltage measured on solenoid valve SV2 when the driver is not controlled (setpoint PWM = 0). | | Check:  
  - For a possible 12 V short circuit on the solenoid valve power supply harness.  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id764Bh    | 444         | TR2 (A57-2)   | Actual current measured on the return of solenoid valve SV2 is too high relative to the setpoint. | | Check:  
  - For a possible 12 V short circuit on the solenoid valve power supply harness.  
  - The solenoid valve SV2 (Y335-2)  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id764Ch    | 445         | TR2 (A57-2)   | The current consumed by solenoid valve SV2 is greater than 1,4 A (maximum allowable). | Audio warning: Yes. "ISC" reset requested: Yes. | Check:  
  - For a possible 12 V short circuit on the solenoid valve power supply harness.  
  - The solenoid valve SV2 (Y335-2)  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id764Dh    | 446         | TR2 (A57-2)   | The actual current measured on the solenoid valve SV2 return is less than the setpoint value. | | Check:  
  - For a possible open circuit in the solenoid valve supply harness.  
  - For a possible short circuit to earth on the solenoid valve.  
  - The solenoid valve SV2 (Y335-2)  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id764Eh    | 447         | TR2 (A57-2)   | The current sent to solenoid valve SV2 is insufficient (current regulation problem). | Audio warning: Yes. "ISC" reset requested: Yes. | Check:  
  - The battery voltage.  
  - For a possible resistance on the solenoid valve supply.  
  - The solenoid valve SV2 (Y335-2). |
| Id764Fh    | 448         | TR2 (A57-2)   | Supply voltage measured on solenoid valve SV1 when the driver is not controlled (setpoint PWM = 0). | | Check:  
  - For a possible 12 V short circuit on the solenoid valve power supply harness.  
  - The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
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</table>
| Id7650h    | 449         | TR2 (A57-2)   | Actual current measured on the return of solenoid valve SV1 is too high relative to the setpoint. | Audio warning: Yes. "ISC” reset requested: Yes.                                         | Check:  
  – For a possible 12 V short circuit on the solenoid valve power supply harness.  
  – The solenoid valve SV1 (Y335-1)  
  – The “Auto 5” module using tool n° 60 05 033 249, and change if required.                                                   |
| Id7651h    | 450         | TR2 (A57-2)   | The current consumed by solenoid valve SV1 is greater than 1,4 A (maximum allowable). |                                                                                       | Check:  
  – For a possible 12 V short circuit on the solenoid valve power supply harness.  
  – The solenoid valve SV1 (Y335-1)  
  – The “Auto 5” module using tool n° 60 05 033 249, and change if required.                                                   |
| Id7652h    | 451         | TR2 (A57-2)   | The actual current measured on the solenoid valve SV1 return is less than the setpoint value. |                                                                                       | Check:  
  – For a possible open circuit in the solenoid valve supply harness.  
  – For a possible short circuit to earth on the solenoid valve.  
  – The solenoid valve SV1 (Y335-1)  
  – The “Auto 5” module using tool n° 60 05 033 249, and change if required.                                                   |
| Id7653h    | 452         | TR2 (A57-2)   | The current sent to solenoid valve SV1 is insufficient (current regulation problem). |                                                                                       | Check:  
  – The battery voltage.  
  – For a possible resistance on the solenoid valve supply.  
  – The solenoid valve SV1 (Y335-1)                                                   |
| Id7654h    | 453         | TR2 (A57-2)   | No 20 bar low pressure information (knowing that engine speed > 500 rpm).       | Audio warning: Yes. "ISC” reset requested: No.                                         | Check:  
  – The pressure of the low pressure circuit.  
  – The low pressure sensor (Z154).  
  – The “Auto 5” module using tool n° 60 05 033 249, and change if required.                                                   |
| Id7655h    | 454         | TR2 (A57-2)   | Calibration of the Power Boost ongoing.                                       |                                                                                       | –                                                                                                                                         |
| Id7656h    | 455         | TR2 (A57-2)   | Calibration of the right position of the current steering angle.              |                                                                                       | –                                                                                                                                         |
| Id7657h    | 456         | TR2 (A57-2)   | Calibration of the center position of the current steering angle.            |                                                                                       | –                                                                                                                                         |
| Id7658h    | 457         | TR2 (A57-2)   | Calibration of the left position of the current steering angle.              |                                                                                       | –                                                                                                                                         |
Id7659h 458 TR2 (A57-2) Loss of the information on "Manoeuvering gear" function engaged on the Powertrain CAN bus or information on "Manoeuvering gear" function engaged exceeds 10 seconds or in short-circuit. The manoeuvering gear function is inactive. Check:
- The contact of engaging (S177) manoeuvering gear.
- The Armrest (A30) module.
- The Powertrain CAN bus network.
- The CLAAS vehicle CAN bus network.
- The (A103) module.
- The "Auto 5" module using tool n° 60 05 033 249, and change if required.

Id765Ah 459 TR2 (A57-2) Stack overload- Random behaviour. Random operation. –

Id765Bh 460 TR2 (A57-2) Limitation of the Claas Power Management caused by power consumption on the rear PTO (540 or 540 Eco) exceeding transmissible power. The Claas Power Management restricts additional power. Check:
- Abnormal use of the rear PTO.
- Status of the PTO line.
- Tool coupled.

Id765Ch 461 TR2 (A57-2) Limitation of the Claas Power Management caused by the coolant temperature too high 105 °C < T° < 113 °C. The Claas Power Management restricts additional power. Check:
- The engine cooling circuit.
- The engine coolant temperature sensor (B045).

Id765Dh 462 TR2 (A57-2) Claas Power Management function faulty due to loss of information from engine speed sensor (on PTO clutch housing) or engine speed sensor (on gearbox primary shaft). The Claas Power Management is available in C and D ranges only. Check:
- Adjustment of the 2 engine speed sensors (B228-1, B228-2).
- The engine speed sensor (on PTO clutch housing) (B228-1).
- The engine speed sensor (on gearbox primary shaft) (B228-2).
- The "Auto 5" module using tool n° 60 05 033 249, and change if required.

Id765Eh 463 TR2 (A57-2) Claas Power Management function faulty due to loss of engine speed information on the Powertrain CAN bus. The lowest power curve is selected by default. Check:
- The engine module (A15).
- The Powertrain CAN bus network.
- The "Auto 5" module using tool n° 60 05 033 249, and change if required.

Id78B0h 840 TR2 (A57-2) Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence. Gear selection command disconnected Check:
- The TR2 transmission module (A57-2)
- The external function module EXT (A62)

Id78B1h 841 TR2 (A57-2) The gearbox is disconnected during a sequence CSM. Sequence stopped. Wait for the sequence to be relaunched.
## Error Code Table

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</table>
| Id78B2h    | 842         | TR2 (A57-2)   | Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence | DrivestickDisconnected | Check:  
- The TR2 transmission module (A57-2)  
- The external function module EXT (A62) |
| Id78B3h    | 843         | TR2 (A57-2)   | Field end maneuvering gear disconnected during a sequence CSM. | Sequence stopped. | Wait for the sequence to be relaunched. |
| Id78B4h    | 844         | TR2 (A57-2)   | Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence | Automatic gear shifting disconnected | Check:  
- The TR2 transmission module (A57-2)  
- The external function module EXT (A62) |
| Id78B5h    | 845         | TR2 (A57-2)   | Automatic gear shifting disconnected during a sequence CSM. | Sequence stopped. | Wait for the sequence to be relaunched. |
| Id78B6h    | 846         | TR2 (A57-2)   | Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence | 4 wheel drive disconnected | Check:  
- The TR2 transmission module (A57-2)  
- The external function module EXT (A62) |
| Id78B7h    | 847         | TR2 (A57-2)   | Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence | Differential lock disconnected | Check:  
- The TR2 transmission module (A57-2)  
- The external function module EXT (A62) |
## TR3 (A57-3)

<table>
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<tr>
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</tr>
</thead>
</table>
| 7680h      | 501         | TR3 (A57-3)   | PTO clutch skidding high. | The PTO is off. | Check:  
  - The rear PTO speed sensor (B142).  
  - The engine speed sensor (B228-1).  
  - The pressure of the low pressure circuit.  
  - Power take-off clutch.  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| 7681h      | 502         | TR3 (A57-3)   | Open circuit on the rear PTO solenoid valve. | The PTO is off. | Check:  
  - For a possible open circuit in the solenoid valve supply harness.  
  - The rear PTO solenoid valve (Y325).  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| 7682h      | 503         | TR3 (A57-3)   | Short-circuit to 12V of the rear PTO solenoid valve. | The PTO is off. | Check:  
  - For a possible 12 V short circuit on the solenoid valve power supply harness.  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| 7683h      | 504         | TR3 (A57-3)   | Short-circuit to ground of the rear PTO solenoid valve. | The PTO is off. | Check:  
  - For a possible open circuit in the solenoid valve supply harness.  
  - For a possible short circuit to earth on the solenoid valve.  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| 7684h      | 505         | TR3 (A57-3)   | Drop in engine speed (during power take-off start-up). | The PTO is off. | Check:  
  - Possible mechanical problem with the power take-off.  
  - Possible problem with the tool driven by the power take-off. |
| 7685h      | 506         | TR3 (A57-3)   | Overspeed in economy. | The PTO is off. | Check:  
  - The rear PTO speed sensor (B142).  
  - The engine speed sensor (B228-1).  
  - The engine speed.  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| 7686h      | 507         | TR3 (A57-3)   | Battery fault out of range (10 volts - 16 volts). | The PTO is off. | Check:  
  - The battery.  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
<table>
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</table>
| Id7687h   | 508         | TR3 (A57-3)   | The information on the Powertrain CAN bus indicate a major drop in engine speed and a steering pressure below 9 bar for 4 seconds. | The PTO is off. | Check: 
- The steering pressure sensor (Z154). 
- The steering pressure. 
- The Powertrain CAN bus network. 
- The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id7688h   | 509         | TR3 (A57-3)   | Engine speed information on the Powertrain CAN bus (from the TR2) incoherent. | The PTO is off. | Check: 
- The rear PTO speed sensor (B142). 
- The rear PTO clutch. 
- The engine speed. 
- The Powertrain CAN bus network. 
- The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id7689h   | 510         | TR3 (A57-3)   | Clutch time of the PTO too high. | The PTO continues running in poor conditions. | Check: 
- The rear PTO speed sensor (B142). 
- The rear PTO clutch. 
- The engine speed. 
- The Powertrain CAN bus network. 
- The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id768Ah   | 511         | TR3 (A57-3)   | Loss of information from the rear PTO sensor. | The PTO continues running in poor conditions. | Check: 
- The rear PTO speed sensor (B142). 
- Sensor adjustment (B142). 
- The rear PTO clutch. 
- The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
| Id768Bh   | 512         | TR3 (A57-3)   | Regulation of the PTO’s progressivity is not operating optimally. | The PTO continues running in poor conditions. | Check: 
- The rear PTO speed sensor (B142). 
- The engine speed. 
- The Powertrain CAN bus network. 
- The "Auto 5" module using tool n° 60 05 033 249, and change if required. |
<p>| Id768Ch   | 513         | TR3 (A57-3)   | Operating code (no anomaly). PTO external engaging controls (ON/OFF) ON for &lt; 6 seconds (slow PTO rotation). | Normal operation. | -- |
| Id768Dh   | 514         | TR3 (A57-3)   | Operating code (no anomaly). PTO external engaging controls (ON/OFF) used in OFF. | Normal operation. | -- |</p>
<table>
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</thead>
<tbody>
<tr>
<td>Id768Eh</td>
<td>515</td>
<td>TR3 (A57-3)</td>
<td>Confirmation of the automatic power take-off setting (PTO).</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Id768Fh</td>
<td>516</td>
<td>TR3 (A57-3)</td>
<td>Open circuit of automatic hand brake sensor disengaged.</td>
<td>The automatic hand brake is inactive. Cannot engage or disengage the automatic hand brake. Use the release screw to disengage the automatic hand brake.</td>
<td>Check: – Possible open circuit in the harness of sensor (Z158). – The sensor (Z158). – The “Auto 5” module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7690h</td>
<td>517</td>
<td>TR3 (A57-3)</td>
<td>The automatic hand brake disengaged sensor is locked in the engaged position.</td>
<td>The automatic hand brake is inactive. Cannot engage or disengage the automatic hand brake. Use the release screw to disengage the automatic hand brake.</td>
<td>Check: – Possible open circuit in the harness of sensor (Z158). – The automatic hand brake engaged sensor (Z158). – Possible mechanical problem on the automatic hand brake. – The “Auto 5” module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7691h</td>
<td>518</td>
<td>TR3 (A57-3)</td>
<td>Open circuit on the automatic hand brake disengaging solenoid valve.</td>
<td>Cannot disengage the automatic hand brake. Use the release screw to disengage the automatic hand brake.</td>
<td>Check: – For a possible open circuit in the solenoid valve supply harness (Y324). – The resistance of the solenoid valve winding (Y324). – The “Auto 5” module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7692h</td>
<td>519</td>
<td>TR3 (A57-3)</td>
<td>Short-circuit to ground of the automatic hand brake disengaging solenoid valve.</td>
<td>Cannot disengage the automatic hand brake. Use the release screw to disengage the automatic hand brake.</td>
<td>Check: – For a possible open circuit in the solenoid valve supply harness (Y324). – For a possible short circuit to earth on the solenoid valve (Y324). – The “Auto 5” module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Id7693h</td>
<td>520</td>
<td>TR3 (A57-3)</td>
<td>Information of the automatic hand brake disengaging contact in engaged position.</td>
<td>Automatic hand brake contact inactive. Use the reverser lever to disengage the automatic hand brake.</td>
<td>Check: – Possible short-circuit in the harness of the contact (S196). – The button (S196). – The “Auto 5” module using tool n° 60 05 033 249, and change if required.</td>
</tr>
<tr>
<td>Error code</td>
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</tbody>
</table>
| Id7694h    | 521         | TR3 (A57-3)   | Short-circuit to ground of the automatic hand brake engaging solenoid valve. | Cannot engage the automatic hand brake. | Check:  
  - For a possible open circuit in the solenoid valve supply harness (Y323).  
  - For a possible short circuit to earth on the solenoid valve (Y323).  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| Id7695h    | 522         | TR3 (A57-3)   | Open circuit on the automatic hand brake engaging solenoid valve. | Cannot engage the automatic hand brake. | Check:  
  - For a possible open circuit in the solenoid valve supply harness (Y323).  
  - The resistance of the solenoid valve winding (Y323).  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| Id7696h    | 523         | TR3 (A57-3)   | Short-circuit to 12V of the automatic hand brake disengaging solenoid valve | Cannot engage the automatic hand brake. | Check:  
  - For a possible 12 V short circuit on the solenoid valve power supply harness (Y324).  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| Id7697h    | 524         | TR3 (A57-3)   | Short-circuit at 12V of the automatic hand brake engaging solenoid valve. | Normal operation. | Check:  
  - For a possible 12 V short circuit on the solenoid valve power supply harness (Y323).  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| Id7698h    | 525         | TR3 (A57-3)   | Wear sensor of the automatic hand brake activated. | Wear of the automatic hand brake. | Check:  
  - Hand brake wear.  
  - Otherswise check:  
    - Possible short-circuit on the sensor harness (Z157).  
    - The automatic hand brake wear sensor (Z157).  
    - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| Id7699h    | 526         | TR3 (A57-3)   | Automatic hand brake wear sensor blocked in active mode. | The automatic hand brake wear information is no longer available. | Check:  
  - Possible short-circuit on the sensor harness (Z157).  
  - The automatic hand brake wear sensor (Z157).  
  - The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
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</table>
| Id769Ah    | 527         | TR3 (A57-3)   | Open circuit on the front PTO engaging solenoid valve. | The front PTO is stopped. | Check: 
  – For a possible open circuit in the solenoid valve supply harness (Y326). 
  – The resistance of the solenoid valve winding (Y326). 
  – The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| Id769Bh    | 528         | TR3 (A57-3)   | Short-circuit at the 12V of the front PTO engaging solenoid valve. | The front PTO is stopped. | Check: 
  – For a possible 12 V short circuit on the solenoid valve power supply harness (Y326). 
  – The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| Id769Ch    | 529         | TR3 (A57-3)   | Short-circuit to ground of the front PTO engaging solenoid valve. | The front PTO is stopped. | Check: 
  – For a possible open circuit in the solenoid valve supply harness (Y326). 
  – For a possible short circuit to earth on the solenoid valve (Y323). 
  – The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| Id769Dh    | 530         | TR3 (A57-3)   | Short-circuit at the 12V of the rear PTO brake contact. | Rear PTO brake inactive. | Check: 
  – Possible short-circuit at the 12V in the harness of the contact (S173). 
  – The rear PTO brake contact (S173). 
  – The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
| Id769Eh    | 531         | TR3 (A57-3)   | Short-circuit at the 12V of the automatic rear PTO engaging contact. | Rear PTO automation inactive. | Check: 
  – Possible short-circuit at the 12V in the harness of the contact (S172). 
  – The rear PTO brake contact (S172). 
  – The “Auto 5” module using tool n° 60 05 033 249, and change if required. |
<p>| Id769Fh    | 532         | TR3 (A57-3)   | This code appears upon ignition off after Park-Lock codes. Check the previous codes. Automatic handbrake invalid. The transmission module TR3 (A57-3) does not see the key’s status change and switches to standby. | Problem Park-Lock. Turn off the main switch, wait for at least 30 seconds and restart the engine. Engage Park Lock. | The Park-Lock is inoperative. |</p>
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<tbody>
<tr>
<td>Id78BAh</td>
<td>850</td>
<td>TR3 (A57-3)</td>
<td>Rear power take-off disconnected during a sequence CSM.</td>
<td>The power take-off is inoperative.</td>
<td>After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM.</td>
</tr>
</tbody>
</table>
| Id78BBh    | 851         | TR3 (A57-3)   | Transmission module TR3 (A57-3) has detected communication loss with the external function module EXT (A62) during a CSM sequence. | Rear power take-off disconnected. | Check:  
  – The TR3 transmission module (A57-3).  
  – The external function module EXT (A62). |
| Id78BCh    | 852         | TR3 (A57-3)   | Front power take-off disconnected during a sequence CSM. | The power take-off is inoperative. | After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM. |
| Id78BDh    | 853         | TR3 (A57-3)   | Transmission module TR3 (A57-3) has detected communication loss with the external function module EXT (A62) during a CSM sequence. | Front power take-off disconnected. | Check:  
  – The TR3 transmission module (A57-3).  
  – The external function module EXT (A62). |
## REH (A58)

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<thead>
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<tr>
<td>Id76A1h</td>
<td>712</td>
<td>REH (A58)</td>
<td>Open circuit on the supply of the down solenoid valve</td>
<td>Lifting is inactive.</td>
<td>Check: – The rear down/up solenoid valve (Y337). – The lifting module REH (A58).</td>
</tr>
<tr>
<td>Id76A2h</td>
<td>713</td>
<td>REH (A58)</td>
<td>Short-circuit at 12V or to ground on power supply of the up or down solenoid valve.</td>
<td>Lifting is inactive.</td>
<td>Check: – The rear lifting solenoid valve (Y336). – The rear down/up solenoid valve (Y337). – The lifting module REH (A58).</td>
</tr>
<tr>
<td>Id76A3h</td>
<td>714</td>
<td>REH (A58)</td>
<td>Voltage of the external lifting controls signal non valid.</td>
<td>Lifting is inactive.</td>
<td>Check: – External controls (S181, S182). – The lifting module REH (A58).</td>
</tr>
<tr>
<td>Id76A5h</td>
<td>716</td>
<td>REH (A58)</td>
<td>12V supply of the REH module or 10V regulated voltage non valid.</td>
<td>Lifting is inactive.</td>
<td>Check: The lifting module REH (A58).</td>
</tr>
<tr>
<td>Id76A7h</td>
<td>718</td>
<td>REH (A58)</td>
<td>The REH (A58) lifting module does not receive any engine running information on the Powertrain CAN bus or this information is in error on the Powertrain CAN bus, and the alternator's D+ load signal of is missing.</td>
<td>Lifting is inactive.</td>
<td>Check: – The Powertrain CAN bus network. – The TR2 transmission module (A57-2). – The engine module ENG (A15). – The lifting module REH (A58).</td>
</tr>
<tr>
<td>Id76ABh</td>
<td>722</td>
<td>REH (A58)</td>
<td>Voltage of the signal of position sensor non valid.</td>
<td>Lifting is locked. Use external controls.</td>
<td>Check: – The position sensor (B139-2). – The lifting module REH (A58).</td>
</tr>
<tr>
<td>Error code</td>
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<td>Comment/Solution</td>
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<td>---------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Id76ACH     | 723         | REH (A58)     | The REH (A58) lifting module receives no lifting position instruction information or this information is in error on the Powertrain CAN bus. | Lifting is locked. Use external controls.                   | Check:  
  - The Powertrain CAN bus network.  
  - The CLAAS vehicle CAN bus network.  
  - The lifting position instruction potentiometer (R77).  
  - The MFA (A100) armrest multifunction module.  
  - The lifting module REH (A58). |
| Id76ADh     | 724         | REH (A58)     | Voltage of the high stop instruction signal non valid. | Lifting is locked. Use external controls.                   | Check:  
  - The lifting control panel (V22).  
  - The lifting module REH (A58). |
| Id76B1h     | 728         | REH (A58)     | Error on the rear lifting mode selector.         | Rear lifting is blocked.                                   | Restart the tractor.  
  - The external controls located on the fenders can be used. |
| Id76B2h     | 729         | REH (A58)     | The stop lifting contact of the multifunction armrest remained pressed for more than 6 seconds. | Lifting is locked. Use external controls.                   | Check:  
  - The rear stop lifting contact (S184).  
  - The MFA (A100) armrest multifunction module. |
| Id76B4h     | 731         | REH (A58)     | Signal voltage of the right load sensor non valid. | Load control and transport damper are inactive.             | Check:  
  - The right load sensor (B144-2).  
  - The lifting module REH (A58). |
| Id76B5h     | 732         | REH (A58)     | Signal voltage of the left load sensor non valid. | Load control and transport damper are inactive.             | Check:  
  - The left load sensor (B144-1).  
  - The lifting module REH (A58). |
| Id76B6h     | 733         | REH (A58)     | Voltage of the transport damper control non valid. | Load control and transport damper are inactive.             | Check:  
  - The lifting control panel (V22).  
  - The lifting module REH (A58). |
| Id76B7h     | 734         | REH (A58)     | Voltage of the down speed instruction non valid. | Control of the down speed inactive. The lowest down speed is selected by default. | Check:  
  - The lifting control panel (V22).  
  - The lifting module REH (A58). |
### Error Code Table

<table>
<thead>
<tr>
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</tr>
</thead>
</table>
| Id76B8h    | 735         | REH (A58)     | The REH lifting module has not received the theoretical speed information for more than 1 second over the Powertrain CAN bus. | Load control and skid control are inactive (the load value considered is the last value measured). | Check:  
- The Powertrain CAN bus network.  
- The instrument panel module DBD (A101).  
- The lifting module REH (A58). |
| Id76B9h    | 736         | REH (A58)     | Voltage of the load control instruction signal non valid. | Load control is inactive. | Check:  
- The lifting control panel (V22).  
- The lifting module REH (A58). |
| Id76BAh    | 737         | REH (A58)     | Voltage of the skid instruction signal non valid. | Skid control is inactive. | Check:  
- The lifting control panel (V22).  
- The lifting module REH (A58). |
| Id76BBh    | 738         | REH (A58)     | The REH lifting module has not received the actual speed information for more than 1 second over the Powertrain CAN bus. | Skid control is inactive (or deactivated if it was active). | Check:  
- The Powertrain CAN bus network.  
- The instrument panel module DBD (A101).  
- The actual forward speed sensor (radar) (B230).  
- The lifting module REH (A58). |
| Id76BCh    | 739         | REH (A58)     | The REH (A58) lifting module does not receive the lifting up mode selection information, or this information is in error on the Powertrain CAN bus. | The lifting up mode is inactive. | Check:  
- The Powertrain CAN bus network.  
- The CLAAS vehicle CAN bus network.  
- The actual forward speed sensor (radar) (B230).  
- The lifting module REH (A58). |
| Id76BEh    | 741         | REH (A58)     | The right load sensor is in overload. | The right load sensor is ignored. | Check:  
- A possible mechanical prestress (use non compliant with lifting).  
- The right load sensor (B144-2).  
- The lifting module REH (A58). |
| Id76C0h    | 743         | REH (A58)     | Calibrating... | Lifting calibration... | None: |
| Id76C1h    | 744         | REH (A58)     | Lifting parameters have been reinitialized (factory parameters). | The lifting parameters have been reinitialized (factory parameters) following a problem during lifting calibration. | Check:  
- The lifting module REH (A58). |
<table>
<thead>
<tr>
<th>Error code</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Id78CFh</td>
<td>871</td>
<td>REH (A58)</td>
<td>Rear lifting disconnected during a sequence CSM.</td>
<td>Rear lifting is inoperative.</td>
<td>After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM.</td>
</tr>
</tbody>
</table>
| Id78D0h    | 872         | REH (A58)     | The lifting module REH (A58) detects communication loss with the external function module EXT (A62) during a CSM sequence. | Rear lifting disconnected. | Check:  
– The lifting module REH (A58)  
– The external function module EXT (A62). |
### SFA (A102)

<table>
<thead>
<tr>
<th>Error code</th>
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<th>Designation</th>
<th>Cause/System response</th>
<th>Comment/Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Id7580h</td>
<td>900</td>
<td>SFA (A102)</td>
<td>The cab suspension compressor is inoperative.</td>
<td>The compressor (Y334) is inoperative 100 ms after the command of the SFA (A102).</td>
<td>Check the supply voltage of the compressor between the 1 (+AVC) and 3 (ground) terminals and the command between the 2 (command) and 3 (ground) terminals of the connector J489. The voltage must be 12V. Active damping. Cannot manage the cab's position.</td>
</tr>
<tr>
<td>Id7581h</td>
<td>901</td>
<td>SFA (A102)</td>
<td>Compressor wear.</td>
<td>The number of cycles has increased by 15% in 1 hour.</td>
<td>The compressor is running. Active damping. Cab position management possible.</td>
</tr>
<tr>
<td>Id7582h</td>
<td>902</td>
<td>SFA (A102)</td>
<td>The cab suspension compressor is inoperative.</td>
<td>The compressor has been running for 6 mn.</td>
<td>Active damping. Cannot manage the cab's position.</td>
</tr>
<tr>
<td>Id7583h</td>
<td>903</td>
<td>SFA (A102)</td>
<td>Cab suspension failure.</td>
<td>No message from the left-hand shock absorber 5 seconds after starting.</td>
<td>Maximum tractor speed 15 km/h. Active damping (Hard mode). Cannot manage the cab's position.</td>
</tr>
<tr>
<td>Id7584h</td>
<td>904</td>
<td>SFA (A102)</td>
<td>Cab suspension failure.</td>
<td>No message from the right-hand shock absorber 5 seconds after starting.</td>
<td>Maximum tractor speed 15 km/h. Active damping (Hard mode). Cannot manage the cab's position.</td>
</tr>
<tr>
<td>Id76D0h</td>
<td>613</td>
<td>SFA (A102)</td>
<td>Unable to read tractor-specific parameters in EEPROM memory.</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: The SFA (A102) suspended axle module.</td>
</tr>
<tr>
<td>Id76D8h</td>
<td>621</td>
<td>SFA (A102)</td>
<td>Short-circuit on the On/Off supply solenoid valve (solenoid valve 1).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Supply solenoid valve 1 (Y321).</td>
</tr>
<tr>
<td>Id76D9h</td>
<td>622</td>
<td>SFA (A102)</td>
<td>Short-circuit on the supply of down On/Off solenoid valve (solenoid valve 2).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Down solenoid valve 2 (Y322).</td>
</tr>
<tr>
<td>Id76DAh</td>
<td>623</td>
<td>SFA (A102)</td>
<td>Short-circuit on the supply of the transfer proportional solenoid valve (Y331).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Transfer solenoid valve 3 (Y331). Drive slow.</td>
</tr>
<tr>
<td>Error code</td>
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<td>Sender module</td>
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</tr>
<tr>
<td>Id76DBh</td>
<td>624</td>
<td>SFA (A102)</td>
<td>Short-circuit on the supply of the transfer proportional solenoid valve (solenoid valve 3).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Transfer solenoid valve 3 (Y331).</td>
</tr>
<tr>
<td>Id76DCh</td>
<td>625</td>
<td>SFA (A102)</td>
<td>Short-circuit on the supply of the cumulator proportional solenoid valve (solenoid valve 4).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Cumulator solenoid valve 4 (Y332).</td>
</tr>
<tr>
<td>Id76DDh</td>
<td>626</td>
<td>SFA (A102)</td>
<td>Open circuit on the On/Off supply solenoid valve (solenoid valve 1).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Supply solenoid valve 1 (Y321).</td>
</tr>
<tr>
<td>Id76DEh</td>
<td>627</td>
<td>SFA (A102)</td>
<td>Open circuit on the down On/Off solenoid valve (solenoid valve 2).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Down solenoid valve 2 (Y322).</td>
</tr>
<tr>
<td>Id76DFh</td>
<td>628</td>
<td>SFA (A102)</td>
<td>Open circuit on the transfer solenoid valve (3 solenoid valve).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Transfer solenoid valve 3 (Y331).</td>
</tr>
<tr>
<td>Id76E0h</td>
<td>629</td>
<td>SFA (A102)</td>
<td>Open circuit on the transfer proportional solenoid valve (solenoid valve 3).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Transfer solenoid valve 3 (Y331).</td>
</tr>
<tr>
<td>Id76E2h</td>
<td>631</td>
<td>SFA (A102)</td>
<td>Open circuit on the cumulator proportional solenoid valve (solenoid valve 4).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Cumulator solenoid valve 4 (Y332).</td>
</tr>
<tr>
<td>Id76E3h</td>
<td>632</td>
<td>SFA (A102)</td>
<td>Short-circuit to ground of the supply On/Off solenoid valve (solenoid valve 1).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Supply solenoid valve 1 (Y321).</td>
</tr>
<tr>
<td>Id76E4h</td>
<td>633</td>
<td>SFA (A102)</td>
<td>Short-circuit to ground of the down On/Off solenoid valve (solenoid valve 2).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Down solenoid valve 2 (Y322).</td>
</tr>
<tr>
<td>Id76E5h</td>
<td>634</td>
<td>SFA (A102)</td>
<td>Short circuit to ground of the transfer solenoid valve (solenoid valve 3).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Transfer solenoid valve 3 (Y331).</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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</tr>
<tr>
<td>Id76E6h</td>
<td>635</td>
<td>SFA (A102)</td>
<td>Short-circuit to ground of the transfer proportional solenoid valve (solenoid valve 3).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Transfer solenoid valve 3 (Y331).</td>
</tr>
<tr>
<td>Id76E7h</td>
<td>636</td>
<td>SFA (A102)</td>
<td>Short-circuit to ground of the cumulator proportional solenoid valve (solenoid valve 4).</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: Cumulator solenoid valve 4 (Y332).</td>
</tr>
<tr>
<td>Id76E8h</td>
<td>637</td>
<td>SFA (A102)</td>
<td>Open circuit, short-circuit to ground of the suspension’s right-hand position sensor.</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: RH suspension sensor (B234-1).</td>
</tr>
<tr>
<td>Id76E9h</td>
<td>638</td>
<td>SFA (A102)</td>
<td>Short-circuit on the supply of the right-hand suspension position sensor.</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: RH suspension sensor (B234-1).</td>
</tr>
<tr>
<td>Id76EAh</td>
<td>639</td>
<td>SFA (A102)</td>
<td>Open circuit, short-circuit to ground of the suspension’s position sensor or Open circuit, short-circuit to ground of the left-hand suspension position sensor.</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: The suspension sensor (B220) or The suspension sensor (B234-2).</td>
</tr>
<tr>
<td>Id76ECh</td>
<td>641</td>
<td>SFA (A102)</td>
<td>Short-circuit to supply of the suspension position sensor or Short-circuit on the supply of the left-hand suspension position sensor.</td>
<td>Non functional suspension locked in its current position.</td>
<td>Check: The suspension sensor (B220) or The suspension sensor (B234-2).</td>
</tr>
</tbody>
</table>
| Id76EDh    | 642         | SFA (A102)    | Supply voltage too low (< 10.5 V).                                                                                                                                                                            | Non functional suspension locked in its current position. | Check:  
  – The voltage source (G001).  
  – The SFA (A102) suspended axle module.                                           |
| Id78C4h    | 860         | SFA (A102)    | Front suspended axle disconnected during a sequence CSM.                                                                                                                                                      | The front axle is inoperative.                           | After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM. |
The front suspended axle module SFA (A102) detects communication loss with the external function module EXT (A62) during a CSM sequence.

<table>
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</tr>
</thead>
</table>
| Id78C5h    | 861         | SFA (A102)    |             | Front suspended axle disconnected. | Check:  
– The SFA (A102) suspended axle module.  
– The external function module EXT (A62). |
### BDG (A103)

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Id76F0h</td>
<td>–</td>
<td>BDG (A103)</td>
<td>Confirmation of engine speed memorization.</td>
<td>–</td>
<td>–</td>
</tr>
</tbody>
</table>
| Id76F1h    | –           | BDG (A103)    | No message was transmitted by the SFA module although the configuration indicates its presence. | The front axle suspension is locked in its current position. | Check:  
  – The Powertrain CAN bus network.  
  – The SFA (A102) suspended axle module.  
  – The CAN network communication module BDG (A103). |
| Id76F2h    | –           | BDG (A103)    | No message was transmitted by the HYD module although the configuration indicates its presence. | The hydraulic module HYD (A60) and the associated functions are inactive. | Check:  
  – The CLAAS vehicle CAN bus network.  
  – The hydraulic module HYD (A60).  
  – The CAN network communication module BDG (A103). |
| Id76F3h    | –           | BDG (A103)    | No message was transmitted by the EXT module although the configuration indicates its presence. | The external function module EXT (A62) and its associated functions are inactive | Check:  
  – The CLAAS vehicle CAN bus network.  
  – The EXT terminal module (A62).  
  – The CAN network communication module BDG (A103). |
| Id76F4h    | –           | BDG (A103)    | No message was transmitted by the Z+ module although the configuration indicates its presence. | The Z+ module and its associated functions are inactive. | Check:  
  – The CLAAS vehicle CAN bus network.  
  – The suspended cab module Z+.  
  – The CAN network communication module BDG (A103). |
| Id76F5h    | –           | BDG (A103)    | No message was transmitted by the CVT module although the configuration indicates its presence. | The CVT module and its associated functions are inactive. | Check:  
  – The CLAAS vehicle CAN bus network.  
  – The CVT module.  
  – The CAN network communication module BDG (A103). |
| Id76F6h    | –           | BDG (A103)    | No message was transmitted by the MFT module although the configuration indicates its presence. | The Cebis terminal module MFT (A30) and its associated functions can be inactive. | Check:  
  – The CLAAS vehicle CAN bus network.  
  – The Cebis terminal module MFT (A30).  
  – The CAN network communication module BDG (A103). |
<table>
<thead>
<tr>
<th>Error code</th>
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</tr>
</thead>
</table>
| Id76F7h    | –           | BDG (A103)    | No message has been transmitted by the WLP module for at least 5 seconds. | The WLP (A104) working light module and its associated functions may be inactive. | Check:  
- The CLAAS vehicle CAN bus network.  
- The working light module WLP (A104).  
- The CAN network communication module BDG (A103). |
| Id76F8h    | –           | BDG (A103)    | No message has been transmitted by the MFA module for at least 5 seconds. | The MFA (A100) multifunction armrest module and its associated functions may be inactive. | Check:  
- The CLAAS vehicle CAN bus network.  
- The MFA (A100) armrest multifunction module.  
- The CAN network communication module BDG (A103). |
| Id76F9h    | –           | BDG (A103)    | No message has been transmitted by the DBD module for at least 5 seconds. | The DBD (A101) instrument panel module and its associated functions may be lost. | Check:  
- The CLAAS vehicle CAN bus network.  
- The instrument panel module DBD (A101).  
- The CAN network communication module BDG (A103). |
| Id76FAh    | –           | BDG (A103)    | No message has been transmitted by the ENG module for at least 5 seconds. | The ENG (A15) engine module and its associated functions may be lost. | Check:  
- The Powertrain CAN bus network.  
- The engine module ENG (A15).  
- The CAN network communication module BDG (A103). |
| Id76FBh    | –           | BDG (A103)    | No message has been transmitted by the TR1 module for at least 5 seconds. | The TR1 (A57-1) transmission module and its associated functions may be lost. | Check:  
- The Powertrain CAN bus network.  
- The TR1 transmission module (A57-1).  
- The CAN network communication module BDG (A103). |
| Id76FCh    | –           | BDG (A103)    | No message has been transmitted by the TR2 module for at least 5 seconds. | The TR2 (A57-2) transmission module and its associated functions may be lost. | Check:  
- The Powertrain CAN bus network.  
- The TR2 transmission module (A57-2).  
- The CAN network communication module BDG (A103). |
| Id76FDh    | –           | BDG (A103)    | No message has been transmitted by the TR3 module for at least 5 seconds. | The TR3 (A57-3) transmission module and its associated functions may be lost. | Check:  
- The Powertrain CAN bus network.  
- The TR3 transmission module (A57-3).  
- The CAN network communication module BDG (A103). |
<table>
<thead>
<tr>
<th>Error code</th>
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</thead>
</table>
| Id76FEh    | –           | BDG (A103)    | No message has been transmitted by the REH module for at least 5 seconds. | The REH (A58) lifting module and its associated functions may be lost. | Check:  
- The Powertrain CAN bus network.  
- The lifting module REH (A58).  
- The CAN network communication module BDG (A103). |
| Id76FFh    | –           | BDG (A103)    | Short-circuit to the 12V on the CLAAS vehicle CAN bus. | – | Check: The CLAAS vehicle CAN bus network. |
| Id7700h    | –           | BDG (A103)    | Short-circuit to the ground on the CLAAS vehicle CAN bus. | – | Check:  
- The CLAAS vehicle CAN bus network.  
- The CAN network communication module BDG (A103). |
| Id7701h    | –           | BDG (A103)    | The BDG module no longer transmits any messages on the CLAAS vehicle CAN bus due to a number of CAN frame errors too high on the CLAAS vehicle CAN bus | – | Check:  
- The CLAAS vehicle CAN bus network.  
- The CAN network communication module BDG (A103). |
| Id7702h    | –           | BDG (A103)    | Short-circuit to the 12V on the Powertrain CAN bus. | – | Check: The Powertrain CAN bus network.  
- The CAN network communication module BDG (A103). |
| Id7703h    | –           | BDG (A103)    | Short-circuit to the ground on the Powertrain CAN bus. | – | Check:  
- The Powertrain CAN bus network.  
- The CAN network communication module BDG (A103). |
| Id7704h    | –           | BDG (A103)    | The BDG module no longer transmits any messages on the Powertrain CAN bus due to a number of CAN frame errors too high on the Powertrain CAN bus. | – | Check:  
- The Powertrain CAN bus network.  
- The CAN BDG network communication module (A103). |
<p>| Id7705h    | –           | BDG (A103)    | Engine controller disconnected during a sequence CSM. | The engine controller is inoperative. | After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM. |</p>
<table>
<thead>
<tr>
<th>Error code</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Id7706h</td>
<td>--</td>
<td>BDG (A103)</td>
<td>Transmission module TR2 (A57-2) has detected communication loss with the external function module EXT (A62) during a CSM sequence.</td>
<td>–</td>
<td>Sequence stopped. Wait for the sequence to be relaunched. Check: – The TR2 transmission module (A57-2). – The external function module EXT (A62).</td>
</tr>
<tr>
<td>Id7707h</td>
<td>--</td>
<td>BDG (A103)</td>
<td>Message missing on the level of the stop sequence button CSM.</td>
<td>Functions unavailable.</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Id7708h</td>
<td>--</td>
<td>BDG (A103)</td>
<td>Message missing on the level of button 1 and 2 in the CSM sequence.</td>
<td>Functions unavailable.</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Id7709h</td>
<td>--</td>
<td>BDG (A103)</td>
<td>Message missing on the level of the front external control buttons.</td>
<td>Functions unavailable.</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Id770Ah</td>
<td>--</td>
<td>BDG (A103)</td>
<td>Message missing on the level of the function 1 and 2 button.</td>
<td>Functions unavailable.</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Id770Bh</td>
<td>--</td>
<td>BDG (A103)</td>
<td>Message missing on the level of the function 3 and 4 button.</td>
<td>Functions unavailable.</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Id770Ch</td>
<td>--</td>
<td>BDG (A103)</td>
<td>Message missing on the level of the ITE.</td>
<td>No message from the ITE during 5 seconds.</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
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</table>
## ENG (A15)

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<tr>
<td>Id7710h</td>
<td>190 00</td>
<td>ENG (A15)</td>
<td>Extreme engine overspeed.</td>
<td>The fuel supply of the common rail by the high pressure pump is off.</td>
<td>Abnormal use of the engine. Check the engine application.</td>
</tr>
<tr>
<td>Id7711h</td>
<td>676 03</td>
<td>ENG (A15)</td>
<td>High voltage on the glow plug relay.</td>
<td>Difficult start.</td>
<td>Check: – The glow plugs (R78). – The preheating relay (K1).</td>
</tr>
<tr>
<td>Id7712h</td>
<td>676 04</td>
<td>ENG (A15)</td>
<td>No return voltage on the glow plug relay.</td>
<td>Difficult start in extreme cold.</td>
<td>Check: – The glow plugs (R78). – The preheating relay (K1).</td>
</tr>
<tr>
<td>Id7713h</td>
<td>898 09</td>
<td>ENG (A15)</td>
<td>The ENG (A15) engine module does not receive the accelerator information on the Powertrain CAN bus or this information is in error on the Powertrain CAN bus.</td>
<td>The engine remains in idle speed.</td>
<td>Check: – The Powertrain CAN bus network. – The TR2 (A57-2) module. – The engine module ENG (A15).</td>
</tr>
<tr>
<td>Id7714h</td>
<td>1568 02</td>
<td>ENG (A15)</td>
<td>The ENG (A15) engine module receives no information from torque curve selection on the Powertrain CAN bus or this information is in error on the Powertrain CAN bus.</td>
<td>The Claas Sequence Management is inactive. The lowest power curve is selected by default.</td>
<td>Check: – The Powertrain CAN bus network. – The TR2 (A57-2) module. – The engine module ENG (A15).</td>
</tr>
<tr>
<td>Error code</td>
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</tr>
</tbody>
</table>
| Id7717h    | 2005 09     | ENG (A15)     | Communication error on the Powertrain CAN bus. | The engine remains in idle speed. | Check:  
  – The Powertrain CAN bus network.  
  – The TR2 (A57-2) module.  
  – The engine module ENG (A15). |
| Id7718h    | 97 03       | ENG (A15)     | Voltage of the signal high presence of water in the fuel. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  – The water presence sensor (B225).  
  – The engine module ENG (A15). |
| Id7719h    | 97 04       | ENG (A15)     | Voltage of the signal low presence of water in the fuel. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  – The water presence sensor (B225).  
  – The engine module ENG (A15). |
| Id771Ah    | 97 16       | ENG (A15)     | Presence of water detected in the fuel. | Engine power is reduced to 50%. | Empty the decanter prefilter. Restart the tractor. The tractor returns to the normal mode when the error disappears. |
| Id771Bh    | 102 02      | ENG (A15)     | Air pressure in the intake manifold non valid. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  – Intake air pressure sensor (B51).  
  – The engine module ENG (A15). |
| Id771Ch    | 102 03      | ENG (A15)     | High intake manifold air pressure voltage. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  – Intake air pressure sensor (B51).  
  – The engine module ENG (A15). |
| Id771Dh    | 102 04      | ENG (A15)     | Low air pressure at intake manifold voltage. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  – Intake air pressure sensor (B51).  
  – The engine module ENG (A15). |
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</table>
| Id771Eh    | 103 00      | ENG (A15)     | Turbocharger speed excessively high.| The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute). | Check:  
  – Turbocharger linkages.  
  – Turbocharger speed sensor (B226).  
  – Turbocharger. |
| Id771Fh    | 103 05      | ENG (A15)     | Intensity of the turbocharger speed sensor low. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  – Turbocharger speed sensor (B226).  
  – The engine module ENG (A15). |
| Id7720h    | 103 06      | ENG (A15)     | Intensity of the turbocharger speed sensor high. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  – Turbocharger speed sensor (B226).  
  – The engine module ENG (A15). |
| Id7721h    | 103 08      | ENG (A15)     | Turbocharger speed non valid.      | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  – Turbocharger speed sensor (B226).  
  – The engine module ENG (A15). |
| Id7722h    | 103 31      | ENG (A15)     | Turbocharger speed missing         | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  – Turbocharger speed sensor (B226).  
  – The engine module ENG (A15). |
| Id7723h    | 105 00      | ENG (A15)     | Air mix temperature excessively high. | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 40% its nominal power (power recovered: 20% per minute). | Check:  
  – The mixed air temperature sensor (B223).  
  – The engine module ENG (A15). |
| Id7724h    | 105 03      | ENG (A15)     | Input voltage of the mixed air high temperature sensor. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  – The mixed air temperature sensor (B223).  
  – The engine module ENG (A15). |
<table>
<thead>
<tr>
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</table>
| Id7725h    | 105 04      | ENG (A15)     | Input temperature of the mixed air low temperature sensor. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
- The mixed air temperature sensor (B223).  
- The engine module ENG (A15). |
| Id7726h    | 105 15      | ENG (A15)     | Temperature of mixed air slightly high. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
- The mixed air temperature sensor (B223).  
- The engine module ENG (A15). |
| Id7727h    | 105 16      | ENG (A15)     | Temperature of mixed air averagely high. | The ENG (A15) engine calculator reduces engine power by 5% per minute until it reaches 80% its nominal power (power recovered: 5% per minute). | Check:  
- The mixed air temperature sensor (B223).  
- The engine module ENG (A15). |
| Id7728h    | 108 02      | ENG (A15)     | Internal barometric pressure of the engine module non valid. | The ENG (A15) engine calculator uses a default barometric pressure to run the engine. | Check:  
- The engine module ENG (A15). |
| Id7729h    | 110 00      | ENG (A15)     | Engine coolant temperature excessively high. | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 40% its nominal power (power recovered: 20% per minute). | Check:  
- The engine cooling circuit.  
- The engine coolant temperature sensor (B45).  
- The engine module ENG (A15). |
| Id772Ah    | 110 03      | ENG (A15)     | Input voltage of the engine coolant high. | The ENG (A15) engine coolant uses a default coolant temperature of 90°C. | Check:  
- The engine cooling circuit.  
- The engine coolant temperature sensor (B45).  
- The engine module ENG (A15). |
| Id772Bh    | 110 04      | ENG (A15)     | Input voltage of the engine coolant low. | The ENG (A15) engine coolant uses a default coolant temperature of 90°C. | Check:  
- The engine cooling circuit.  
- The engine coolant temperature sensor (B45).  
- The engine module ENG (A15). |
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<th>Cause/System response</th>
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</table>
| Id772Ch    | 110 15      | ENG (A15)     | Temperature of the engine coolant slightly high. | The engine runs normally. | Check:  
  – The engine cooling circuit.  
  – The engine coolant temperature sensor (B45).  
  – The engine module ENG (A15). |
| Id772Dh    | 110 16      | ENG (A15)     | Temperature of the engine coolant averagely high. | The ENG (A15) engine calculator reduces engine power by 5% per minute until it reaches 80% its nominal power (power recovered: 5% per minute). | Check:  
  – The engine cooling circuit.  
  – The engine coolant temperature sensor (B45).  
  – The engine module ENG (A15). |
| Id772Eh    | 110 17      | ENG (A15)     | Engine coolant temperature slightly low. | The engine runs normally. | Check:  
  – The engine cooling circuit.  
  – The engine coolant temperature sensor (B45).  
  – The engine module ENG (A15). |
| Id772Fh    | 157 03      | ENG (A15)     | Input voltage of the fuel pressure sensor in the common rail high. | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute). The ENG (A15) engine calculator manages the high pressure pump in order to establish a 2 000 bar pressure in the common rail (opening the pressure restrictor in the common rail). | Check:  
  – The fuel pressure sensor of the common rail (B42).  
  – The engine module ENG (A15). |
| Id7730h    | 157 04      | ENG (A15)     | Input voltage of the fuel pressure sensor in the common rail low. | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute). The ENG (A15) engine calculator manages the high pressure pump in order to establish a 2 000 bar pressure in the common rail (opening the pressure restrictor in the common rail). | Check:  
  – The fuel pressure sensor of the common rail (B42).  
  – The engine module ENG (A15). |
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<tr>
<td>Id7731h</td>
<td>157 10</td>
<td>ENG (A15)</td>
<td>Loss of pressure in the fuel rail.</td>
<td>The engine cannot start or cannot gain power.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>– Supply ducts and fittings.</td>
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<td></td>
<td>– The pressure restricter.</td>
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<td></td>
<td></td>
<td>– The electronic injectors (Y320).</td>
</tr>
<tr>
<td>Id7732h</td>
<td>157 17</td>
<td>ENG (A15)</td>
<td>Fuel pressure in the common rail not reached.</td>
<td>The engine will not start.</td>
<td>Check:</td>
</tr>
<tr>
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<td></td>
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<td></td>
<td>– Supply ducts and fittings.</td>
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<td></td>
<td>– The fuel prefilter and filter.</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>– The pressure restricter.</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>– The high pressure pump.</td>
</tr>
<tr>
<td>Id7733h</td>
<td>158 17</td>
<td>ENG (A15)</td>
<td>Error when powering off the ENG (A15) engine module.</td>
<td>The ENG (A15) engine calculator does not switch to standby.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
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<td></td>
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<td></td>
<td>– The key contact (S64).</td>
</tr>
<tr>
<td>Id7734h</td>
<td>174 00</td>
<td>ENG (A15)</td>
<td>Fuel temperature excessively high.</td>
<td>The ENG (A15) engine calculator reduces engine power by 5% per minute until it reaches 80% of its nominal power (power recovered: 5% per minute).</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>– Supply ducts and fittings.</td>
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<td>– The overflow valve.</td>
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<td>– The fuel cooler.</td>
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<td></td>
<td>– The high pressure pump.</td>
</tr>
<tr>
<td>Id7735h</td>
<td>174 03</td>
<td>ENG (A15)</td>
<td>Fuel temperature input voltage high.</td>
<td>The ENG (A15) engine calculator uses a default fuel temperature of 40°C.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The fuel temperature sensor (B44).</td>
</tr>
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<td></td>
<td>– The engine module ENG (A15).</td>
</tr>
<tr>
<td>Id7736h</td>
<td>174 04</td>
<td>ENG (A15)</td>
<td>Fuel temperature input voltage low.</td>
<td>The ENG (A15) engine calculator uses a default fuel temperature of 40°C.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The fuel temperature sensor (B44).</td>
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<td></td>
<td>– The engine module ENG (A15).</td>
</tr>
<tr>
<td>Id7737h</td>
<td>174 16</td>
<td>ENG (A15)</td>
<td>Fuel temperature moderately high.</td>
<td>The engine runs normally.</td>
<td>Check:</td>
</tr>
<tr>
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<td></td>
<td>– Supply ducts and fittings.</td>
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<td>– The overflow valve.</td>
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<td>– The fuel cooler.</td>
</tr>
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<td></td>
<td>– The high pressure pump.</td>
</tr>
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</table>
| Id7738h    | 412 00      | ENG (A15)     | Temperature of cooled exhaust gases excessively high. | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute). | Check:  
  - The cooled exhaust gas temperature sensor (B221).  
  - The coolant level.  
  - The coolant thermostat.  
  - The exhaust gas recycling cooler. |
| Id7739h    | 412 03      | ENG (A15)     | Input voltage of the temperature of cooled exhaust gases high. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  - The cooled exhaust gas temperature sensor (B221).  
  - The engine module ENG (A15). |
| Id773Ah    | 412 04      | ENG (A15)     | Input voltage of cooled exhaust gases temperature low. | The engine runs normally without considering the information delivered by the sensor in error. | Check:  
  - The cooled exhaust gas temperature sensor (B221).  
  - The engine module ENG (A15). |
| Id773Bh    | 412 15      | ENG (A15)     | Temperature of cooled exhaust gases slightly high. | The ENG (A15) engine calculator reduces the engine power instantly to 95% of its nominal power (power recovery of 5% per minute). | Check:  
  - The harness and its connectors.  
  - The general condition of the cooling circuit.  
  - The cooled exhaust gas temperature sensor (B221).  
  - A possible short-circuit. |
| Id773Ch    | 412 16      | ENG (A15)     | Temperature of cooled exhaust gases averagely high. | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute). | Check:  
  - The cooled exhaust gas temperature sensor (B221).  
  - The coolant level.  
  - The coolant thermostat.  
  - The exhaust gas recycling cooler. |
| Id773Dh    | 611 03      | ENG (A15)     | Short-circuit on the power supply of the electronic injection device. | The engine misfires and/or grey/black smoke is seen. | Check:  
  - The electronic injectors (Y320). |
| Id773Eh    | 611 04      | ENG (A15)     | Short-circuit to ground of the electronic injection device | The engine misfires and/or grey/black smoke is seen. | Check:  
  - For a possible short circuit to earth.  
  - The electronic injectors (Y320). |
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<tr>
<td>Id773Fh</td>
<td>627 01</td>
<td>ENG (A15)</td>
<td>Supply voltage of the ENG engine module out of tolerance.</td>
<td>The engine may fail to start. Check: – The battery voltage. – The supply of the ENG (A15) engine module.</td>
<td></td>
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<tr>
<td>Id7740h</td>
<td>629 13</td>
<td>ENG (A15)</td>
<td>Error of the ENG engine module.</td>
<td>The engine will not start. Check: – The engine module ENG (A15).</td>
<td></td>
</tr>
<tr>
<td>Id7741h</td>
<td>636 02</td>
<td>ENG (A15)</td>
<td>Signal of the position sensor of the high pressure pump non valid.</td>
<td>The start time is extended. The ENG (A15) engine calculator uses the signal of the crankshaft position sensor to determine the piston's position. Check: – The position sensor of the (B232) high pressure pump. – The engine module ENG (A15).</td>
<td></td>
</tr>
<tr>
<td>Id7742h</td>
<td>636 05</td>
<td>ENG (A15)</td>
<td>Intensity of the position sensor of the high pressure pump low.</td>
<td>The engine runs normally without considering the information delivered by the sensor in error. Check: – The position sensor of the (B232) high pressure pump. – The engine module ENG (A15).</td>
<td></td>
</tr>
<tr>
<td>Id7743h</td>
<td>636 06</td>
<td>ENG (A15)</td>
<td>Intensity of the position sensor of the high pressure pump high.</td>
<td>The engine runs normally without considering the information delivered by the sensor in error. Check: – The position sensor of the (B232) high pressure pump. – The engine module ENG (A15).</td>
<td></td>
</tr>
<tr>
<td>Id7744h</td>
<td>636 08</td>
<td>ENG (A15)</td>
<td>No signal from the position sensor of the high pressure pump.</td>
<td>The engine runs normally without considering the information delivered by the sensor in error. Check: – The position sensor of the (B232) high pressure pump. – The engine module ENG (A15).</td>
<td></td>
</tr>
<tr>
<td>Id7745h</td>
<td>636 10</td>
<td>ENG (A15)</td>
<td>Format of the position signal of the high pressure pump non valid.</td>
<td>The start time is extended. At the precise moment when the anomaly code is declared, the engine might shudder or stall but it should restart. The ENG (A15) engine calculator uses the signal of the crankshaft position sensor to determine the piston's position. Check: – The position sensor of the (B232) high pressure pump. – The engine module ENG (A15).</td>
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</tbody>
</table>
| id7746h    | 637 02      | ENG (A15)     | Signal of the crankshaft position sensor non valid                           | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% of its nominal power (power recovered: 20% per minute).                                                                      | Check:  
  - The crankshaft position sensor (B231).  
  - The engine module ENG (A15). |
| id7747h    | 637 05      | ENG (A15)     | Intensity of the crankshaft position sensor low.                             | The engine runs normally without considering the information delivered by the sensor in error.                                                                                                                      | Check:  
  - The crankshaft position sensor (B231).  
  - The engine module ENG (A15). |
| id7748h    | 637 06      | ENG (A15)     | Intensity of the crankshaft position sensor high.                            | The engine runs normally without considering the information delivered by the sensor in error.                                                                                                                      | Check:  
  - The crankshaft position sensor (B231).  
  - The engine module ENG (A15). |
| id7749h    | 637 07      | ENG (A15)     | Position of the crankshaft/high pressure pump slightly desynchronized.      | The engine may stall, then restart or not.                                                                                                                                         | Check:  
  - The shimming of the high pressure pump's position.  
  - The timing gear of the crankshaft and sensor.  
  - The crankshaft position sensor (B231).  
  - The position sensor of the (B232) high pressure pump. |
| id774Ah    | 637 08      | ENG (A15)     | No signal from the crankshaft position sensor.                              | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% of its nominal power (power recovered: 20% per minute).                                                                      | Check:  
  - The crankshaft position sensor (B231).  
  - The engine module ENG (A15). |
| id774Bh    | 637 10      | ENG (A15)     | Format of the crankshaft position signal non valid.                         | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% of its nominal power (power recovered: 20% per minute).                                                                      | Check:  
  - The crankshaft position sensor (B231).  
  - The engine module ENG (A15). |
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</table>
| Id774Ch    | 641 04      | ENG (A15)     | Turbocharger actuator error. | The engine may have a power loss as the turbocharger actuator does not react. | Check:  
  - Turbocharger actuator (M37).  
  - The engine module ENG (A15). |
| Id774Dh    | 641 12      | ENG (A15)     | Communication error between the ENG engine module/turbocharger actuator. | The actuator approaches the 20% closed position and stays in this position. | Check:  
  - Turbocharger actuator (M37).  
  - The engine module ENG (A15). |
| Id774Eh    | 641 13      | ENG (A15)     | Error in the values of the turbocharger actuator in the diagnostic mode. | The engine runs normally. | Check:  
  - The linkages of the turbocharger actuator.  
  - Turbocharger actuator (M37).  
  - Turbocharger. |
| Id774Fh    | 641 16      | ENG (A15)     | Temperature of the turbocharger actuator averagedly high. | The engine runs normally. | Check:  
  - The cooling circuit of the actuator.  
  - Turbocharger actuator (M37).  
  - Turbocharger.  
  - The engine module ENG (A15). |
| Id7750h    | 651 02      | ENG (A15)     | Reference of the injector of cylinder n°1 non valid | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°1. | Check:  
  - The engine module ENG (A15).  
  - Electronic injector (Y320-1). |
| Id7751h    | 651 05      | ENG (A15)     | Open circuit on the electronic injector of cylinder n°1. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°1 is inoperative. | Check:  
  - The engine module ENG (A15).  
  - Electronic injector (Y320-1). |
| Id7752h    | 651 06      | ENG (A15)     | Short-circuit of the electronic injector on cylinder n°1. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°1 is inoperative. | Check:  
  - The engine module ENG (A15).  
  - Electronic injector (Y320-1). |
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</table>
| Id7753h    | 651 07      | ENG (A15)     | Mechanical failure of the electronic injector of cylinder n°1. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°1 is inoperative. | Check:  
  – The supply ducts and lateral supply tube of the electronic injector.  
  – The flow restricter.  
  – Electronic injector (Y320-1).  
  – The engine module ENG (A15). |
| Id7754h    | 651 13      | ENG (A15)     | QR code non valid of the electronic injector of cylinder n°1. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°1. | Check:  
  – The engine module ENG (A15).  
  – Electronic injector (Y320-1). |
| Id7755h    | 652 02      | ENG (A15)     | Reference of the injector of cylinder n°2 non valid. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°2. | Check:  
  – The engine module ENG (A15).  
  – Electronic injector (Y320-2). |
| Id7756h    | 652 05      | ENG (A15)     | Open circuit on the electronic injector of cylinder n°2. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°2 is inoperative. | Check:  
  – The engine module ENG (A15).  
  – Electronic injector (Y320-2). |
| Id7757h    | 652 06      | ENG (A15)     | Short-circuit of the electronic injector on cylinder n°2. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°2 is inoperative. | Check:  
  – The engine module ENG (A15).  
  – Electronic injector (Y320-2). |
| Id7758h    | 652 07      | ENG (A15)     | Mechanical failure of the electronic injector of cylinder n°2. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°2 is inoperative. | Check:  
  – The supply ducts and lateral supply tube of the electronic injector.  
  – The flow restricter.  
  – Electronic injector (Y320-2).  
  – The engine module ENG (A15). |
| Id7759h    | 652 13      | ENG (A15)     | QR code non valid of the electronic injector of cylinder n°2. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°2. | Check:  
  – The engine module ENG (A15).  
  – Electronic injector (Y320-2). |
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</table>
| Id775Ah    | 653 02      | ENG (A15)     | Reference of the injector of cylinder n°3 non valid. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°3. | Check:  
  - The engine module ENG (A15).  
  - Electronic injector (Y320-3). |
| Id775Bh    | 653 05      | ENG (A15)     | Open circuit on the electronic injector of cylinder n°3. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°3 is inoperative. | Check:  
  - The engine module ENG (A15).  
  - Electronic injector (Y320-3). |
| Id775Ch    | 653 06      | ENG (A15)     | Short-circuit of the electronic injector on cylinder n°3. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°3 is inoperative. | Check:  
  - The engine module ENG (A15).  
  - Electronic injector (Y320-3). |
| Id775Dh    | 653 07      | ENG (A15)     | Mechanical failure of the electronic injector of cylinder n°3. | The engine will run with difficulty as the ignition of the injector in cylinder n°3 is inoperative. | Check:  
  - The supply ducts and lateral supply tube of the electronic injector.  
  - The flow restrictor.  
  - Electronic injector (Y320-3).  
  - The engine module ENG (A15). |
| Id775Eh    | 653 13      | ENG (A15)     | QR code non valid of the electronic injector of cylinder n°3. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°4. | Check:  
  - The engine module ENG (A15).  
  - Electronic injector (Y320-3). |
| Id775Fh    | 654 02      | ENG (A15)     | Reference of the injector of cylinder n°4 non valid. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°4. | Check:  
  - The engine module ENG (A15).  
  - Electronic injector (Y320-4). |
| Id7760h    | 654 05      | ENG (A15)     | Open circuit on the electronic injector of cylinder n°4. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°4 is inoperative. | Check:  
  - The engine module ENG (A15).  
  - Electronic injector (Y320-4). |
| Id7761h    | 654 06      | ENG (A15)     | Short-circuit of the electronic injector on cylinder n°4. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°4 is inoperative. | Check:  
  - The engine module ENG (A15).  
  - Electronic injector (Y320-4). |
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</thead>
</table>
| Id7762h   | 654 07      | ENG (A15)     | Mechanical failure of the electronic injector of cylinder n°4. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°4 is inoperative. | Check:  
- The supply ducts and lateral supply tube of the electronic injector.  
- The flow restrictor.  
- Electronic injector (Y320-4).  
- The engine module ENG (A15). |
| Id7763h   | 654 13      | ENG (A15)     | QR code non valid of the electronic injector of cylinder n°4. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°4. | Check:  
- The engine module ENG (A15).  
- Electronic injector (Y320-4). |
| Id7764h   | 655 02      | ENG (A15)     | Reference of the injector of cylinder n°5 non valid. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°5. | Check:  
- The engine module ENG (A15).  
- Electronic injector (Y320-5). |
| Id7765h   | 655 05      | ENG (A15)     | Open circuit on the electronic injector of cylinder n°5. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°5 is inoperative. | Check:  
- The engine module ENG (A15).  
- Electronic injector (Y320-5). |
| Id7766h   | 655 06      | ENG (A15)     | Short-circuit of the electronic injector on cylinder n°5. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°5 is inoperative. | Check:  
- The engine module ENG (A15).  
- Electronic injector (Y320-5). |
| Id7767h   | 655 07      | ENG (A15)     | Mechanical failure of the electronic injector of cylinder n°5. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°5 is inoperative. | Check:  
- The supply ducts and lateral supply tube of the electronic injector.  
- The flow restrictor.  
- Electronic injector (Y320-5).  
- The engine module ENG (A15). |
| Id7768h   | 655 13      | ENG (A15)     | QR code non valid of the electronic injector of cylinder n°5. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°5. | Check:  
- The engine module ENG (A15).  
- Electronic injector (Y320-5). |
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</table>
| Id7769h     | 656 02      | ENG (A15) Reference of the injector of cylinder n°6 non valid. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°6. | Check:  
  – The engine module ENG (A15).  
  – Electronic injector (Y320-6). |
| Id776Ah     | 656 05      | ENG (A15) Open circuit on the electronic injector of cylinder n°6. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°6 is inoperative. | Check:  
  – The engine module ENG (A15).  
  – Electronic injector (Y320-6). |
| Id776Bh     | 656 06      | ENG (A15) Short-circuit of the electronic injector on cylinder n°6. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°6 is inoperative. | Check:  
  – The engine module ENG (A15).  
  – Electronic injector (Y320-6). |
| Id776Ch     | 656 07      | ENG (A15) Mechanical failure of the electronic injector of cylinder n°6. | The engine will run with difficulty and will misfire as the ignition of the injector in cylinder n°6 is inoperative. | Check:  
  – The supply ducts and lateral supply tube of the electronic injector.  
  – The flow restrictor.  
  – Electronic injector (Y320-6).  
  – The engine module ENG (A15). |
| Id776Dh     | 656 13      | ENG (A15) QR code non valid of the electronic injector of cylinder n°6. | The engine may run with difficulty due to invalid calibration of the injector of cylinder n°6. | Check:  
  – The engine module ENG (A15).  
  – Electronic injector (Y320-6). |
| Id776Eh     | 1136 00     | ENG (A15) Temperature of the engine module excessively high. | The ENG (A15) engine calculator reduces engine speed by 600 rev/min and limits engine speed at 1 200 rev/min (returning to engine speed after restarting). | Check:  
  – The engine module ENG (A15). |
| Id776Fh     | 1136 16     | ENG (A15) Temperature of the engine module averagely high. | The ENG (A15) engine calculator reduces engine speed by 600 rev/min and limits engine speed at 1 200 rev/min (returning to engine speed after restarting). | Check:  
  – The engine module ENG (A15). |
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</thead>
</table>
| Id7770h    | 1172 03     | ENG (A15)     | Input voltage of the turbocharger intake air temperature high. | The ENG (A15) engine calculator uses a default intake air temperature of 30°C. | Check:  
  - The intake air temperature sensor (B1).  
  - The engine module ENG (A15). |
| Id7771h    | 1172 04     | ENG (A15)     | Input voltage of the turbocharger intake air temperature low. | The ENG (A15) engine calculator uses a default intake air temperature of 30°C. | Check:  
  - The intake air temperature sensor (B1).  
  - The engine module ENG (A15). |
| Id7772h    | 1180 00     | ENG (A15)     | Intake air temperature of the turbocharger excessively high. | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute). | Check:  
  - The intake air temperature sensor (B1).  
  - The air filter.  
  - The engine fan.  
  - The supercharging air circuit |
| Id7773h    | 1180 16     | ENG (A15)     | Turbocharger intake air temperature averagely high. | The ENG (A15) engine calculator reduces the engine power instantly to 95% of its nominal power (power recovery of 5% per minute). | Check:  
  - The intake air temperature sensor (B1).  
  - The air filter.  
  - The engine fan.  
  - The supercharging air circuit |
| Id7774h    | 1347 03     | ENG (A15)     | Intensity of the high pressure pump solenoid valve high. | The engine will run abnormally according to the severity of the problem. | Check:  
  - The high pressure pump solenoid valve for high pressure fuel (Y344). |
| Id7775h    | 1347 05     | ENG (A15)     | Disparity of intensity of the high pressure pump solenoid valve. | The engine's power increases just for the time required for the high pressure common rail pressure to exceed the upper threshold of the pressure restricter (pressure restricter of the common rail opens). | Check:  
  - The high pressure pump solenoid valve for high pressure fuel (Y344). |
| Id7776h    | 1347 07     | ENG (A15)     | Error in fuel pressure of the common rail | The engine calculator instructs the high pressure pump to increase or reduce the quantity of fuel in the common rail. The engine can misfire or run irregularly. The engine can provide low power. | Check:  
  - Supply ducts and fittings.  
  - Timing of the high pressure pump.  
  - The fuel pressure sensor of the common rail (B42).  
  - The engine module ENG (A15). |
<table>
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<tr>
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<tbody>
<tr>
<td>Id7777h</td>
<td>1569 31</td>
<td>ENG (A15)</td>
<td>Reduction of fuel input.</td>
<td>The ENG (A15) engine calculator reduces fuel supply to protect the engine</td>
<td>Check the following error codes: Id771Ah, Id771Eh, Id7723h, Id7727h, Id7729h, Id772Dh, Id7730h, Id7734h, Id7738h, Id773Ch, Id7746h, Id7749h, Id774Ah, Id774Bh, Id7773h, Id7777h, Id7778h, Id777Ch, Id777Fh, Id7780h, Id7781h, Id7785h, Id7787h.</td>
</tr>
</tbody>
</table>
| Id7778h    | 2630 00     | ENG (A15)     | Fresh air intake temperature excessively high. | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 40% its nominal power (power recovered: 20% per minute). | Check:  
– The air cooler (intercooler).  
– The fresh air intake temperature sensor (B222). |
| Id7779h    | 2630 03     | ENG (A15)     | Input voltage of the fresh air intake temperature high. | The ENG (A15) engine calculator uses a default intake fresh air temperature of 50°C. The engine protection function ensured by the ENG (A15) engine calculator with the fresh air maximum temperature EGR is deactivated. | Check:  
– The fresh air intake temperature sensor (B222).  
– The engine module ENG (A15). |
| Id777Ah    | 2630 04     | ENG (A15)     | Input voltage of the fresh air intake temperature low. | The ENG (A15) engine calculator uses a default intake fresh air temperature of 50°C. The engine protection function ensured by the ENG (A15) engine calculator with the fresh air maximum temperature EGR is deactivated. | Check:  
– The fresh air intake temperature sensor (B222).  
– The engine module ENG (A15). |
| Id777Bh    | 2630 15     | ENG (A15)     | Input voltage of the fresh air intake temperature slightly high. | The engine runs normally. | Check:  
– The air cooler (intercooler).  
– The fresh air intake temperature sensor (B222).  
– The engine module ENG (A15). |
| Id777Ch    | 2630 16     | ENG (A15)     | Fresh air intake temperature averagely high. | The ENG (A15) engine calculator reduces engine power by 5% per minute until it reaches 80% its nominal power (power recovered: 5% per minute). | Check:  
– The air cooler (intercooler).  
– The fresh air intake temperature sensor (B222).  
– The engine module ENG (A15). |
<table>
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</thead>
<tbody>
<tr>
<td>Id777Dh</td>
<td>2659 02</td>
<td>ENG (A15)</td>
<td>Flow rate/temperature gap for exhaust gas recycling.</td>
<td>The engine runs normally without considering the information delivered by the sensor in error.</td>
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<tr>
<td>Id777Eh</td>
<td>2659 15</td>
<td>ENG (A15)</td>
<td>Flow rate of recycled exhaust gases slightly high.</td>
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<tr>
<td>Id777Fh</td>
<td>2659 17</td>
<td>ENG (A15)</td>
<td>Flow rate of recycled exhaust gases slightly low.</td>
<td>The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 80% its nominal power</td>
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<td></td>
<td>(power recovered: 20% per minute).</td>
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<tr>
<td>Id7780h</td>
<td>2790 16</td>
<td>ENG (A15)</td>
<td>Turbocharger exit temperature averagely high.</td>
<td>The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power</td>
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<td>(power recovered: 20% per minute).</td>
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<tr>
<td>Id7781h</td>
<td>2791 02</td>
<td>ENG (A15)</td>
<td>Position of the EGR exhaust gas recycling valve non valid.</td>
<td>The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 80% its nominal power</td>
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<td></td>
<td>(power recovered: 20% per minute).</td>
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<tr>
<td>Id7782h</td>
<td>2791 03</td>
<td>ENG (A15)</td>
<td>Signal of the EGR exhaust gas recycling valve above maximum tolerance.</td>
<td>This error code produces the Id7784h, Id7785h error codes, generating a power reduction.</td>
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<tr>
<td>Id7783h</td>
<td>2791 04</td>
<td>ENG (A15)</td>
<td>Signal of the EGR exhaust gas recycling valve above minimum tolerance.</td>
<td>This error code produces the Id7784h, Id7785h error codes, generating a power reduction.</td>
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</tbody>
</table>
| Id7784h    | 2791 07     | ENG (A15)     | Command error of the exhaust gas recycling valve. | If the Id7782h, Id7783h, Id7790h, Id7 791h error codes also appear, run the procedure for these codes first. | Check:  
  – The EGR (M38) actuator.  
  – The engine module ENG (A15). |
| Id7785h    | 2791 13     | ENG (A15)     | EGR exhaust gas recycling valve out of calibration. | If the Id7782h, Id7783h, Id7790h, Id7 791h error codes also appear, run the procedure for these codes first:  
  – The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 80% its nominal power (power recovered: 20% per minute). | Check:  
  – The EGR (M38) actuator.  
  – The engine module ENG (A15). |
| Id7786h    | 2791 31     | ENG (A15)     | Calibration error of the EGR exhaust gas recycling valve. | The engine runs normally while ignoring the calibration error of the EGR exhaust gas recycling valve. | Check:  
  – The EGR (M38) actuator.  
  – The engine module ENG (A15). |
| Id7787h    | 2795 07     | ENG (A15)     | Gap in the position of the turbocharger actuator. | The ENG (A15) engine calculator reduces engine power by 20% per minute until it reaches 50% its nominal power (power recovered: 20% per minute). | Check:  
  – Turbocharger actuator (M37).  
  – Turbocharger linkages.  
  – Turbocharger. |
| Id7788h    | 3509 03     | ENG (A15)     | Reference voltage of the fuel pressure sensor of the common rail high | The ENG (A15) engine calculator is trying to operate normally. | Check:  
  – The fuel pressure sensor of the common rail (B42).  
  – The engine module ENG (A15). |
| Id7789h    | 3509 04     | ENG (A15)     | Reference voltage of the fuel pressure sensor on the lower common rail. | The ENG (A15) engine calculator is trying to operate normally. | Check:  
  – The fuel pressure sensor of the common rail (B42).  
  – The engine module ENG (A15). |
| Id778ah    | 3510 03     | ENG (A15)     | Reference voltage (5V) of the pressure, temperature and water presence sensors high. | The ENG (A15) engine calculator is trying to operate normally. | Check:  
  – The engine module ENG (A15). |
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Id778Bh</td>
<td>3510 04</td>
<td>ENG (A15)</td>
<td>Reference voltage (5V) of the pressure, temperature, water presence sensors low.</td>
<td>The ENG (A15) engine calculator is trying to operate normally.</td>
<td>Check: The engine module ENG (A15).</td>
</tr>
<tr>
<td>Id778Ch</td>
<td>3511 03</td>
<td>ENG (A15)</td>
<td>Reference voltage (5V) high. Not used.</td>
<td>The ENG (A15) engine calculator is trying to operate normally.</td>
<td>Check: The engine module ENG (A15).</td>
</tr>
<tr>
<td>Id778Dh</td>
<td>3511 04</td>
<td>ENG (A15)</td>
<td>Reference voltage (5V) low. Not used.</td>
<td>The ENG (A15) engine calculator is trying to operate normally.</td>
<td>Check: The engine module ENG (A15).</td>
</tr>
<tr>
<td>Id778Eh</td>
<td>3512 03</td>
<td>ENG (A15)</td>
<td>Reference voltage (5V) high. Not used.</td>
<td>The ENG (A15) engine calculator is trying to operate normally.</td>
<td>Check: The engine module ENG (A15).</td>
</tr>
<tr>
<td>Id778Fh</td>
<td>3512 04</td>
<td>ENG (A15)</td>
<td>Reference voltage (5V) low. Not used.</td>
<td>The ENG (A15) engine calculator is trying to operate normally.</td>
<td>Check: The engine module ENG (A15).</td>
</tr>
<tr>
<td>Id7790h</td>
<td>3513 03</td>
<td>ENG (A15)</td>
<td>Reference voltage (5V) of the EGR exhaust gas recycling valve position sensor high.</td>
<td>The ENG (A15) engine calculator is trying to operate normally.</td>
<td>Check: – The EGR (M38) actuator. – The engine module ENG (A15).</td>
</tr>
<tr>
<td>Id7791h</td>
<td>3513 04</td>
<td>ENG (A15)</td>
<td>Reference voltage (5V) of the EGR exhaust gas recycling valve position sensor low.</td>
<td>The ENG (A15) engine calculator is trying to operate normally.</td>
<td>Check: – The EGR (M38) actuator. – Potential short-circuit to ground of the 5V supply.</td>
</tr>
</tbody>
</table>
### MFT (A30)

<table>
<thead>
<tr>
<th>Error code</th>
<th>Native code</th>
<th>Sender module</th>
<th>Designation</th>
<th>Cause/System response</th>
<th>Comment/Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Id7879h</td>
<td>–</td>
<td>MFT (A30)</td>
<td>Internal temperature sensor of the terminal out of service.</td>
<td>The internal temperature sensor is inactive.</td>
<td>Check: The Cebis terminal module MFT (A30).</td>
</tr>
<tr>
<td>Id787Ah</td>
<td>–</td>
<td>MFT (A30)</td>
<td>Voltage delivered by the loudspeaker too low.</td>
<td>The loudspeaker of the Cebis terminal is active.</td>
<td>Check: The loudspeaker of the Cebis terminal (C22). The Cebis terminal module MFT (A30).</td>
</tr>
<tr>
<td>Id787Bh</td>
<td>–</td>
<td>MFT (A30)</td>
<td>Voltage delivered by the loudspeaker too high.</td>
<td>The loudspeaker of the Cebis terminal is active.</td>
<td>Check: The loudspeaker of the Cebis terminal (C22). The Cebis terminal module MFT (A30).</td>
</tr>
<tr>
<td>Id787Ch</td>
<td>–</td>
<td>MFT (A30)</td>
<td>Short-circuit to the 12V on the CLAAS vehicle CAN bus.</td>
<td>The Cebis terminal no longer emits on the CAN but can receive.</td>
<td>Check: The CLAAS vehicle CAN bus network. The Cebis terminal module MFT (A30).</td>
</tr>
<tr>
<td>Id787Dh</td>
<td>–</td>
<td>MFT (A30)</td>
<td>Short-circuit to the ground on the CLAAS vehicle CAN bus.</td>
<td></td>
<td>Check: The CLAAS vehicle CAN bus network. The Cebis terminal module MFT (A30).</td>
</tr>
<tr>
<td>Id787Eh</td>
<td>–</td>
<td>MFT (A30)</td>
<td>The CLAAS vehicle CAN bus component of the MFT module is faulty.</td>
<td></td>
<td>Check: The CLAAS vehicle CAN bus network. The Cebis terminal module MFT (A30).</td>
</tr>
<tr>
<td>Id787Fh</td>
<td>–</td>
<td>MFT (A30)</td>
<td>The Cebis terminal no longer emits messages over the CLAAS vehicle CAN bus due to too many CAN frame errors over the CLAAS vehicle CAN bus.</td>
<td></td>
<td>Check: The CLAAS vehicle CAN bus network. The Cebis terminal module MFT (A30).</td>
</tr>
</tbody>
</table>
### EXT (A62)

<table>
<thead>
<tr>
<th>Error code</th>
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<th>Cause/System response</th>
<th>Comment/Solution</th>
</tr>
</thead>
</table>
| Id7880h    | –           | EXT (A62)     | Short-circuit to the 12V on the CLAAS vehicle CAN bus. | – | Check:  
  – The CLAAS vehicle CAN bus network.  
  – The external function module EXT (A62). |
| Id7881h    | –           | EXT (A62)     | Short-circuit to the ground on the CLAAS vehicle CAN bus | – | Check:  
  – The CLAAS vehicle CAN bus network.  
  – The external function module EXT (A62). |
| Id7882h    | –           | EXT (A62)     | The EXT module no longer transmits any messages on the CLAAS vehicle CAN bus due to a number of CAN frame errors too high on the CLAAS vehicle CAN bus. | – | Check:  
  – The CLAAS vehicle CAN bus network.  
  – The external function module EXT (A62). |
| Id7883h    | –           | EXT (A62)     | The CLAAS vehicle CAN bus component of the EXT module is faulty. | – | Check:  
  – The CLAAS vehicle CAN bus network.  
  – The external function module EXT (A62). |
| Id7884h    | –           | EXT (A62)     | Short-circuit to the 12V on the ISO CAN bus. | – | Check:  
  – The ISO CAN bus network.  
  – The external function module EXT (A62). |
| Id7885h    | –           | EXT (A62)     | Short-circuit to the ground on the ISO CAN bus. | – | Check:  
  – The ISO CAN bus network.  
  – The external function module EXT (A62). |
| Id7886h    | –           | EXT (A62)     | The EXT module no longer transmits any messages on the ISO CAN bus due to a number of CAN frame errors too high on the ISO CAN bus. | – | Check:  
  – The ISO CAN bus network.  
  – The external function module EXT (A62). |
| Id7887h    | –           | EXT (A62)     | The ISO CAN bus component of the EXT module is faulty. | – | Check:  
  – The ISO CAN bus network.  
  – The external function module EXT (A62). |
<table>
<thead>
<tr>
<th>Error code</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Id7888h</td>
<td>–</td>
<td>EXT (A62)</td>
<td>Short-circuit to ground of the left indicator information.</td>
<td>–</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The indicator switch (S16).</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>– The external function module EXT (A62).</td>
</tr>
<tr>
<td>Id7889h</td>
<td>–</td>
<td>EXT (A62)</td>
<td>Short-circuit to ground of the right indicator information.</td>
<td>–</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>– The indicator switch (S16).</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>– The external function module EXT (A62).</td>
</tr>
<tr>
<td>Id788Ah</td>
<td>–</td>
<td>EXT (A62)</td>
<td>The EXT external function module has not received actual speed information for more than 5 seconds (BUS CAN).</td>
<td>The actual speed information is not available on the 7-pin ISO connector.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The CLAAS vehicle CAN bus network.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>– The bus CAN network communication module BDG (A103).</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>– The instrument panel module DBD (A101).</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>– The external function module EXT (A62).</td>
</tr>
<tr>
<td>Id788Bh</td>
<td>–</td>
<td>EXT (A62)</td>
<td>The EXT external function module has not received theoretical speed information for over 5 seconds (BUS CAN).</td>
<td>The theoretical speed information is not available on the 7 ISO connector.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>– The CLAAS vehicle CAN bus network.</td>
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<tr>
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<td></td>
<td>– The bus CAN network communication module BDG (A103).</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>– The instrument panel module DBD (A101).</td>
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<td></td>
<td></td>
<td></td>
<td>– The external function module EXT (A62).</td>
</tr>
<tr>
<td>Id788Ch</td>
<td>–</td>
<td>EXT (A62)</td>
<td>The EXT external function module has not received speed information from the rear PTO for more than 5 seconds (BUS CAN).</td>
<td>The PTO speed information is not available over the 7-pin ISO connector.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The CLAAS vehicle CAN bus network.</td>
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<td>– The bus CAN network communication module BDG (A103).</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>– The TR3 transmission module (A57-3).</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>– The external function module EXT (A62).</td>
</tr>
<tr>
<td>Id788Dh</td>
<td>–</td>
<td>EXT (A62)</td>
<td>The EXT external function module has not received the rear lifting status information for more than 5 seconds (BUS CAN).</td>
<td>The lifting high position information is not available on the 7-pin ISO connector.</td>
<td>Check:</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>– The CLAAS vehicle CAN bus network.</td>
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<td></td>
<td>– The bus CAN network communication module BDG (A103).</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td>– The lifting module REH (A58).</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>– The external function module EXT (A62).</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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</tr>
</tbody>
</table>
| Id788Eh    | –           | EXT (A62)     | The EXT external function module has not received rear lifting position information for more than 5 seconds (BUS CAN). | The lifting position information is not available over the 7-pin ISO connector. | Check:  
– The CLAAS vehicle CAN bus network.  
– The bus CAN network communication module BDG (A103).  
– The lifting module REH (A58).  
– The external function module EXT (A62). |
| Id788Fh    | –           | EXT (A62)     | The EXT external function module has not received the rear lifting, theoretical speed and rear PTO information for more than 5 seconds (BUS CAN). | No information is available over the 7-pin ISO connector. | Check:  
– The CLAAS vehicle CAN bus network.  
– The bus CAN network communication module BDG (A103).  
– The lifting module REH (A58).  
– The instrument panel module DBD (A101).  
– The TR3 transmission module (A57-3).  
– The external function module EXT (A62). |
| Id7890h    | –           | EXT (A62)     | The external function module EXT has received no information from the engine or receives an invalid engine speed signal for more than 5 seconds (Bus CAN). | The engine speed information is not available on the 7 pin ISO connector. | Check:  
– The CLAAS vehicle CAN bus network.  
– The bus CAN network communication module BDG (A103).  
– The ENG (A15) module.  
– The external function module EXT (A62). |
| Id7891h    | –           | EXT (A62)     | The external function module EXT has received no information from the position lights or receives an invalid signal from the position lights for more than 5 seconds (BUS CAN). | The position light information is not available on the ISO 7 pin connector. | Check:  
– The CLAAS vehicle CAN bus network.  
– CAN bus network communication module. |
| Id7892h    | –           | EXT (A62)     | The external function module EXT has received no information from the stop lights or receives an invalid signal from the left stop light for more than 5 seconds (Bus CAN). | The left stop light information is not available on the 7 pin ISO connector. | Check:  
– The CLAAS vehicle CAN bus network.  
– CAN bus network communication module. |
| Id7893h    | –           | EXT (A62)     | The external function module EXT has received no information from the stop lights or receives an invalid signal from the right stop light for more than 5 seconds (Bus CAN). | The right stop light information is not available on the 7 pin ISO connector. | Check:  
– The CLAAS vehicle CAN bus network.  
– CAN bus network communication module. |
<table>
<thead>
<tr>
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</thead>
</table>
| Id7894h    | –           | EXT (A62)     | The external function module EXT receives invalid information from the WLP (A104) modules for more than 5 seconds (Bus CAN). | The information from the WLP is not available on the 7 pin ISO connector. | Check:  
  - The CLAAS vehicle CAN bus network.  
  - CAN bus network communication module. |
| Id7895h    | –           | EXT (A62)     | The external function module EXT receives invalid rear power take-off engaging information for more than 5 seconds (Bus CAN). | The rear power take-off engaging information is not available on the 7 pin ISO connector | Check:  
  - The CLAAS vehicle CAN bus network.  
  - CAN bus network communication module. |
| Id78A0h    | –           | EXT (A62)     | You are about to launch a sequence CSM. | – | – |
| Id78A1h    | –           | EXT (A62)     | The CSM sequence is interrupted. | CSM sequence interrupted as ignition off | – |
| Id78A2h    | –           | EXT (A62)     | The CSM sequence cannot be started. | The CSM sequence does not start as speed is not high enough. | Speed must exceed 1,5 km/h |
| Id78A3h    | –           | EXT (A62)     | The version of the CSM sequence is not compatible. | The sequence has been cleared. | – |
| Id78A4h    | –           | EXT (A62)     | Fault of the "Claas Sequence Management" (S177) switch. | – | Check:  
  - The "Claas Sequence Management" (S177) switch  
  - The external function module EXT (A62)  
  - The hydraulic module HYD (A60) |
<p>| Id78A5h    | –           | EXT (A62)     | Switch the CSM (S177) switch to play before selecting a sequence. | – | – |</p>
<table>
<thead>
<tr>
<th>Error code</th>
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<th>Cause/System response</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Id78A6h</td>
<td>–</td>
<td>EXT (A62)</td>
<td>The CSM sequence is interrupted.</td>
<td>The CSM sequence is interrupted after pressing one of the external commands.</td>
<td>–</td>
</tr>
<tr>
<td>Id78A7h</td>
<td>–</td>
<td>EXT (A62)</td>
<td>The CSM sequence is interrupted.</td>
<td>The CSM sequence is interrupted as the driver is not sitting on the seat.</td>
<td>–</td>
</tr>
<tr>
<td>Id78A8h</td>
<td>–</td>
<td>EXT (A62)</td>
<td>The CSM sequence is interrupted.</td>
<td>The CSM sequence does not start as speed is not high enough.</td>
<td>Speed must exceed 1.5 km/h</td>
</tr>
<tr>
<td>Id78A9h</td>
<td>–</td>
<td>EXT (A62)</td>
<td>The CSM sequence is interrupted.</td>
<td>The CSM sequence is interrupted as the engine is not running.</td>
<td>–</td>
</tr>
<tr>
<td>Id78AAh</td>
<td>–</td>
<td>EXT (A62)</td>
<td>One of the functions to be controlled by the CSM is beyond its control without prior information to the EXT (A62) external function module.</td>
<td>Entry rejected</td>
<td>Check: – The HYD (A60) module, Electrical wiring, Valve – The external function module EXT (A62)</td>
</tr>
<tr>
<td>Id78ABh</td>
<td>–</td>
<td>EXT (A62)</td>
<td>Communication problem between one of the functions to be controlled by the CSM and the EXT (A62) external function module.</td>
<td>No response after validation.</td>
<td>Check: – The HYD (A60) module, Electrical wiring, Valve – The external function module EXT (A62)</td>
</tr>
<tr>
<td>Id78ACh</td>
<td>–</td>
<td>EXT (A62)</td>
<td>Communication problem between one of the functions to be controlled by the CSM and the EXT (A62) external function module.</td>
<td>No input message received.</td>
<td>Check: – The HYD (A60) module, Electrical wiring, Valve – The external function module EXT (A62)</td>
</tr>
<tr>
<td>Id78ADh</td>
<td>–</td>
<td>EXT (A62)</td>
<td>Recording of the CSM sequence is interrupted.</td>
<td>Memory full.</td>
<td>Recording canceled.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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</tbody>
</table>
| Id78AEh    | –           | EXT (A62)     | The EXT (A62) external function module detects an inconsistency between 2 signals, the first giving the status of the CSM function, the second the status of the "Claas Sequence Management" (S177) switch. | – | Check:  
– The "Claas Sequence Management" (S177) switch  
– The external function module EXT (A62) |
| Id78AFh    | –           | EXT (A62)     | The CSM sequence cannot be started. | Cannot display the sequence. | – |
| Id78C6h    | –           | EXT (A62)     | The CSM sequence cannot be started. | No recorded sequence is valid. | – |
| Id78C7h    | –           | EXT (A62)     | The CAN "Distance" message is not received by the EXT (A62) external function module. | – | Check:  
– The DBD (A101) dashboard sending the information to the CAN and the bus CAN BDG (A103) network communication module relaying it to the Claas Vehicle Can Bus. |
<p>| Id78C8h    | –           | EXT (A62)     | Internal error CSM. | – | – |
| Id78C9h    | –           | EXT (A62)     | No CSM sequence can be read or recorded. | The engine is not running. | – |
| Id78CAh    | –           | EXT (A62)     | No CSM sequence can be read or recorded. | The driver is not sitting on the seat. | – |
| Id78CBh    | –           | EXT (A62)     | No CSM sequence can be read or recorded. | Ignition switched off. | – |
| Id78CCh    | –           | EXT (A62)     | No CSM sequence can be read or recorded. | Speed exceeds 20 km/h | – |</p>
<table>
<thead>
<tr>
<th>Error code</th>
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<th>Cause/System response</th>
<th>Comment/Solution</th>
</tr>
</thead>
</table>
| Id78D1h    | –           | EXT (A62)     | The CAN "Engine running" message is not received by the external function module EXT (A62) or invalid value. | – | Check:  
  - The TR2 transmission module (A57-2).  
  - The Bus CAN network communication module BDG (A103)  
  - The external function module EXT (A62). |
| Id78D2h    | –           | EXT (A62)     | The CAN "Driver sitting" message is not received by the EXT (A62) external function module or invalid value. | – | Check:  
  - The TR2 transmission module (A57-2).  
  - The Bus CAN network communication module BDG (A103)  
  - The external function module EXT (A62). |
| Id78D3h    | –           | EXT (A62)     | The CAN "Ignition off" message is not received by the external function module EXT (A62) or invalid value. | – | Check:  
  - The lifting module REH (A58)  
  - The Bus CAN network communication module BDG (A103)  
  - The external function module EXT (A62). |
| Id78D4h    | –           | EXT (A62)     | The CAN "Contacts S1 or S2" message is not received by the EXT (A62) external function module or invalid value. | – | Check:  
  - The MFA (A100) armrest multifunction module  
  - The external function module EXT (A62). |
| Id78D5h    | –           | EXT (A62)     | The CAN "Stop contact" message is not received by the external function module EXT (A62) or invalid value. | – | Check:  
  - The MFA (A100) armrest multifunction module  
  - The external function module EXT (A62). |
| Id78D6h    | –           | EXT (A62)     | The CAN "CSM permission" message is not received by the external function module EXT (A62) or invalid value. | – | Check:  
  - The hydraulic module HYD (A60)  
  - The external function module EXT (A62). |
<p>| Id78D7h    | –           | EXT (A62)     | The CSM sequence cannot be started. | Speed exceeds 20 km/h | – |</p>
<table>
<thead>
<tr>
<th>Error code</th>
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<th>Cause/System response</th>
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</tr>
</thead>
</table>
| Id78D8h    | –           | EXT (A62)     | The CAN "Speed" message is not received by the external function module EXT (A62) or invalid value. | –                     | Check:  
  – The speed sensor (GPS, radar, wheels)  
  – The DBD (A101) dashboard sending the information to the CAN and the Bus CAN BDG (A103) network communication module relaying it to the Claas vehicle CAN Bus. |
<p>| Id78D9h    | –           | EXT (A62)     | Sequence recording aborted.                                                 | –                     | –                                                                                                      |
| Id78DAh    | –           | EXT (A62)     | The CSM sequence cannot be started.                                         | Battery voltage too low. | –                                                                                                      |
| Id78DBh    | –           | EXT (A62)     | The CSM sequence is interrupted.                                            | The CSM sequence is interrupted as it uses an unknown function. | –                                                                                                      |
| Id78DCh    | –           | EXT (A62)     | The CSM sequence cannot be started.                                         | Type of machine incorrect. | –                                                                                                      |</p>
<table>
<thead>
<tr>
<th>Error code</th>
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<th>Sender module</th>
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<th>Cause/System response</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Id7F00h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Confirmation of engine speed memorization</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Id7F01h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the SFA module and the DBD</td>
<td>No message received from the SFA (A102) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F02h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the HYD module and the DBD</td>
<td>No message received from the HYD (A60) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F03h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the EXT module and the DBD</td>
<td>No message received from the EXT (A62) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F04h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the SCU module and the DBD</td>
<td>No message received from the SCU (A131) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F05h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the C-Matic and the</td>
<td>No message received from the C-Matic for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F06h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the MFT module and the DBD</td>
<td>No message received from the MFT (A30) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F07h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the WLP module and the DBD</td>
<td>No message received from the WLP (A104) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F08h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the MFA module and the DBD</td>
<td>No message received from the MFA (A105) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F09h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error</td>
<td>No message received from the DBD (A101) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F0Ah</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the ENG module and the DBD</td>
<td>No message received from the ENG (A15) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F0Bh</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the TR1 module and the DBD</td>
<td>No message received from the TR1 (A57-1) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F0Ch</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the TR2 module and the DBD</td>
<td>No message received from the TR2 (A57-2) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F0Dh</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the TR3 module and the DBD</td>
<td>No message received from the TR3 (A57-3) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
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</tr>
<tr>
<td>Id7F0Eh</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Communication error between the REH module and the DBD</td>
<td>No message received from the REH (A58) module for more than 5s.</td>
<td>Back to normal mode when the message is received again</td>
</tr>
<tr>
<td>Id7F0Fh</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Bridge transmission error over the CLAAS CAN Bus network</td>
<td>Short-circuit on the supply of the CLAAS CAN Bus</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F10h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Too much bridge data over the CLAAS CAN Bus network</td>
<td>CLAAS CAN Bus short-circuited to ground</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F11h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>The bridge has disconnected from the CLAAS CAN Bus network</td>
<td>No message can be transmitted until the module is back online</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F12h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Bridge transmission error over the J1939 CAN Bus network</td>
<td>Short-circuit on the supply of the J1939 CAN Bus</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F13h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Too much bridge data over the J1939 CAN Bus network</td>
<td>J1939 CAN Bus short-circuited to ground</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F14h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>The bridge has disconnected from the J1939 CAN Bus network</td>
<td>No message can be transmitted until the module is back online</td>
<td>The tractor returns to the normal mode once the module is online again.</td>
</tr>
<tr>
<td>Id7F2Dh</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Theoretical speed sensor (B227) Disconnected</td>
<td>The harness giving the information of the (B227) speed sensor between the TR1 module and the DBD is probably damaged</td>
<td>Check the harness between the TR1 (A57-1) module and the DBD (A101).</td>
</tr>
<tr>
<td>Id7F2Eh</td>
<td>–</td>
<td>DBD (A101)</td>
<td>The engine speed sensor (B228) Disconnected</td>
<td>–</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F2Fh</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Real speed sensor (radar/B230) not connected.</td>
<td>Antislip control can no longer be used.</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F30h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>The rear PTO speed sensor (B142) Disconnected</td>
<td>–</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F31h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>The module’s interface is not connected</td>
<td>Cannot browse the menus.</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F32h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Fuel level potentiometer (R35) not connected.</td>
<td>No information on consumption and time before refuelling available</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F33h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>(B45) coolant temperature sensor Disconnected</td>
<td>–</td>
<td>The tractor returns to the normal mode when the error disappears</td>
</tr>
<tr>
<td>Id7F34h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Air filter blocked</td>
<td>Air filter blocked</td>
<td>Check the (Z69) air filter clogged contact.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
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</tr>
<tr>
<td>Id7F35h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Transmission oil filter clogged.</td>
<td>Clean the oil filter. Check the (Z102) oil filter clogging contact.</td>
<td></td>
</tr>
<tr>
<td>Id7F36h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Alarm Trailer brake</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>Id7F37h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Engine controller disconnected during CSM sequence.</td>
<td>Engine controller locked. The engine controller is inoperative. After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM.</td>
<td></td>
</tr>
<tr>
<td>Id7F38h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Engine controller disconnected during CSM sequence.</td>
<td>Communication error with the engine controller. The engine controller is inoperative. After 20 seconds, the tractor initializes, then the sequence is relaunched. If nothing happens, reset the CSM.</td>
<td></td>
</tr>
<tr>
<td>Id7F39h</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Functions unavailable</td>
<td>–</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Id7F3Ah</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Message missing on the level of button 1 and 2 in the CSM sequence</td>
<td>Functions unavailable</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Id7F3Bh</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Message missing on the level of the front external control buttons</td>
<td>Functions unavailable</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Id7F3Ch</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Message missing on the level of the function 1 and 2 button</td>
<td>Functions unavailable</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Id7F3Dh</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Message missing on the level of the function 3 and 4 button</td>
<td>Functions unavailable</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Id7F3Eh</td>
<td>–</td>
<td>DBD (A101)</td>
<td>Message missing on the level of the ITE</td>
<td>No message from the ITE during 5 seconds</td>
<td>Back to normal mode when the message is received again.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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</tr>
<tr>
<td>IdA000h</td>
<td>0</td>
<td>HYD (A60)</td>
<td>Error during the RAM test at start.</td>
<td>RAM faulty. Valve 1 returns to neutral.</td>
<td>The RAM memory of the 1 valve is write/read tested when starting. Clear the error. If the error appears again replace the 1 valve.</td>
</tr>
<tr>
<td>IdA001h</td>
<td>1</td>
<td>HYD (A60)</td>
<td>Error upon initial commissioning of the valve.</td>
<td>Faulty EEPROM. Valve 1 returns to neutral.</td>
<td>This error should not occur during work, as it appears during the initial commissioning.</td>
</tr>
<tr>
<td>IdA002h</td>
<td>3</td>
<td>HYD (A60)</td>
<td>Division by 0 internal error.</td>
<td>Valve 1 returns to neutral.</td>
<td>The calculator cannot divide by 0. Clear the error. If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA003h</td>
<td>4</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 1 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA004h</td>
<td>5</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 1 returns to neutral.</td>
<td>Clear the error. If the error appears again replace the 1 valve.</td>
</tr>
<tr>
<td>IdA005h</td>
<td>6</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters.</td>
<td>Valve 1 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA006h</td>
<td>8</td>
<td>HYD (A60)</td>
<td>Spool behaviour error.</td>
<td>Error between the position requested and the controlled position of the 1 valve spool. Valve 1 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA00Bh</td>
<td>16</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters in the EEPROM.</td>
<td>Memory problem. Valve 1 returns to neutral.</td>
<td>Switch the ignition off and wait at least 20 seconds.</td>
</tr>
<tr>
<td>IdA00Ch</td>
<td>17</td>
<td>HYD (A60)</td>
<td>Error when setting the valve.</td>
<td>The 1 valve is configured improperly. Back to previous parameter.</td>
<td>This error may appear when changing an address or a parameter in the 1 valve. If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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</tr>
<tr>
<td>IdA00Dh</td>
<td>18</td>
<td>HYD (A60)</td>
<td>Flash memory error.</td>
<td>Error between the original programme and the current programme. Valve 1 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA00Eh</td>
<td>19</td>
<td>HYD (A60)</td>
<td>Spool position supervision error.</td>
<td>The actual position of the spool is too far from the position controlled by the programme. Valve 1 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA00Fh</td>
<td>20</td>
<td>HYD (A60)</td>
<td>Short-circuit on the level of the 1 valve position controller</td>
<td>The system providing control of the 1 valve position is damaged or short-circuited</td>
<td>Clear the error If the error appears again,</td>
</tr>
<tr>
<td>IdA010h</td>
<td>21</td>
<td>HYD (A60)</td>
<td>Supply of the 1 valve above max value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA011h</td>
<td>22</td>
<td>HYD (A60)</td>
<td>Supply of the 1 valve below the min value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA012h</td>
<td>23</td>
<td>HYD (A60)</td>
<td>No response from the microcontroller.</td>
<td>Supervisor damaged. Valve 1 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA013h</td>
<td>24</td>
<td>HYD (A60)</td>
<td>Supervisor error when starting.</td>
<td>Supervisor not started upon tractor starting. Valve 1 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA014h</td>
<td>–</td>
<td>HYD (A60)</td>
<td>The spool of the 1 valve does not reach the position requested within the time set.</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>IdA015h</td>
<td>28</td>
<td>HYD (A60)</td>
<td>The 1 valve does not return to neutral.</td>
<td>The 1 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 1 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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</tr>
<tr>
<td>IdA016h</td>
<td>27</td>
<td>HYD (A60)</td>
<td>The 1 valve does not reach the float position.</td>
<td>The 1 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 1 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA017h</td>
<td>28</td>
<td>HYD (A60)</td>
<td>The 1 valve is not at neutral when starting.</td>
<td>Valve 1 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA018h</td>
<td>29</td>
<td>HYD (A60)</td>
<td>The 1 valve is not at the position desired.</td>
<td>The valve spool was pushed too far in respect of the position desired.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA019h</td>
<td>30</td>
<td>HYD (A60)</td>
<td>Problem controlling the 1 valve.</td>
<td>The drawer moves in the wrong direction in respect of the command.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA01Bh</td>
<td>32</td>
<td>HYD (A60)</td>
<td>The timeout without commanding the 1 valve has expired.</td>
<td>The 1 valve is in the neutral position as it has not been commanded for a certain time.</td>
<td>–</td>
</tr>
<tr>
<td>IdA025h</td>
<td>42</td>
<td>HYD (A60)</td>
<td>Value of the 1 valve command impossible.</td>
<td>Valve 1 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA026h</td>
<td>43</td>
<td>HYD (A60)</td>
<td>Value of the 1 valve command impossible.</td>
<td>Valve 1 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA027h</td>
<td>44</td>
<td>HYD (A60)</td>
<td>Value of the 1 valve command impossible.</td>
<td>Valve 1 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA028h</td>
<td>45</td>
<td>HYD (A60)</td>
<td>Value of the 1 valve command impossible.</td>
<td>Valve 1 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA029h</td>
<td>46</td>
<td>HYD (A60)</td>
<td>Value of the 1 valve command impossible.</td>
<td>Valve 1 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
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</tr>
<tr>
<td>IdA02Ah</td>
<td>47</td>
<td>HYD (A60)</td>
<td>Value of the 1 valve command impossible.</td>
<td>Valve 1 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 1 valve.</td>
</tr>
<tr>
<td>IdA02Bh</td>
<td>0</td>
<td>HYD (A60)</td>
<td>Error during the RAM test at start.</td>
<td>RAM faulty. Valve 2 returns to neutral.</td>
<td>The RAM memory of the 1 valve is write/read tested when starting. Clear the error. If the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA02Ch</td>
<td>1</td>
<td>HYD (A60)</td>
<td>Error upon initial commissioning of the valve.</td>
<td>Faulty EEPROM. Valve 2 returns to neutral.</td>
<td>This error should not occur during work, as it appears during the initial commissioning.</td>
</tr>
<tr>
<td>IdA02Dh</td>
<td>3</td>
<td>HYD (A60)</td>
<td>Division by 0 internal error.</td>
<td>Valve 2 returns to neutral.</td>
<td>The calculator cannot divide by 0. Clear the error. If the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA02Eh</td>
<td>4</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 2 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA02Fh</td>
<td>5</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 2 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA030h</td>
<td>6</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters.</td>
<td>Valve 2 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA031h</td>
<td>8</td>
<td>HYD (A60)</td>
<td>Spool behaviour error.</td>
<td>Error between the position requested and the controlled position of the 2 valve spool. Valve 2 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA036h</td>
<td>16</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters in the EEPROM.</td>
<td>Memory problem. Valve 2 returns to neutral.</td>
<td>Switch the ignition off and wait at least 20 seconds if the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA037h</td>
<td>17</td>
<td>HYD (A60)</td>
<td>Error when setting the valve.</td>
<td>The 2 valve is configured improperly. Back to previous parameter.</td>
<td>This error may appear when changing an address or a parameter in the 2 valve. Reconfigure. If the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA038h</td>
<td>18</td>
<td>HYD (A60)</td>
<td>Flash memory error.</td>
<td>Error between the original programme and the current programme. Valve 2 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
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</tr>
<tr>
<td>IdA039h</td>
<td>19</td>
<td>HYD (A60)</td>
<td>Spool position supervision error. The actual position of the spool is too far from the position controlled by the programme. Valve 2 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 2 valve.</td>
<td></td>
</tr>
<tr>
<td>IdA03Ah</td>
<td>20</td>
<td>HYD (A60)</td>
<td>Short-circuit on the level of the 2 valve position controller The system providing control of the 2 valve position is damaged or short-circuited Valve 2 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 2 valve.</td>
<td></td>
</tr>
<tr>
<td>IdA03Bh</td>
<td>21</td>
<td>HYD (A60)</td>
<td>Supply of the 2 valve above max value.</td>
<td>Check the voltage delivered by the alternator and battery.</td>
<td></td>
</tr>
<tr>
<td>IdA03Ch</td>
<td>22</td>
<td>HYD (A60)</td>
<td>Supply of the 2 valve below the min value.</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 2 valve.</td>
<td></td>
</tr>
<tr>
<td>IdA03Dh</td>
<td>23</td>
<td>HYD (A60)</td>
<td>No response from the microcontroller. Supervisor damaged. Valve 2 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 2 valve.</td>
<td></td>
</tr>
<tr>
<td>IdA03Eh</td>
<td>24</td>
<td>HYD (A60)</td>
<td>Supervisor error when starting. Supervisor error when starting. Valve 2 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 2 valve.</td>
<td></td>
</tr>
<tr>
<td>IdA03Fh</td>
<td>–</td>
<td>HYD (A60)</td>
<td>The spool of the 2 valve does not reach the position requested within the time set.</td>
<td>–</td>
<td></td>
</tr>
<tr>
<td>IdA040h</td>
<td>26</td>
<td>HYD (A60)</td>
<td>The 2 valve does not return to neutral. The 2 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 2 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 2 valve.</td>
<td></td>
</tr>
<tr>
<td>IdA041h</td>
<td>27</td>
<td>HYD (A60)</td>
<td>The 2 valve does not reach the float position. The 2 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 2 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 2 valve.</td>
<td></td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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<td>------------------</td>
</tr>
<tr>
<td>IdA042h</td>
<td>28</td>
<td>HYD (A60)</td>
<td>The 2 valve is not at neutral when starting.</td>
<td>Valve 2 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA043h</td>
<td>29</td>
<td>HYD (A60)</td>
<td>The 2 valve is not at the position desired.</td>
<td>The valve spool was pushed too far in respect of the position desired. Valve 2 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA044h</td>
<td>30</td>
<td>HYD (A60)</td>
<td>Problem controlling the valve.</td>
<td>The drawer moves in the wrong direction in respect of the command. Valve 2 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA046h</td>
<td>32</td>
<td>HYD (A60)</td>
<td>The timeout without commanding the 2 valve has expired.</td>
<td>The 2 is in the neutral position as it has not been commanded for a certain time.</td>
<td>–</td>
</tr>
<tr>
<td>IdA050h</td>
<td>42</td>
<td>HYD (A60)</td>
<td>Value of the 2 valve command impossible.</td>
<td>Valve 2 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA051h</td>
<td>43</td>
<td>HYD (A60)</td>
<td>Value of the 2 valve command impossible.</td>
<td>Valve 2 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA052h</td>
<td>44</td>
<td>HYD (A60)</td>
<td>Value of the 2 valve command impossible.</td>
<td>Valve 2 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA053h</td>
<td>45</td>
<td>HYD (A60)</td>
<td>Value of the 2 valve command impossible.</td>
<td>Valve 2 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA054h</td>
<td>46</td>
<td>HYD (A60)</td>
<td>Value of the 2 valve command impossible.</td>
<td>Valve 2 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA055h</td>
<td>47</td>
<td>HYD (A60)</td>
<td>Value of the 2 valve command impossible.</td>
<td>Valve 2 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 2 valve.</td>
</tr>
<tr>
<td>IdA056h</td>
<td>0</td>
<td>HYD (A60)</td>
<td>Error during the RAM test at start.</td>
<td>RAM faulty. Valve 3 returns to neutral.</td>
<td>The RAM memory of the 1 valve is write/read tested when starting. Clear the error if the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA057h</td>
<td>1</td>
<td>HYD (A60)</td>
<td>Error upon initial commissioning of the valve.</td>
<td>Faulty EEPROM. Valve 3 returns to neutral.</td>
<td>This error should not occur during work, as it appears during the initial commissioning.</td>
</tr>
<tr>
<td>IdA058h</td>
<td>3</td>
<td>HYD (A60)</td>
<td>Division by 0 internal error.</td>
<td>Valve 3 returns to neutral.</td>
<td>The calculator cannot divide by 0. Clear the error if the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA059h</td>
<td>4</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 3 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
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</tr>
<tr>
<td>IdA05Ah</td>
<td>5</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Valve out of range. Valve 3 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA05Bh</td>
<td>6</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters.</td>
<td>Valve 3 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA05Ch</td>
<td>8</td>
<td>HYD (A60)</td>
<td>Spool behaviour error.</td>
<td>Error between the position requested and the controlled position of the 3 valve spool. Valve 3 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA061h</td>
<td>16</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters in the EEPROM.</td>
<td>Memory problem. Valve 3 returns to neutral.</td>
<td>Switch the ignition off and wait at least 20 seconds If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA062h</td>
<td>17</td>
<td>HYD (A60)</td>
<td>Error when settling the valve.</td>
<td>The 3 valve is configured improperly. Back to previous parameter.</td>
<td>This error may appear when changing an address or a parameter in the 3 valve. Reconfigure. If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA063h</td>
<td>18</td>
<td>HYD (A60)</td>
<td>Flash memory error.</td>
<td>Error between the original programme and the current programme. Valve 3 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA064h</td>
<td>19</td>
<td>HYD (A60)</td>
<td>Spool position supervision error.</td>
<td>The actual position of the spool is too far from the position controlled by the programme. Valve 3 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA065h</td>
<td>20</td>
<td>HYD (A60)</td>
<td>Short-circuit on the level of the 3 valve position controller</td>
<td>The system providing control of the 3 valve position is damaged or short-circuited Valve 3 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA066h</td>
<td>21</td>
<td>HYD (A60)</td>
<td>Supply of the 3 valve above max value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA067h</td>
<td>22</td>
<td>HYD (A60)</td>
<td>Supply of the 3 valve below the min value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA068h</td>
<td>23</td>
<td>HYD (A60)</td>
<td>No response from the microcontroller.</td>
<td>Supervisor damaged. Valve 3 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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<td>------------------</td>
</tr>
<tr>
<td>IdA069h</td>
<td>24</td>
<td>HYD (A60)</td>
<td>Supervisor error when starting.</td>
<td>Supervisor not started upon tractor starting. Valve 3 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA06Ah</td>
<td>–</td>
<td>HYD (A60)</td>
<td>The spool of the 3 valve does not reach the position requested within the time set.</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>IdA06Bh</td>
<td>26</td>
<td>HYD (A60)</td>
<td>The 3 valve does not return to neutral.</td>
<td>The 3 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 3 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA06Ch</td>
<td>27</td>
<td>HYD (A60)</td>
<td>The 3 valve does not reach the float position.</td>
<td>The 3 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 3 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA06Dh</td>
<td>28</td>
<td>HYD (A60)</td>
<td>The 3 valve is not at neutral when starting.</td>
<td>Valve 3 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA06Eh</td>
<td>29</td>
<td>HYD (A60)</td>
<td>The 3 valve is not at the position desired.</td>
<td>The valve spool was pushed too far in respect of the position desired. Valve 3 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA06Fh</td>
<td>30</td>
<td>HYD (A60)</td>
<td>Problem controlling the 3 valve.</td>
<td>The drawer moves in the wrong direction in respect of the command. Valve 3 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA071h</td>
<td>32</td>
<td>HYD (A60)</td>
<td>The timeout without commanding the 3 valve has expired.</td>
<td>The 3 valve is in the neutral position as it has not been commanded for a certain time.</td>
<td>–</td>
</tr>
<tr>
<td>IdA07Bh</td>
<td>42</td>
<td>HYD (A60)</td>
<td>Value of the 3 valve command impossible.</td>
<td>Valve 3 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA07Ch</td>
<td>43</td>
<td>HYD (A60)</td>
<td>Value of the 3 valve command impossible.</td>
<td>Valve 3 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA07Dh</td>
<td>44</td>
<td>HYD (A60)</td>
<td>Value of the 3 valve command impossible.</td>
<td>Valve 3 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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</tr>
<tr>
<td>IdA07Eh</td>
<td>45</td>
<td>HYD (A60)</td>
<td>Value of the 3 valve command impossible.</td>
<td>Valve 3 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA07Fh</td>
<td>46</td>
<td>HYD (A60)</td>
<td>Value of the 3 valve command impossible.</td>
<td>Valve 3 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA080h</td>
<td>47</td>
<td>HYD (A60)</td>
<td>Value of the 3 valve command impossible.</td>
<td>Valve 3 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 3 valve.</td>
</tr>
<tr>
<td>IdA081h</td>
<td>0</td>
<td>HYD (A60)</td>
<td>Error during the RAM test at start.</td>
<td>RAM faulty. Valve 4 returns to neutral.</td>
<td>The RAM memory of the 1 valve is write/read tested when starting. Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA082h</td>
<td>1</td>
<td>HYD (A60)</td>
<td>Error upon initial commissioning of the valve.</td>
<td>Faulty EEPROM. Valve 4 returns to neutral.</td>
<td>This error should not occur during work, as it appears during the initial commissioning.</td>
</tr>
<tr>
<td>IdA083h</td>
<td>3</td>
<td>HYD (A60)</td>
<td>Division by 0 internal error.</td>
<td>Valve 4 returns to neutral.</td>
<td>The calculator cannot divide by 0. Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA084h</td>
<td>4</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA085h</td>
<td>5</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA086h</td>
<td>6</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters.</td>
<td>Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA087h</td>
<td>8</td>
<td>HYD (A60)</td>
<td>Spool behaviour error.</td>
<td>Error between the position requested and the controlled position of the 4 valve spool. Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA08Ch</td>
<td>16</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters in the EEPROM.</td>
<td>Memory problem. Valve 4 returns to neutral.</td>
<td>Switch the ignition off and wait at least 20 seconds If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA08Dh</td>
<td>17</td>
<td>HYD (A60)</td>
<td>Error when setting the valve.</td>
<td>The 4 valve is configured improperly. Back to previous parameter.</td>
<td>This error may appear when changing an address or a parameter in the 4 valve. Reconfigure. If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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<td>------------------</td>
</tr>
<tr>
<td>IdA08Eh</td>
<td>18</td>
<td>HYD (A60)</td>
<td>Flash memory error.</td>
<td>Error between the original programme and the current programme. Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA08Fh</td>
<td>19</td>
<td>HYD (A60)</td>
<td>Spool position supervision error.</td>
<td>The actual position of the spool is too far from the position controlled by the programme. Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA090h</td>
<td>20</td>
<td>HYD (A60)</td>
<td>Short-circuit on the level of the 4 valve position controller</td>
<td>The system providing control of the 4 valve position is damaged or short-circuited. Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA091h</td>
<td>21</td>
<td>HYD (A60)</td>
<td>Supply of the 4 valve above max value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA092h</td>
<td>22</td>
<td>HYD (A60)</td>
<td>Supply of the 4 valve below the min value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA093h</td>
<td>23</td>
<td>HYD (A60)</td>
<td>No response from the microcontroller.</td>
<td>Supervisor damaged. Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA094h</td>
<td>24</td>
<td>HYD (A60)</td>
<td>Supervisor error when starting.</td>
<td>Supervisor not started upon tractor starting. Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>IdA095h</td>
<td>–</td>
<td>HYD (A60)</td>
<td>The spool of the 4 valve does not reach the position requested within the time set.</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>IdA096h</td>
<td>26</td>
<td>HYD (A60)</td>
<td>The 4 valve does not return to neutral.</td>
<td>The 4 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 4 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
<tr>
<td>-------------</td>
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<td>-------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>0097h</td>
<td>27</td>
<td>HYD</td>
<td>The 4 valve does not reach the float position.</td>
<td>The 4 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 4 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>0098h</td>
<td>28</td>
<td>HYD</td>
<td>The 4 valve is not at neutral when starting.</td>
<td>Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>0099h</td>
<td>29</td>
<td>HYD</td>
<td>The 4 valve is not at the position desired.</td>
<td>The valve spool was pushed too far in respect of the position desired. Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>009Ah</td>
<td>30</td>
<td>HYD</td>
<td>Problem controlling the 4 valve.</td>
<td>The drawer moves in the wrong direction in respect of the command. Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>009Ch</td>
<td>32</td>
<td>HYD</td>
<td>The timeout without commanding the 4 valve has expired.</td>
<td>The 4 valve is in the neutral position as it has not been commanded for a certain time.</td>
<td>–</td>
</tr>
<tr>
<td>00A6h</td>
<td>42</td>
<td>HYD</td>
<td>Value of the 4 valve command impossible.</td>
<td>Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>00A7h</td>
<td>43</td>
<td>HYD</td>
<td>Value of the 4 valve command impossible.</td>
<td>Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>00A8h</td>
<td>44</td>
<td>HYD</td>
<td>Value of the 4 valve command impossible.</td>
<td>Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>00A9h</td>
<td>45</td>
<td>HYD</td>
<td>Value of the 4 valve command impossible.</td>
<td>Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>00AAh</td>
<td>46</td>
<td>HYD</td>
<td>Value of the 4 valve command impossible.</td>
<td>Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>00ABh</td>
<td>47</td>
<td>HYD</td>
<td>Value of the 4 valve command impossible.</td>
<td>Valve 4 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 4 valve.</td>
</tr>
<tr>
<td>00ACh</td>
<td>0</td>
<td>HYD</td>
<td>Error during the RAM test at start.</td>
<td>RAM faulty. Valve 5 returns to neutral.</td>
<td>The RAM memory of the 1 valve is write/read tested when starting. Clear the error If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>00ADh</td>
<td>1</td>
<td>HYD</td>
<td>Error upon initial commissioning of the valve.</td>
<td>Faulty EEPROM. Valve 5 returns to neutral.</td>
<td>This error should not occur during work, as it appears during the initial commissioning.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
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</tr>
<tr>
<td>IdA0AEh</td>
<td>3</td>
<td>HYD (A60)</td>
<td>Division by 0 internal error.</td>
<td>Valve 5 returns to neutral.</td>
<td>The calculator cannot divide by 0. Clear the error. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0AFh</td>
<td>4</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 5 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0B0h</td>
<td>5</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 5 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0B1h</td>
<td>6</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters.</td>
<td>Valve 5 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0B2h</td>
<td>8</td>
<td>HYD (A60)</td>
<td>Spool behaviour error.</td>
<td>Error between the position requested and the controlled position of the 5 valve spool. Valve 5 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0B7h</td>
<td>16</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters in the EEPROM.</td>
<td>Memory problem. Valve 5 returns to neutral.</td>
<td>Switch the ignition off and wait at least 20 seconds. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0B8h</td>
<td>17</td>
<td>HYD (A60)</td>
<td>Error when setting the valve.</td>
<td>The 5 valve is configured improperly. Back to previous parameter.</td>
<td>This error may appear when changing an address or a parameter in the 5 valve. Reconfigure. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0B9h</td>
<td>18</td>
<td>HYD (A60)</td>
<td>Flash memory error.</td>
<td>Error between the original programme and the current programme. Valve 5 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0BAh</td>
<td>19</td>
<td>HYD (A60)</td>
<td>Spool position supervision error.</td>
<td>The actual position of the spool is too far from the position controlled by the programme. Valve 5 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0BBh</td>
<td>20</td>
<td>HYD (A60)</td>
<td>Short-circuit on the level of the 5 valve position controller</td>
<td>The system providing control of the 5 valve position is damaged or short-circuited. Valve 5 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0BCh</td>
<td>21</td>
<td>HYD (A60)</td>
<td>Supply of the 5 valve above max value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error. If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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</tr>
<tr>
<td>IdA0BDh</td>
<td>22</td>
<td>HYD (A60)</td>
<td>Supply of the 5 valve below the min value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0BEh</td>
<td>23</td>
<td>HYD (A60)</td>
<td>No response from the microcontroller.</td>
<td>Supervisor damaged. Valver 5 returns to neutral.</td>
<td>Clear the error</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0BFh</td>
<td>24</td>
<td>HYD (A60)</td>
<td>Supervisor error when starting.</td>
<td>Supervisor not started upon tractor starting. Valver 5 returns to neutral.</td>
<td>Clear the error</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0C0h</td>
<td></td>
<td>HYD (A60)</td>
<td>The spool of the 5 valve does not reach the position requested within the time set.</td>
<td>–</td>
<td></td>
</tr>
<tr>
<td>IdA0C1h</td>
<td>26</td>
<td>HYD (A60)</td>
<td>The 5 valve does not return to neutral.</td>
<td>The 5 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valver 5 returns to neutral.</td>
<td>Let the tractor warm up and test again. Clear the error If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0C2h</td>
<td>27</td>
<td>HYD (A60)</td>
<td>The 5 valve does not reach the float position.</td>
<td>The 5 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valver 5 returns to neutral.</td>
<td>Let the tractor warm up and test again. Clear the error If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0C3h</td>
<td>28</td>
<td>HYD (A60)</td>
<td>The 5 valve is not at neutral when starting.</td>
<td>Valver 5 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0C4h</td>
<td>29</td>
<td>HYD (A60)</td>
<td>The 5 valve is not at the position desired.</td>
<td>The valve spool was pushed too far in respect of the position desired. Valver 5 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0C5h</td>
<td>30</td>
<td>HYD (A60)</td>
<td>Problem controlling the 5 valve.</td>
<td>The drawer moves in the wrong direction in respect of the command. Valver 5 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
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<td>------------------</td>
</tr>
<tr>
<td>IdA0C7h</td>
<td>32</td>
<td>HYD (A60)</td>
<td>The timeout without commanding the 5 valve has expired.</td>
<td>The 5 valve is in the neutral position as it has not been commanded for a certain time.</td>
<td>–</td>
</tr>
<tr>
<td>IdA0D1h</td>
<td>42</td>
<td>HYD (A60)</td>
<td>Value of the 5 valve command impossible.</td>
<td>Valve 5 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0D2h</td>
<td>43</td>
<td>HYD (A60)</td>
<td>Value of the 5 valve command impossible.</td>
<td>Valve 5 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0D3h</td>
<td>44</td>
<td>HYD (A60)</td>
<td>Value of the 5 valve command impossible.</td>
<td>Valve 5 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0D4h</td>
<td>45</td>
<td>HYD (A60)</td>
<td>Value of the 5 valve command impossible.</td>
<td>Valve 5 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0D5h</td>
<td>46</td>
<td>HYD (A60)</td>
<td>Value of the 5 valve command impossible.</td>
<td>Valve 5 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0D6h</td>
<td>47</td>
<td>HYD (A60)</td>
<td>Value of the 5 valve command impossible.</td>
<td>Valve 5 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 5 valve.</td>
</tr>
<tr>
<td>IdA0D7h</td>
<td>0</td>
<td>HYD (A60)</td>
<td>Error during the RAM test at start.</td>
<td>RAM faulty. Valve 6 returns to neutral.</td>
<td>The RAM memory of the 1 valve is write/read tested when starting. Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0D8h</td>
<td>1</td>
<td>HYD (A60)</td>
<td>Error upon initial commissioning of the valve.</td>
<td>Faulty EEPROM. Valve 6 returns to neutral.</td>
<td>This error should not occur during work, as it appears during the initial commissioning.</td>
</tr>
<tr>
<td>IdA0D9h</td>
<td>3</td>
<td>HYD (A60)</td>
<td>Division by 0 internal error.</td>
<td>Valve 6 returns to neutral.</td>
<td>The calculator cannot divide by 0. Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0DAh</td>
<td>4</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0DBh</td>
<td>5</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0DCh</td>
<td>6</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters.</td>
<td>Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0DDh</td>
<td>8</td>
<td>HYD (A60)</td>
<td>Spool behaviour error.</td>
<td>Error between the position requested and the controlled position of the 6 valve spool. Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
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<td>------------------</td>
</tr>
<tr>
<td>IdA0E2h</td>
<td>16</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters in the EEPROM.</td>
<td>Memory problem. Valve 6 returns to neutral.</td>
<td>Switch the ignition off and wait at least 20 seconds. If the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0E3h</td>
<td>17</td>
<td>HYD (A60)</td>
<td>Error when settling the valve.</td>
<td>The 6 valve is configured improperly. Back to previous parameter.</td>
<td>This error may appear when changing an address or a parameter in the 6 valve. Reconfigure. If the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0E4h</td>
<td>18</td>
<td>HYD (A60)</td>
<td>Flash memory error.</td>
<td>Error between the original programme and the current programme. Valve 6 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0E5h</td>
<td>19</td>
<td>HYD (A60)</td>
<td>Spool position supervision error.</td>
<td>The actual position of the spool is too far from the position controlled by the programme. Valve 6 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0E6h</td>
<td>20</td>
<td>HYD (A60)</td>
<td>Short-circuit on the level of the 6 valve position controller</td>
<td>The system providing control of the 6 valve position is damaged or short-circuited. Valve 6 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0E7h</td>
<td>21</td>
<td>HYD (A60)</td>
<td>Supply of the 6 valve above max value.</td>
<td>—</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error. If the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0E8h</td>
<td>22</td>
<td>HYD (A60)</td>
<td>Supply of the 6 valve below the min value.</td>
<td>—</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error. If the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0E9h</td>
<td>23</td>
<td>HYD (A60)</td>
<td>No response from the microcontroller.</td>
<td>Supervisor damaged. Valve 6 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0EAh</td>
<td>24</td>
<td>HYD (A60)</td>
<td>Supervisor error when starting.</td>
<td>Supervisor not started upon tractor starting. Valve 6 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0EBh</td>
<td>—</td>
<td>HYD (A60)</td>
<td>The spool of the 6 valve does not reach the position requested within the time set.</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
</tr>
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</tr>
<tr>
<td>IdA0ECCh</td>
<td>26</td>
<td>HYD (A60)</td>
<td>The 6 valve does not return to neutral.</td>
<td>The 6 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 6 returns to neutral.</td>
<td>Let the tractor warm up and test again. Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0EDh</td>
<td>27</td>
<td>HYD (A60)</td>
<td>The 6 valve does not reach the float position.</td>
<td>The 6 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 6 returns to neutral.</td>
<td>Let the tractor warm up and test again. Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0EEh</td>
<td>28</td>
<td>HYD (A60)</td>
<td>The 6 valve is not at neutral when starting.</td>
<td>Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0EFh</td>
<td>29</td>
<td>HYD (A60)</td>
<td>The 6 valve is not at the position desired.</td>
<td>The valve spool was pushed too far in respect of the position desired. Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0F0h</td>
<td>30</td>
<td>HYD (A60)</td>
<td>Problem controlling the 6 valve.</td>
<td>The drawer moves in the wrong direction in respect of the command. Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0F2h</td>
<td>32</td>
<td>HYD (A60)</td>
<td>The timeout without commanding the 6 valve has expired.</td>
<td>The 6 valve is in the neutral position as it has not been commanded for a certain time.</td>
<td>–</td>
</tr>
<tr>
<td>IdA0FCCh</td>
<td>42</td>
<td>HYD (A60)</td>
<td>Value of the 6 valve command impossible.</td>
<td>Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0FDh</td>
<td>43</td>
<td>HYD (A60)</td>
<td>Value of the 6 valve command impossible.</td>
<td>Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0FEh</td>
<td>44</td>
<td>HYD (A60)</td>
<td>Value of the 6 valve command impossible.</td>
<td>Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA0FFh</td>
<td>45</td>
<td>HYD (A60)</td>
<td>Value of the 6 valve command impossible.</td>
<td>Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA100h</td>
<td>46</td>
<td>HYD (A60)</td>
<td>Value of the 6 valve command impossible.</td>
<td>Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>IdA101h</td>
<td>47</td>
<td>HYD (A60)</td>
<td>Value of the 6 valve command impossible.</td>
<td>Valve 6 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 6 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
<td>Cause/System response</td>
<td>Comment/Solution</td>
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</tr>
<tr>
<td>IdA102h</td>
<td>0</td>
<td>HYD (A60)</td>
<td>Error during the RAM test at start.</td>
<td>RAM faulty. Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA103h</td>
<td>1</td>
<td>HYD (A60)</td>
<td>Error upon initial commissioning of the valve.</td>
<td>Faulty EEPROM. Valve 7 returns to neutral.</td>
<td>This error should not occur during work, as it appears during the initial commissioning.</td>
</tr>
<tr>
<td>IdA104h</td>
<td>3</td>
<td>HYD (A60)</td>
<td>Division by 0 internal error.</td>
<td>Valve 7 returns to neutral.</td>
<td>The calculator cannot divide by 0. Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA105h</td>
<td>4</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA106h</td>
<td>5</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA107h</td>
<td>6</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters.</td>
<td>Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA108h</td>
<td>8</td>
<td>HYD (A60)</td>
<td>Spool behaviour error.</td>
<td>Error between the position requested and the controlled position of the 7 valve spool. Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA109h</td>
<td>16</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters in the EEPROM.</td>
<td>Memory problem. Valve 7 returns to neutral.</td>
<td>Switch the ignition off and wait at least 20 seconds if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA10 Eh</td>
<td>17</td>
<td>HYD (A60)</td>
<td>Error when settling the valve.</td>
<td>The 7 valve is configured improperly. Back to previous parameter.</td>
<td>This error may appear when changing an address or a parameter in the 7 valve. Reconfigure if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA109h</td>
<td>18</td>
<td>HYD (A60)</td>
<td>Flash memory error.</td>
<td>Error between the original programme and the current programme. Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA110h</td>
<td>19</td>
<td>HYD (A60)</td>
<td>Spool position supervision error.</td>
<td>The actual position of the spool is too far from the position controlled by the programme. Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA111h</td>
<td>20</td>
<td>HYD (A60)</td>
<td>Short-circuit on the level of the 7 valve position controller</td>
<td>The system providing control of the 7 valve position is damaged or short-circuited Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>Error code</td>
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<td>Comment/Solution</td>
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</tr>
<tr>
<td>IdA112h</td>
<td>21</td>
<td>HYD (A60)</td>
<td>Supply of the 7 valve above max value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA113h</td>
<td>22</td>
<td>HYD (A60)</td>
<td>Supply of the 7 valve below the min value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA114h</td>
<td>23</td>
<td>HYD (A60)</td>
<td>No response from the microcontroller.</td>
<td>Supervisor damaged. Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA115h</td>
<td>24</td>
<td>HYD (A60)</td>
<td>Supervisor error when starting.</td>
<td>Supervisor not started upon tractor starting. Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA116h</td>
<td>–</td>
<td>HYD (A60)</td>
<td>The spool of the 7 valve does not reach the position requested within the time set.</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>IdA117h</td>
<td>26</td>
<td>HYD (A60)</td>
<td>The 7 valve does not return to neutral.</td>
<td>The 7 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. The 7 valve does not return to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA118h</td>
<td>27</td>
<td>HYD (A60)</td>
<td>The 7 valve does not reach the float position.</td>
<td>The 7 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 7 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA119h</td>
<td>28</td>
<td>HYD (A60)</td>
<td>The 7 valve is not at neutral when starting.</td>
<td>Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA11Ah</td>
<td>29</td>
<td>HYD (A60)</td>
<td>The 7 valve is not at the position desired.</td>
<td>The valve spool was pushed too far in respect of the position desired. Valve 7 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 7 valve.</td>
</tr>
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<td>Error code</td>
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</tr>
<tr>
<td>IdA11Bh</td>
<td>30</td>
<td>HYD (A60)</td>
<td>Problem controlling the 7 valve.</td>
<td>The drawer moves in the wrong direction in respect of the command. Valve 7 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA11Dh</td>
<td>32</td>
<td>HYD (A60)</td>
<td>The timeout without commanding the 7 valve has expired.</td>
<td>The 7 valve is in the neutral position as it has not been commanded for a certain time.</td>
<td>–</td>
</tr>
<tr>
<td>IdA127h</td>
<td>42</td>
<td>HYD (A60)</td>
<td>Value of the 7 valve command impossible.</td>
<td>Valve 7 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA128h</td>
<td>43</td>
<td>HYD (A60)</td>
<td>Value of the 7 valve command impossible.</td>
<td>Valve 7 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA129h</td>
<td>44</td>
<td>HYD (A60)</td>
<td>Value of the 7 valve command impossible.</td>
<td>Valve 7 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA12Ah</td>
<td>45</td>
<td>HYD (A60)</td>
<td>Value of the 7 valve command impossible.</td>
<td>Valve 7 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA12Bh</td>
<td>46</td>
<td>HYD (A60)</td>
<td>Value of the 7 valve command impossible.</td>
<td>Valve 7 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA12Ch</td>
<td>47</td>
<td>HYD (A60)</td>
<td>Value of the 7 valve command impossible.</td>
<td>Valve 7 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 7 valve.</td>
</tr>
<tr>
<td>IdA12Dh</td>
<td>0</td>
<td>HYD (A60)</td>
<td>Error during the RAM test at start.</td>
<td>RAM faulty. Valve 8 returns to neutral.</td>
<td>The RAM memory of the 1 valve is write/read tested when starting. Clear the error. If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA12Eh</td>
<td>1</td>
<td>HYD (A60)</td>
<td>Error upon initial commissioning of the valve.</td>
<td>Faulty EEPROM. Valve 8 returns to neutral.</td>
<td>This error should not occur during work, as it appears during the initial commissioning.</td>
</tr>
<tr>
<td>IdA12Fh</td>
<td>3</td>
<td>HYD (A60)</td>
<td>Division by 0 internal error.</td>
<td>Valve 8 returns to neutral.</td>
<td>The calculator cannot divide by 0. Clear the error. If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA130h</td>
<td>4</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 8 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA131h</td>
<td>5</td>
<td>HYD (A60)</td>
<td>Internal calculation error.</td>
<td>Value out of range. Valve 8 returns to neutral.</td>
<td>Clear the error. If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>Error code</td>
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<tr>
<td>IdA132h</td>
<td>6</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters.</td>
<td>Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA133h</td>
<td>8</td>
<td>HYD (A60)</td>
<td>Spool behaviour error.</td>
<td>Error between the position requested and the controlled position of the 8 valve spool. Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA136h</td>
<td>16</td>
<td>HYD (A60)</td>
<td>Error when saving the parameters in the EEPROM.</td>
<td>Memory problem. Valve 8 returns to neutral.</td>
<td>Switch the ignition off and wait at least 20 seconds If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA139h</td>
<td>17</td>
<td>HYD (A60)</td>
<td>Error when setting the valve.</td>
<td>The 8 valve is configured improperly. Back to previous parameter.</td>
<td>This error may appear when changing an address or a parameter in the 8 valve. Reconfigure. If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA13Ah</td>
<td>18</td>
<td>HYD (A60)</td>
<td>Flash memory error.</td>
<td>Error between the original programme and the current programme. Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA13Bh</td>
<td>19</td>
<td>HYD (A60)</td>
<td>Spool position supervision error.</td>
<td>The actual position of the spool is too far from the position controlled by the programme. Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA13Ch</td>
<td>20</td>
<td>HYD (A60)</td>
<td>Short-circuit on the level of the 8 valve position controller</td>
<td>The system providing control of the 8 valve position is damaged or short-circuited Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA13Dh</td>
<td>21</td>
<td>HYD (A60)</td>
<td>Supply of the 8 valve above max value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA13Eh</td>
<td>22</td>
<td>HYD (A60)</td>
<td>Supply of the 8 valve below the min value.</td>
<td>–</td>
<td>Check the voltage delivered by the alternator and battery. Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA13Fh</td>
<td>23</td>
<td>HYD (A60)</td>
<td>No response from the microcontroller.</td>
<td>Supervisor damaged. Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>Error code</td>
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</tr>
<tr>
<td>IdA140h</td>
<td>24</td>
<td>HYD (A60)</td>
<td>Supervisor error when starting.</td>
<td>Supervisor not started upon tractor starting. Valve 8 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA141h</td>
<td>–</td>
<td>HYD (A60)</td>
<td>The spool of the 8 valve does not reach the position requested within the time set.</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td>IdA142h</td>
<td>26</td>
<td>HYD (A60)</td>
<td>The 8 valve does not return to neutral.</td>
<td>The 8 valve has not returned to neutral within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 8 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA143h</td>
<td>27</td>
<td>HYD (A60)</td>
<td>The 8 valve does not reach the float position.</td>
<td>The 8 valve does not reach the float position within the time set. The problem may be linked with oil viscosity (temperature too low) reducing the performance of the valve. Valve 8 returns to neutral.</td>
<td>Let the tractor warm up and test again. If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA144h</td>
<td>28</td>
<td>HYD (A60)</td>
<td>The 8 valve is not at neutral when starting.</td>
<td>Valve 8 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA145h</td>
<td>29</td>
<td>HYD (A60)</td>
<td>The 8 valve is not at the position desired.</td>
<td>The valve spool was pushed too far in respect of the position desired. Valve 8 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA146h</td>
<td>30</td>
<td>HYD (A60)</td>
<td>Problem controlling the 8 valve.</td>
<td>The drawer moves in the wrong direction in respect of the command. Valve 8 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>IdA148h</td>
<td>32</td>
<td>HYD (A60)</td>
<td>The timeout without commanding the 8 valve has expired.</td>
<td>The 8 valve is in the neutral position as it has not been commanded for a certain time.</td>
<td>–</td>
</tr>
<tr>
<td>IdA152h</td>
<td>42</td>
<td>HYD (A60)</td>
<td>Value of the 8 valve command impossible.</td>
<td>Valve 8 returns to neutral.</td>
<td>Clear the error if the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>Error code</td>
<td>Native code</td>
<td>Sender module</td>
<td>Designation</td>
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</tr>
<tr>
<td>1IdA153h</td>
<td>43</td>
<td>HYD (A60)</td>
<td>Value of the 8 valve command impossible.</td>
<td>Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>1IdA154h</td>
<td>44</td>
<td>HYD (A60)</td>
<td>Value of the 8 valve command impossible.</td>
<td>Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>1IdA155h</td>
<td>45</td>
<td>HYD (A60)</td>
<td>Value of the 8 valve command impossible.</td>
<td>Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>1IdA156h</td>
<td>46</td>
<td>HYD (A60)</td>
<td>Value of the 8 valve command impossible.</td>
<td>Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
<tr>
<td>1IdA157h</td>
<td>47</td>
<td>HYD (A60)</td>
<td>Value of the 8 valve command impossible.</td>
<td>Valve 8 returns to neutral.</td>
<td>Clear the error If the error appears again, replace the 8 valve.</td>
</tr>
</tbody>
</table>
G2
CONTROL PANEL “WLP”
## General description

### Description

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

### Technical description

The module WLP integrates its lighting control panel.
The WLP module controls the work lights, cab lighting, flashlights, defrosting (outside mirrors and rear window).
The WLP module provides a timeout for work lights, cab lighting, and defrosting.
The buttons on the control panel are of the pulse and backlit type.

### Technical specifications

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Power</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Working lights</td>
<td>55 W</td>
<td>H9</td>
</tr>
<tr>
<td>Overhead light</td>
<td>7 W</td>
<td>—</td>
</tr>
<tr>
<td>Rotating beacon</td>
<td>55 W</td>
<td>H1</td>
</tr>
</tbody>
</table>
### General description

#### Schematic diagram

**Description**

1. Dipped headlights.
2. Main beam lights.
3. Front sidelights.
4. Front work lights.
5. Work lights or dimmed lights.
6. Rear lights.
7. Mirror adjustment
8. Door contacts.
9. Rear work lights.
11. Rotating beacons (Rotating beacons).
12. Rear view mirrors.
13. Rear window.
14. Lighting control panel.
15. Dome lights.
16. WLP Work lighting, flashlight, defrosting module "A104".
17. Defrosting control button.
18. On-Off button.
Working lights

Description
The WLP module houses its control panel, with independent controls. The control buttons are of the pulse and backlight type. The WLP module manages the use and timing of work lights using engine information (speed, engine running) transmitted by the TR2 and BDG modules.

Technical description
The control panel (1) and its WLP module allow using 14 work lights located at the front, rear, and sides. Pressing the control button allocated to the respective electric circuit triggers excitation of the corresponding (8) control relay.

CAN messaging

<table>
<thead>
<tr>
<th>Powertain CAN Bus</th>
<th>CLAAS vehicle CAN bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Engine running information</td>
<td>1 Engine running information</td>
</tr>
<tr>
<td>Engine speed information</td>
<td>Engine speed information</td>
</tr>
</tbody>
</table>

Technical specifications

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<th>Characteristic</th>
<th>Power</th>
<th>Type</th>
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</thead>
<tbody>
<tr>
<td>Working lights</td>
<td>55 W</td>
<td>H9</td>
</tr>
</tbody>
</table>

Functional logic
If ignition is off and the different lights lit:
– The 90-second timing is launched before all lights are totally switched off.
– The on/off button blinks during the 90-second timing.
When switching off the panel using the on/off button: The lighting configuration is saved.
The control buttons for lit lights are backlight. As the engine running information is absent, timing is launched.
When restarting, press the on/off button or directly one of the control buttons of lighting required to restore the last lighting configuration.
Working lights

Schematic diagram

Description

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

Description

Cab lighting is ensured by the 2 dome lights each fitted with a switch to choose its operating mode:
– Lighting permanently OFF: No cab lighting.
– Manual lighting: Dome lights remain on.
– Automatic lighting: The dome light is lit when the cab door is open.

Technical description

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

CAN messaging

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Technical specifications

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<th>Characteristic</th>
<th>Power</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overhead light</td>
<td>7 W</td>
<td>-</td>
</tr>
</tbody>
</table>

Functional logic

If ignition is off and a door remains open:
– As the engine running information is absent, timing is launched
– The dome light remains on for a timed duration of 30 minutes.
If ignition is off, dome light in manual operating mode:
– As the engine running information is absent, timing is launched
– Cab lighting remains lit for a timed-out time of 2 hours.
Lighting permanently ON: The overhead light will remain ON while the master switch is on.
Description

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

Description

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

Technical description

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

CAN messaging

<table>
<thead>
<tr>
<th>Powertain CAN Bus</th>
<th>CLAAS vehicle CAN bus</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Engine running information</td>
</tr>
<tr>
<td>Engine speed information</td>
<td>Engine running information</td>
</tr>
</tbody>
</table>

Technical specifications

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Power</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rotating beacon (rotating lights)</td>
<td>55 W</td>
<td>H1</td>
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Functional logic

The safety lighting is provided by 1 or 2 flashlights.
The flashlights can be actuated at any time:
– With engine running or stopped.
Rotating beacons

Schematic diagram

Description

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

Description

The defrosting function concerns:
– The rear window
– The two lateral mirrors.

Technical description

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

Engaging defrosting triggers excitation of the 6 command relay.

Functional logic

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

In this case, the module “WLP”:
– Launches the 10 min timing of the power circuit of defrosting resistors.
– Supplies the warning lamp built into the manual control.

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

Schematic diagram

Description

1 Manual defrosting control.
2 Defrosting indicator light.
3 Rear window defrosting resistor "R70".
4 Right mirror defrosting resistor "M20".
5 Left mirror defrosting resistor "M19".
6 Control relay.